

Aircraft Woods.—During the War of 1914-18, Sitka spruce, which grows only on the west coast of North America, was found to be the most satisfactory wood for structural components of aircraft and, during the War of 1939-45, selected yellow birch logs from Eastern Canada were found most suitable for producing veneers to the exacting specifications required for aircraft plywoods. The Timber Control materially helped to ensure that manufacturers in Canada and the United Kingdom would receive adequate supplies of both these high-quality woods.

In the earlier years nearly all of the output of Sitka spruce of aircraft quality, went to the United Kingdom but by the spring of 1942 supplies threatened to become inadequate. The situation was further complicated by the inauguration of the Canadian program for building the Mosquito bomber. In June, 1942, a Crown company known as Aero Timber Products Limited, was established for the purpose of increasing production of Sitka spruce. The Company set up eight camps and supervised private operations. Output increased to 17,000,000 ft. in 1942 and to 26,000,000 ft. in 1943, about two-thirds of which was exported to the United Kingdom. The remainder was allocated between Canada, Australia, New Zealand and South Africa.

The United Kingdom is the largest user of aircraft veneers. Pre-war imports from Canada totalled about 10,000 tons annually but by 1941 they had increased to 60,000 tons. In that year the British Controller asked for assistance in obtaining birch veneer logs and aircraft veneers and plywoods and the Canadian Timber Control took over all negotiations. In August, 1942, a Crown company known as Veneer Log Supply Limited, was established and producers of logs of the requisite quality were required to offer them to the new Company.

In the spring of 1945, and before the end of hostilities, it was recognized that the peak of demand for special aircraft woods had passed. Substantial inventories had been built up and it was, therefore, possible for controls over the use of Sitka spruce and yellow birch veneer logs to be removed. The two Crown companies were wound up and surrendered their charters.

Wood Fuel.—Almost one-half of all Canadian householders depend on firewood to heat their homes. The larger part of this firewood is normally produced in farm woodlots and the diversion of farm labour to the Armed Forces and war industry resulted in a serious wood-fuel shortage in 1942. On the coast of British Columbia, where many homes are heated by sawdust or other sawmill refuse, a shortage developed because of the increased industrial demand for these products.

To deal with this emergency, a Wood Fuel Administrator was appointed under the Wartime Prices and Trade Board and these responsibilities were later assumed by a new division of Timber Control. In order to stimulate production, subsidies were paid to dealers and the interests of the consumers were protected by the establishment of ceiling prices. Transportation subsidies were paid where necessary, and the Government established stock piles of wood fuel in critical areas.

At the end of 1944, general subsidies were discontinued and price increases of \$1 per cord were allowed to producers, but throughout 1945 some subsidies were paid, on a discretionary basis, to dealers in areas where such action was deemed necessary to ensure supplies and to maintain the consumer price ceiling. Government stock piles were disposed of during the year.

Pulpwood.—At the end of 1941, pulpwood operations in Canada were brought under direction of the Timber Control, because it appeared that scarcity of woods labour and the increased demand for Canadian pulpwood in the United States might