Prevent tearing the bark off the trunk in removing large limbs by first making an "undercut."

Make the cuts on a slant. Some trees, like the elm, sycamore, linden and willow will stand the process of heading back more than others, and the poplar is a tree that must be cut back every few years to keep its crown from becoming too tall and unsafe.

When shortening a branch, leave a few twigs at the end to draw the sap to the freshly cut wound and thus enable the growing layer under the bark to heal it over.

In trimming small branches or shoots, the cut must be made just above a bud.

When several branches come out from the trunk in a whorl, they should not all be cut away at the same time lest the tree be girdled. This arrangement of branches occurs most frequently in the coniferous trees.—American Forestry.

Ship Shape Raft for Lumber Cargoes

A novel method of getting needed timber and lumber overseas without using up shipping so urgently needed for other purposes, has been enunciated by Captain A. G. Midford, of Ottawa. His plan, in brief, is to tow it across in the form of huge timber rafts, and he states that from one to twenty million feet of timber can be taken over at once. His suggestion has received commendation both in Canada and in Great Britain and it is probable that the suggestion may be productive of practical results.

The Timber Trades Journal, a well-known British publication, refers to the suggestion as follows:

Scarcity of Tonnage.

"The difficulty of all nations, belligerent and neutral, is the scarcity of tonnage. Although this is in a great part due to the large number of mercantile ships engaged in carrying supplies for war purposes, so great must be the wastage that, notwithstanding the releasing of a large amount of tonnage at the close of hostilities and the continued building of new vessels, ships will be in greater demand after the war than now.

"The best way to economize in the matter of ships is to do without them altogether, and though this is impossible, at least at present, for the transport of certain classes of goods from overseas, we are pleased to hear that as regards the transport of timber it is not only possible but likely to be brought about by sheer necessity. We have been favored with a copy of a letter received by the Timber Trade Federation from A. G. Midford, of Ottawa, a civil engineer, who has had a life of experience in executing maritime work of magnitude and in solving maritime problems. He also holds a master's certificate and is well known throughout Canada, the United States and South America. This gentleman, we understand, has shown certain plans for the transport overseas of wood goods to Senator Edwards, of the well-known Edwards Lumber Company, who describes Captain Midford's project as an inviting one and deserving of consideration.

Ship Shape Raft.

"Captain Midford's object is to construct the ship-shape raft of timber and lumber in such a manner as to provide against the incessant and usual strain to which any floating body or ship is exposed and must encounter and in meeting the vicissitudes of a stormy sea. According to Captain Midford, the ship-shaped