

3,000,000 ft. of flooring, 100,000 squares of shingles and vast quantities of mill-work were used. An additional large volume of lumber was consumed in boxes and crates used for the shipment of munitions, vehicles and other supplies.

During 1940 timber frames for 325 aircraft hangars and drill halls were supplied. These frames were made from select structural grades of Douglas fir treated with zinc chloride and fastened by modern steel-ring timber connectors. Most of these structures had free spans of 112 ft. and ranged in length from 128 ft. to 160 ft. More than 32,000,000 bd. ft. of structural timber was used in their erection.

The tempo of building activity was restricted during the winter months but by no means came to a halt. In the summer of 1941 it became almost as active as during the previous year. Consumption of lumber for war purposes of all kinds was equal to that of 1940. Further expansion of camps and training centres required the erection of an additional 4,000 wooden buildings and 149 hangars and drill halls. Lumber for these structures was delivered at 150 sites across Canada. About 10,000,000 ft. of hardwood flooring, 6,000,000 sq. ft. of plywood, and mill-work valued at more than \$1,000,000, were used in these buildings. The volume of lumber needed for making ammunition and other boxes totalled millions of board feet and the production of box shooks, barrels, etc., was valued at \$2,500,000.

The closing by enemy action of the United Kingdom's ordinary source of supply of pit props for use in mines, placed on Canadian woodsmen the responsibility for meeting a severe shortage in what was, to them, an entirely new product. From the Maritime Provinces and eastern Quebec 240,000 fathoms (1 fathom = 216 stacked cu. ft.) of props, prepared in accordance with British requirements, were shipped in 1940. In the following year shipments were negligible, partly because of the increased utilization of British home-grown timber for this purpose.

In spite of the fact that most types of combat aircraft are now of metal construction, the demand for wood for use in aircraft is practically equal to that of the last year of the First World War when wood was the aeroplane designer's chief material. Sitka spruce, found on the west coast of British Columbia, is the preferred species for structural components of aircraft and every effort has been made to supply the needs of the industry, at home and throughout the Empire. There has also been an unprecedented demand for yellow birch logs, of large size and of the highest quality, for the preparation of aircraft veneers. The specifications for these veneers, which are cut very thin and are made up into plywood for covering wings and fuselages, and are also used in the manufacture of airscrews, are so high that only perfect logs can be used for their production. About 66,500 tons of birch veneer logs were produced in Canada in 1940 and in 1941 the quantity used increased to 90,000 tons.

There are now six plants in Canada producing birch veneer for use in aircraft, including one on the Atlantic seaboard and one on the Pacific Coast. Of these six, five have entered the aircraft-veneer field since the outbreak of war. It is estimated that production of the industry in 1941 will total 55,000,000 sq. ft. of veneers suitable for use in aircraft plywoods and airscrews. These plywoods are made in three plants producing 4,500,000 sq. ft. annually.

*Price Control.*—At the commencement of timber-control operations an arrangement for the voluntary regulation of lumber prices by the industry itself was instituted. In Eastern Canada this regulation applied to all lumber sold for war purposes, but on the west coast it was extended to ordinary domestic sales also. That this arrangement saved the country many millions of dollars is shown by the