

in making boxes and crates for shipping munitions, food, automotive equipment, aircraft, and other war supplies and, at the instance of the Control, many types of containers were redesigned by the Forest Products Laboratories of the Department of Mines and Resources, effecting important savings in lumber and shipping space.

To offset the shortage of structural steel during the period of greatest construction activity, new techniques in the use of wood were adopted. Huge structures were built without steel girders. This was made possible by the use of the then recently perfected ring connector, which permits the fabrication of timber joints of far greater strength than could be secured by previous practice. More than 700 hangars, drill halls, storage buildings, and other structures requiring a maximum area of unimpeded floor space were built in Canada with frames of structural grades of Douglas fir held together by the new connectors.

Lumber prices were among the first in Canada to be brought under control. At first this was accomplished through informal agreements between the Timber Controller and the trade but, when the general policy of Price Control was established on Dec. 1, 1941, under the Wartime Prices and Trade Board, the Timber Controller was appointed Administrator of lumber prices. During 1942, only minor adjustments in prices were authorized but in 1943, the rise in cost of production made necessary a general review of lumber prices throughout Canada and upward adjustments in most cases. From that date until the end of hostilities, lumber price ceilings were not altered, except in a few instances where circumstances demanded special treatment.

Control of civilian requirements was at first effected by informal direction of the Control but in January, 1943, an order provided that no person could buy more than \$1,000 worth of lumber or mill-work for construction or repairs at any plant, or more than \$200 worth for construction or repairs of a building, other than a plant, unless a permit was obtained from the Timber Control or a licence was granted by the Construction Control. This particular order was rescinded on Feb. 22, 1944, but some restrictions remained in force until after the end of the War. Other orders, passed at various times, prohibited the use of Sitka spruce, of aircraft quality, for any purpose other than for the manufacture of aeroplanes, and high-grade yellow birch logs suitable for veneering had to be placed at the disposal of the authorities. By the end of 1945, practically all orders of this type had been rescinded but it still proved necessary to restrict exports of lumber.

Since the end of the War, the domestic demand for lumber for all purposes including construction, railway maintenance and general industrial use, stepped up sharply with the conversion of industry to peacetime operation. Export demand also increased to unprecedented heights because of the needs for reconstruction throughout the world. At the end of 1945, visible demand for Canadian lumber was far greater than the supply, although preliminary estimates of production indicated that the year's output had reached the high total of 4,900,000,000 bd. ft.

The continuance of prices in other countries at levels much higher than those in Canada made it necessary to continue strict export controls, even though the War was over, to provide for Canada's basic requirements and prevent the draining away of all domestic supplies. However, following the termination of hostilities, Timber Control, after protecting United Kingdom contracts, discontinued its allocation to specific countries, leaving the trade free to pick its own export markets, export quotas being fixed on an over-all basis.