

CEDAR PAVEMENTS.

Says the *Northwestern Lumberman*—Cedar pavements seem to grow in popularity, and are being adopted in many cities where they have been heretofore unused, and yet they are not altogether in favor. The following remarks are made concerning wood pavements in London:

"The character of the wooden pavements may be known by the occupants of carriages in driving over them. Where the blocks are laid upon sand and boards, the vibrating and drumming effects on nerves and ears are most distressing. When laid with open joints the surface becomes rapidly worn and uneven; and when laid upon an imperfectly formed or weak foundation, the surface also becomes uneven, alternating hills and holes, retaining dirt and wet, and so tending more and more to the destruction of the road. Blocks of wood unexceptional in character, form and dimensions of material, laid hard on an exceptionally good cement concrete foundation, close-jointed, but without the felt bedding and jointing, have a disagreeable jarring effect, though in a less degree than the examples previously described. Some of the wood-paving companies must have been very stupid, and also very difficult to teach, or they would have learned, by their failures, sooner than they appear to have done, and we should not then have seen most important main thoroughfares blocked for weeks at a time by the pulling up of the entire wood construction to begin again as from the beginning, and this process more than once over."

In response to a question raised at Toronto, as to the relative value of old and young cedar, for street paving blocks, a lumberman addresses the following to the *Globe*:

"If you will kindly grant me a little more latitude I would like to make a few observations with respect to your views expressed as to the merits of old cedar vs. young cedar for roadways. If I am right, I take it that you assume that the young cedar is closer grained than the older wood, and therefore calculated to wear longer, and may therefore make the best roadway. If your theory is correct, then those whose duty it was to decide as to the most suitable blocks for our roadway are still wrong, inasmuch as the older cedar would not wear evenly with the saplings, and therefore the pavement would soon present the same aspect as that on King street; namely, full of holes and ruts; and if my theory is correct—that the saplings will decay before the older wood—then they are equally at fault, as the decay will undoubtedly commence at the point where the block comes into contact with the sand used in the construction of the road bed. Any one having had experience with cedar posts knows quite well how quickly destructive sand is to cedar, and it requires but little time to determine that where small cedar, composed of fully one third sap-wood, is firmly pressed down into sharp sand, and assisted by moisture, the process of decay will soon commence, and then the surface of the roadway, under heavy traffic, will be come uneven. I am willing to stake more than my reputation that the larger the block the longer the life of the roadway, and it will amply repay our citizens to look well into this matter before committing themselves to large undertakings in this direction, and at all events, as you remark, experiments can be made which will be ultimately productive of good."

OUR FORESTS.

It is a pleasure to see that the long-continued and persistent efforts of our townsman, Mr. James Little, in the advocacy of using all possible means to preserve from waste, and use with economy the commercial woods of the country are at last bearing fruit. To his publications through the press, with regard to the timber resources both of Canada and the United States, and his forecasts of the time of its total exhaustion, under the reckless and wasteful process going on, is to be attributed the widespread interest now manifesting itself in both countries. We find a National Forestry Association, as the outcome of his oft-repeated warnings, has been inaugurated by our neighbours across the line, for the preservation of the forests and, as far as possible, keeping up the supply by tree planting. The first meeting of the association was recently held at Cincinnati, Ohio,

when its name was changed to the American Forestry Congress so as to include Canada in its organization, and deliberations, and its next meeting was ordered to be held on the 21st and 22nd of August next, in this city. Several of the States have also founded separate organizations with the same object in view, and in addition to his having thus aroused general attention to the subject, it must be gratifying to Mr. Little to find that the lumber papers of the West, which all along ridiculed both editorially and in contributions his pretensions as a timber statistician, have at last been forced by the current of events to acknowledge the correctness of his warnings on the subject. In an editorial of last week's issue of the *Bay City, Michigan, Lumberman's Gazette*, one of the leading lumber papers of the Union, we notice the following highly complimentary remarks, admitting the superior judgment and the acknowledged leadership of Mr. Little in the present forestry movement. The editor says:—

"Probably no name in the country is more familiar to those who are at all conversant or interested in the subject of forestry than is that of Mr. James Little, of Montreal, who has made the timber resources of this country almost a life study. For years his fluent pen has been sending forth constant warning against the wanton and unnecessary destruction of the timber resources of the country. As a timber statistician he probably stands to-day without a peer. At the opening of his crusade against the 'wood butchering,' which his sound judgment and discernment discovered was becoming alarmingly prevalent, his cautionary signals, sown broadcast, were viewed as wildly fallacious and were looked upon by many who had imbibed the impression that the timber supply was inexhaustible, as the effusions of a crank whose idiosyncracies had made him a monomaniac on the subject. But the future revealed the fact that his judgment was far in advance of public sentiment, and we are now brought face to face with the fact that the progressive steps of this same public sentiment have just at present advanced sufficiently to obtain faint glimpses in the book which had been continually open to his more advanced and mature judgment, and he is recognized to-day as an acknowledged leader in a movement which is destined to be come one of the most important to the country's interests."

The foregoing flattering testimonials of our townsman's discernment, ability and exertions in forestry matters by our Bay City contemporary is fully endorsed by us, and the editor of that valuable lumber periodical—his hitherto opponent in lumber statistics—does himself credit in thus openly giving currency to his own admission of error, a change of view on the subject in question, and honor to whom honor is due.

We have written on this subject frequently, and shall continue to do so until the public mind is fully awakened to its importance. The depletion of our forests by reckless lumbering and ruthless fires is one of the worst evils the country has been cursed with. Chopping and burning have destroyed millions of our national wealth, with no return to anybody. For every tree that has been felled and utilized there have been half a dozen wasted. Let anyone go over a timber limit and he will see that we do not exaggerate.—*Montreal Herald*.

WEALTH IN WALNUT TREES.

Mr. C. B. Wilson, of Jacksonville, Ill., drove me out to his farm some time ago to see some black walnut trees. "These trees," he said, "were planted from the seed twenty years ago. I saw them planted." I measured these trees and they were sixteen inches through. They would saw into a timber a foot of clear black walnut boards, and then have the top, limbs and stump left. The stump itself would sell to-day for five dollars to be sawed into veneers. The boards would be worth \$30. "What could you sell those trees for to timber men as they stand?" I asked. "I could sell them for twenty-five dollars per tree, and ten years from now they will be worth \$50." From those facts I came to this conclusion:—A black walnut tree will pay \$1.25 per year for 20 years. A thousand of them will pay \$1,200 per year,

Now every Illinois farmer has had it in his power to make more money off a row of black walnut trees around his farm than he can make off his farm if sowed in wheat. How can he do it? This way: A farm of 160 acres would be 10,500 feet in circumference. Now plant walnut trees four feet apart all around it and you will have 2,625 trees, which will be worth \$25 apiece in 20 years. Again, a farmer can set all his sloughs, low places and all hog pastures into black walnuts. Two thousand handsome walnut trees growing on a farm would be worth \$50,000 in 20 years, and would not interfere with the farm at all.

Orange raising in Florida will not pay half so well as black walnut raising in Illinois. "How should black walnut be planted?" I asked Mr. Bates, a nurseryman at Whitehall, Ill. "The easiest way," he said, "is to strike the ground with a common hammer in the fall, make a round hole two inches deep and drop the walnut in. It will cover itself with leaves and dirt. The debris over the kernel will be so light that the sprout will have no trouble in finding its way out." "What would you do after they come up in the spring?" "I'd go around and put a shovelful of saw dust, tan-bark, grain chaff, or straw around each sprout. This will keep the roots damp and kill the grass or weeds around the roots. A boy could plant 1,000 trees in a day in this manner. I'd plant them twice as thick as I need them and thin them out.—*Chicago Tribune*.

Canadian and U. S. Duties.

The *Northwestern Lumberman* says:—"American lumbermen who are seeking investments in Canadian timber limits, located with special reference to bringing the logs to this country to be sawed, will do well to bear in mind the fact that the Canadian Government imposes an export duty of \$1 per thousand put upon all pine and spruce logs taken out of its domain, which is equivalent, of course, to an addition of that figure to the cost of stumpage. This fact does not seem to be very well or generally understood on this side of the line. As matters now stand, Canadian pine must pay a duty anyhow before it can be used on American soil. If sawed in Canada, our protective tariff imposes a fine of \$2 per thousand upon the importer; or if brought in the log the other government gets \$1; the speculator taking either horn of the dilemma he may choose. There is no Canadian export duty on sawed lumber, and no American import duty on the logs."

The *Northwestern Lumberman* says:—"The 'Lumber Line' of the Chicago, St. Paul, Minneapolis & Omaha railway is assuming vast proportions. The efficient manager of the line, Mr. R. T. Flournoy, of St. Paul, forwards to the *Lumberman* a detailed statement of the lumber that will be shipped the present season, and it foots up in the aggregate 397,500,000 feet. Last year the Chicago, Burlington & Quincy road hauled 358,500,000 feet out of Chicago, and it is generally supposed that no other road carried as much, but evidently it will be obliged to hand over the biscuit to its contemporary."

LIVERPOOL STOCKS.

We take from the *Timber Trade's Journal* the following Comparative Table showing Stock of Timber and Deals in Liverpool on June 30th, 1881 and 1882, and also the Consumption for the month of June, 1881 and 1882:—

	Stock, June 30th, 1882.	Stock, June 30th, 1881.	Consumption for the month of June 1882.	Consumption for the month of June, 1881.
Quebec Square Pine.....	40,000 ft.	421,000 ft.	50,000 ft.	153,000 ft.
Waney Board.....	112,000 "	170,000 "	—	—
St. John Pine.....	3,000 "	3,000 "	—	2,000 "
Other Ports Pine.....	22,000 "	39,000 "	3,000 "	9,000 "
Pitch Pine, hewn.....	976,000 "	767,000 "	190,000 "	90,000 "
" sawn.....	617,000 "	471,000 "	169,000 "	105,000 "
" planks.....	100,000 "	85,000 "	23,000 "	43,000 "
Rod Pine.....	9,000 "	39,000 "	5,000 "	2,000 "
Dantzig, &c., Fir.....	71,000 "	124,000 "	42,000 "	72,000 "
Sweden and Norway Fir.....	4,000 "	9,000 "	—	—
Oak, Canadian.....	102,000 "	331,000 "	52,000 "	44,000 "
" Planks.....	76,000 "	142,000 "	58,000 "	80,000 "
" Baltic.....	49,000 "	90,000 "	4,000 "	6,000 "
Elm.....	30,000 "	27,000 "	3,000 "	—
Ash.....	22,000 "	8,000 "	4,000 "	2,000 "
Birch.....	5,000 "	100,000 "	42,000 "	23,000 "
Greenheart.....	54,000 "	48,000 "	20,000 "	8,000 "
East India Teak.....	83,000 "	8,000 "	13,000 "	—
Quebec Pine Deals.....	4,777 stds.	6,980 stds.	1,801 stds.	1,423 stds.
" Spruce.....	—	—	—	—
N. B. & N. S. Spruce Deals.....	7,323 "	13,658 "	6,310 "	7,143 "
" Pine.....	260 "	679 "	—	—
Baltic Deals.....	1,601 "	4,341 "	719 "	689 "
" Boards.....	73 "	500 "	51 "	100 "
" Flooring Boards.....	2,720 "	3,652 "	545 "	1,031 "

THE TANITE CO.

The *Jeffersonian*, of Stroudsburg, Pa., says Some months ago the Tanite Company received an order from one of the foreign governments for a solid emery wheel 30 inches in diameter and 8 inches in thickness. A wheel of this size weighs about 800 lbs., and its price is \$500. A few weeks since the company received a cable order from their Liverpool House for a special machine on which to run this immense wheel. They are now constructing this machine, which is the largest they have yet built. It is from an entirely new design and will weigh when complete 2,200 pounds. When finished, illustrations of this machine will appear in some of the scientific papers.

The Company received last week an additional order from the same government for nearly \$3,000 worth of solid emery wheels. Notwithstanding the recent enlargement of their works and increase of hands, they are kept busier than ever.

RAFTS AT QUEBEC.

The *Quebec Chronicle* has the following list of rafts arrived:—

July 10—Lattimer & MacNamara, staves, Woodfield.

Flatt & Bradley, staves, Point-au-Pizouau.

A. McLean, white and red pine, Dobell's (Sillery) cove.

Ross Bros., deals, New Liverpool cove.

Gordon & Co., board pine, New Liverpool cove.

Flatt & Bradley, oak, elm, ash, etc., St. Michael's cove.

McLachlin Bros., white and red pine, Cap Rouge.

July 11—Ferd. Fortier, deals, St. Appolinaire.

D. & J. Maguire, deals and boards, Cap Rouge.

Collins Bay Rafting Co., pine, etc., New Liverpool.

QUEBEC CULLERS' OFFICE.

The following is a comparative statement of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to July 14:

	1880.	1881.	1882.
Waney White Pine.....	770,081	512,633	503,101
White Pine.....	1,145,993	1,626,068	1,444,343
Red Pine.....	289,446	391,542	178,784
Oak.....	749,334	1,142,641	551,356
Elm.....	682,997	642,200	334,883
Ash.....	153,330	231,251	143,685
Basswood.....	00	3,000	256
Butternut.....	285	330	1,725
Tamarac.....	15,065	4,435	1,332
Birch and Maple.....	525,525	121,101	283,890
Masts.....	—	—	33 pcs
Spars.....	—	—	—
Std. Staves.....	673.20	125.035	202.3.216
W. I. Staves.....	204.1.0.12	178.1.3.21	518.5.2.11
Brl. Staves.....	—	—	67.1.0

ALEXANDER FRASER,

Deputy Supervisor.

Quebec, 14th July, 1882.

A CORRESPONDENT of the *Northwestern Lumberman*, writing from St. Paul, Minn., says:—I see plenty of Chicago lumber passing through here going in the direction of the great Northwest. Getchell, Armour & Co., of Chicago, are shipping heavily this way.