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ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

TO VISITING LUMBERMEN.

Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.

CEDAR BLOCKS AS A PAVING MATERIAL.

An agitation has been going on for some time past in many Canadian and United States cities against the use of cedar for paving purposes. In Toronto the material is being unjustly decried, and defects attributed to it for which it is not responsible. Thus we feel prompted to say a few words in defence of cedar blocks.

Some fifteen years ago Toronto, among other cities, found that the old broken stone or macadam road was not only costly to build, but also to maintain, and some other style of pavement was looked for. The Nicholson or sawn block road, made first of three-inch oak plank and then of pine, was tried, but although making a nice-looking road, it did not last as long as was expected. This was not so much the fault of the material as the neglect to properly care for it after it was laid. No sooner was a new pavement laid on a street than it would be torn up to lay gas or water mains or private drains, thus allowing water to penetrate the joints between the blocks and cause decay. The specifications also called for white oak, but strange to say, the authorities permitted over fifty per cent. of red oak to be used—a wood that is very inferior for

the purpose. This material was therefore discarded.

Next the round cedar blocks were adopted, and have since been largely used for residential streets. They have, we believe, given general satisfaction, when the lower cost as compared with brick or asphalt is taken into consideration. It has been demonstrated that when properly constructed and not disturbed by excavations they will last for ten years, when they can again be relaid at a very small cost. No person would for a moment claim that cedar will make a better roadway than the materials we have just mentioned, but it certainly is better than some of the asphalt and brick laid in Toronto within the last few years, and costs only about one-quarter as much. The bricks laid on College and Dundas streets are going to pieces; the edges are chipped off, and the road will soon be as bad as a cobble stone road.

In Toronto we have a large number of cedar block pavements, to which members of the medical profession have attributed the cause of much disease which we believe was, instead, the result of bad plumbing of the "boom" days, poorly constructed sewers, or careless people. A cedar roadway will certainly never retain odors like the primitive gravel roads they are now trying to force on the people. In proof that the cedar roadway is not unhealthy stands the fact that Toronto stands second in point of health among the large cities on this continent.

There is in Ontario much cedar available for paving purposes. The paving of the streets of Toronto with cedar would mean the employment of a large number of men both in cutting the timber and saving the blocks. The imposition by the United States government of a duty on lumber will probably lead to the shutting down of many saw mills, thus throwing a small army of men out of employment. Some of those men at least might find employment taking out cedar for paving. The pavements in Toronto must be renewed, and the question is, "What material shall be used?" Cedar has certainly given good value for the money expended, and has lasted for ten or twelve years.

We do not desire to depreciate other and more expensive pavements, but between gravel and cedar blocks there can be no doubt as to which is the best material. As being interested in wood goods, we would ask the authorities of Toronto and other cities to consider the good points of cedar, and not discard it until it can be displaced with something that is better and cheaper.

CARE IN HANDLING STOCK.

FREQUENTLY in the columns of THE LUMBERMAN the attention of manufacturers has been drawn to the necessity of exercising care in the cutting and handling of lumber. The matter is one of great importance to manufacturers, more especially in view of the increased export trade likely to be done in the near future. From the time the log reaches the mill until the lumber is loaded on the car every precaution should be taken against damage which would depreciate the value of the stock.

In the first instance, the sawyer should bear in mind that there are good and bad sides to the log. You can make many dollars in a season by watching this.

The sawyer should use his "nigger" canter

carefully. Do not jam and tear the whole face out of a clear plank just to gain a minute or two. You can spoil more clear lumber in a few seconds than you will make in many hours. Some canters jab their cant hooks into the face of a clear cut and tear large slivers out, apparently forgetting that good lumber meets with ready sale at a high price, and is much to be desired.

Tail sawyers should handle wide clear planks from the saw with care. Do not slam them down on the rollers and split them. The value of a lot of lumber often depends on the percentage of wide stock it contains. You can materially assist in keeping up the average by careful handling.

Lumber pilers should see that the foundations of their piles are level to start with, then see that they are sufficiently high off the ground to ensure proper ventilation, and then pile the lumber evenly, so that the crossers are immediately over one another. By this means the weight of the pile is evenly distributed, and there will be no warped lumber. Let the front end crosser project sufficiently so as to shade the ends of the boards or planks as much as is necessary. This will prevent checking on the ends. Pile each length by itself as far as possible. Go to a little trouble even to do this, as it will pay to do so, both in the appearance of the stock and in preventing checking, while it is much easier to ship from.

When it is necessary to pile different thicknesses of lumber in one pile, always get the thickest planks on the outside, and as many of the same thickness as possible at intervals between, so that the crossers of the next course may rest on these and make a uniform bed for the next course. Avoid, when possible, doubling up thin boards to make a uniform course except in very dry lumber. Cover your piles, especially your good thick lumber, every night. There are plenty of culls made at every mill, and they are worth very little. There is a much smaller quantity of clear, which is valuable. It is manifestly to the interest of the manufacturer to save even piece of good lumber he makes. A pile left uncovered over night means checked lumber if the sun comes out strong the next day. If it is pine, basswood, maple or oak it may mean stained lumber as well as checked, or a difference in value of from \$10 to \$15 per M feet. When the pile is finished, roof it carefully, so that the stock may be kept bright and allowed to dry in good order. Some mill men think that the very best lumber they have is none too good to roof their piles with, and cover the clear piles with clear lumber. This is rather expensive, as a roof of clear lumber will not keep out the rain or snow any better than good common boards.

Lumber should be carefully loaded on cars. This is usually looked after by the inspector, but sometimes it happens that the inspector is called upon to explain a discrepancy between his inspection at the shipping point and the inspection at receiving point. Some of this can often be traced to splitting, warping and careless loading. Each piece should be placed perfectly flat. If there is a space that you have not a board to exactly fill, it is a good plan to angle the piece you put into the space, so that the boards in the following course will bear on some part of the piece thus angled. In loading stock boards where they do not exactly fill the space, either alternate them and break joints or pile exactly