

exceedingly destructive. As yet, however, it is the only pavement acceptable to certain conditions of the larger cities where appearance, noiselessness and ease of cleaning are essential.

Vitrified brick pavements have shown great durability under traffic not sufficiently heavy to demand granite setts. It is however, noisy, and for this reason has not proven wholly acceptable for residential streets, nor for business streets where quiet is a necessity.

Asphalt blocks have recently been competing with vitrified brick and sheet asphalt and possess many attractive features. They are less noisy than vitrified brick, and in this respect are midway between the latter and sheet asphalt. They do not require an expensive plant to lay and repair nor do they require skilled labor as does sheet asphalt and in this respect they are on a par with vitrified brick. A pavement of asphalt blocks is clean and sanitary and finds a place where neither sheet asphalt nor vitrified brick would be suitable.

Sheet asphalt, vitrified brick and asphalt block are the materials which, with tar and plain macadam, have entered into most general use in Canada for ordinary conditions. The wooden pavements so commonly employed in Europe have not as yet found an acceptable place in Canada, in spite of the immense timber areas of this country, for the reason that Canadian woods heretofore used for street paving purposes have not been wholly successful. Cedar was largely employed some years ago but was discarded from causes not wholly due to the suitability of cedar for this work. Cedar block pavements were carelessly laid, were retained in use too long, and deteriorated in such a manner as to create an antagonism to all wooden pavements.

The cedar blocks were cut from the round log in lengths of about five inches, and these, with the bark on, were placed on end in the roadway. A concrete foundation was very rarely provided, the usual bed being a layer of gravel or sand. The voids between the blocks were filled with sand. Owing to the durable nature of cedar, pavements of this description give excellent service for eight years, and if renewed at the end of that period would have made an economical pavement. But very frequently the blocks were left in the streets for fifteen, and in cases for even twenty years, becoming so decayed and worn as to be a menace to traffic. An indiscriminating public has therefore condemned all wooden pavements to such a degree that municipal officials have not dared to urge their use. The present scarcity of cedar and its increasing value now place it beyond consideration as an economical paving material.

Arrangements have recently been completed for the testing of Jack Pine (*Pinus Banksiana*) for paving blocks on a section of street in the city of Toronto. The *Banksiana* Pine is a tree not, to the present time, regarded as of commercial value. Vast quantities of it grow throughout Canada from the southern boundaries to Alaska. The tree is one which is not accurately known to foresters. It has been much confused with other similar species, and in consequence many inaccurate statements have been made regarding it.

The tree is one which varies greatly in size and appearance, according to the conditions under which it grows. It takes root largely on sandy, barren areas, and trees of considerable size cover immense "Jack Pine Plains." Many rocky islands and hills, affording foothold in only narrow crevices, are covered with a dense growth of small trees, some of which, of only a few inches diameter, are 100 years old. In more favorable situations, however, trees 18 inches in diameter are common, and it frequently grows to twice this size and a height of 70 or 80 feet. The wood is heavy, hard,

tough and strong, especially where the growth has not been rapid, and contains a considerable quantity of resin.

Owing to its hardness and consequent difficulty of working, it has been very little used for lumber, but with the advancing value of timber, logs of the larger size are now frequently found at the saw-mills. Its principal use heretofore has been for fuel and railway ties. Its qualities are such as to make it of much value for street paving. The blocks should be about three inches thick, four inches deep, and eight inches wide. These should be placed on a concrete foundation with a filler of asphaltic cement. The progress of the experiment will be observed with interest, as its success will open up a wide field for the use of a timber hitherto of little value, and will create an additional valuable asset for the Dominion of Canada.

NO EXCUSE

Good roads are essentially a business proposition. They represent an investment which will bring handsome returns by increased property values, and facilities for transacting farm business at a greater profit. When a loan company is asked to advance money on a farm property the class of roads leading to the farm is one of the prominent considerations in appraising its value. A farm with good highways leading to it will sell more readily than will one which has to be reached over neglected and badly constructed roads.

On this question there is no better authority than Mr. BYRON E. WALKER, Manager of the Canadian Bank of Commerce for many years, and its recently elected president, in his address to the shareholders at the annual meeting in January last he said:

"Trade in the wholesale centres and in the towns throughout Ontario and Quebec has naturally been particularly good, farmers have paid their obligations of all kinds quite satisfactorily, and failures in business has been very few indeed. The unfavorable features are the continued scarcity of farm and all other kinds of labor, the natural loss of young farmers by emigration to the western Provinces and, if one may say so without offence, the very bad roads in some parts of Ontario. Our counties and townships in the older parts of the Province are, as municipalities go, almost all comparatively rich, and there is no obvious excuse for roads which in the spring and autumn, for many week together, are of very little use."

Barrie and Collingwood both have committees of council to take charge of a special department called the "industrial and advertising committee," and this committee is expected to be on the lookout for new industries and to advertise the town and its advantages. Parry Sound has real need of something of the kind, or the appointment of a person who will have the work in charge. Bracebridge has a man engaged at a salary of \$150 per year for the purpose of advertising the town and securing new industries.

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The establishment of a municipal employment bureau is under consideration in various cities. A Woodstock alderman recommends that a book be kept in the city clerk's office by the city clerk. In it the unemployed in the city will have the opportunity of registering their names, addresses and occupations. The plan would serve this purpose at least: It would at once show whether or not, as some claim, the unemployed do not want work and make no attempt to secure it.