

# The Monetary Times

## AND TRADE REVIEW,

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EDWD. TROUT, MANAGER.

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### TREE PLANTING.

Following the example of some of the American States, the Provinces of Ontario and Quebec have severally designated a day, in the spring of each year, called arbor day, for tree planting. There is of course no particular day in the year that is best for the transplanting of every kind of tree. All trees will grow best when they are beginning to bud—when they are in the full vigor of life—and different trees reach this stage at times that vary as much as two or three weeks. Any arbor day which the legislature may suggest is not, therefore, the best day for transplanting every kind of tree; it may be late for some, suitable for others, and early for such as bud latest. This fact should be borne in mind, in tree planting. It is well to designate a day arbor day, for it calls attention to a work which it is desirable to do. Nevertheless the work should be done at the time most suitable for it. A tree transplanted in full leaf would almost certainly die; the evaporation through the leaves being more than the roots, in their new home, would be likely to be able to supply. Let arbor day be observed, by all means, but let not other days which will be more suitable for the planting of some trees be neglected. The main use of an arbor day is the tendency it has as a reminder of the performance of a duty which might not otherwise be thought of. Quebec made a good start last year; Ontario depended too much on the unsaid letter of the law. But we shall doubtless learn to do these things with the aid of Mr. Phipps, in the best way, in time. After the trees have been planted, their growth may depend entirely on their being watered, for a while, the first season, especially if the soil and season be dry.

Some of the American States try to interest school children in tree planting; an achievement which might seem to be accomplished, when it was not, by the interest they took in the inevitable holiday. If children could be taught to respect trees, so far as not wantonly or thoughtlessly to injure them, a great point would be gained; for next to drought, if not more than drought, the street urchin, as an enemy to trees, without malice in his heart, is to be feared.

One of the most interesting things in connection with tree planting, is the extension by artificial means, of the natural range of the growth of trees. The change is generally to a colder and more severe climate. In

Toronto, three kinds of magnolias are grown in the open air, one of which will attain a height of some forty feet. This is exclusive of the Liriodendron, which is a native though seldom seen in its wild state, much west of Hamilton; occasionally it is found near the southern corner of Georgian Bay. The introduction of rare kinds is generally a slow process. Magnolias have been grown in Toronto, for some thirty years; yet so seldom are they seen that the newspapers but last year, spoke of one, on College street, as if it had been the first of its kind. The rarest tree grown here is, perhaps, the Gingo tree (*Salisburia adiantifolia*) of which it is doubtful if there be, out of doors, more than one specimen; yet that this native of China and Japan, which is never seen in Europe, we believe, south of the Mediterranean, thrives here, is a fact to be borne in mind. The aristolochia has been found difficult to reproduce; all attempts in hot houses, have so far as we know, failed; yet accident has given us proof that it can be put into a condition to germinate and has germinated, after being a whole winter under ice. The seeds fell on a spot on which every winter, ice, from melting snow and falling rain, forms to the depth of several inches. Having been under this ice in the winter of 1883-4, some seeds germinated, and the plants are now in the possession of the writer; one plant of this native of the south was allowed to remain under ice, a second winter, and it commences the spring in a perfectly healthy state. The Custard Apple grows naturally as far north as Niagara, and its artificial reproduction here is not impossible. The Tulip tree, before mentioned, few take the trouble to grow, though it can scarcely be said to be out of its latitude here. Over the merits of the Ailanthus it is possible to dispute; but when placed at a distance from the dwelling, where the objectionable odor of the male tree from which the female is with characteristic gallantry presumed to be free cannot offend, its long lanceolate leaves give an oriental touch to the landscape. The dwarf chestnut, and the buckeye, another and beautiful variety of chestnut, can be grown here without difficulty; but seldom is either of them seen.

Our nurserymen, as a rule, are content to go on the beaten track; they seldom trouble themselves to produce new varieties of trees; but if they do not wake from their slumber, they must expect to be left behind. Of course, for general purposes, our own trees get, and deserve to get, the preference. But not all the beauty of the floral world is native to our soil. There is beauty in variety; and variety should now, when opportunity offers, be sought after and encouraged. Even so beautiful a shrub as the Burning Bush (*Wahoo*) and one so easily grown, is seldom seen in our shrubberies. For the wood it is desirable to learn by experiment, what is the most economical tree to grow. The Ailanthus, of which the wood is suitable for furniture, grows with extreme rapidity. The Black Walnut must either be reproduced, or its use in the manufacture of furniture be abandoned. At present, it is perhaps the most profitable tree that can be grown; and yet it is doubtful whether it is being planted to any extent worth mentioning. Along side of the Black Walnut, for

economic value, may be placed the hickory. Both of these, the most valuable of our native trees, are being neglected. Most of the trees that are being planted are of comparatively little value. If common trees must have the preference, that is no reason why rarer kinds should not be assigned their true place; and this, we fear, is not at present being done. If we are now to begin to replant in earnest, the work should be done with discrimination and with a view to producing the best results, aesthetic and economic.

### THE GRAND TRUNK RAILWAY.

The Grand Trunk Railway Act, 1884, cannot come into force till July, although, at the recent half-yearly meeting, it received the necessary sanction of all the various holders of securities who can be affected by it; and before any money is raised under the authority it confers, the shareholders will be again consulted. The statement made by the President about doubling the lines is, to say the least, one that was not expected. "Mr. Abbott," said Sir Henry Tyler, "asked about an alleged liability of a million pounds sterling for doubling the line. We have," he replied, "incurred no liability for doubling the line whatever;" and he added, "The only statement which has been made for which there is some color is this: that when the Grand Trunk Act was before Parliament, there was a question of recommitting it, because the Lower House did not agree to the amendments of the Senate, and in order to get it through this session, Mr. Hickson said he would have no objection if one million was reserved for the object of doubling the line between Toronto and Montreal. That seems to be the state of affairs according to the cable we have received." There can be no doubt that Mr. Hickson, as agent of the company, undertook that the line should be doubled west of Montreal, out of the money to be raised under the bill, an engagement which secured its passage. Sir Henry Tyler treats very lightly the obligation into which Mr. Hickson entered; and he speaks as if the company were at liberty to repudiate it. His emphatic statement that the company came under no obligation to double the track may mean that the promise applies only to the section between Montreal and Toronto; or it may mean that no binding promise at all was made, through Mr. Hickson. The averment that there was some concealed object in getting power to raise the money was repelled by the company's agents, at Ottawa, when the bill was before Parliament. The doubling of the track west of Montreal, was the one object on which these gentlemen insisted. Parliament had a right to know what it was proposed to do with the money; and Mr. Mitchell, apparently on behalf of the Canadian Pacific—though he declared that he spoke entirely from a public standpoint—expressed himself satisfied with the assurance by which Mr. Hickson had obtained the consent of the Government to allow the bill to pass. According to Sir Henry Tyler, Mr. Hickson merely said he would have no objection if a million sterling were reserved for the doubling of the track, on this section. The reser-