

## PRINCIPLES OF HANDLING WOODLANDS.

*The Principles of Handling Woodlands, by Henry S. Graves, Chief Forester, Forest Service, United States Department of Agriculture. New York, John Wiley and Sons; London, Chapman and Hall, Limited. Price \$1.50, net.*

In the literature of American forestry, the name of Prof. H. S. Graves has taken a prominent place. His "Forest Mensuration" stands at the head of its class and now he has again laid the forestry world under obligation by his venture into the field of silviculture in his later work.

The book is not, however, simply a treatise on silviculture. The topic of the regeneration, or renewal, of the forest is not taken up at any length, but rather treated incidentally.

The first chapter has a general discussion of silviculture, and in it the author defines forestry and silviculture, states the object of the latter, notes its cost, and gives some general considerations of silvicultural method. The four chapters that follow are devoted severally to the selection system, the clear-cutting systems (sub-divided into clear cutting with artificial reproduction and clear-cutting with natural reproduction), the shelterwood system and the coppice systems. A chapter on "Improvement of the Forests", treating of thinnings and cuttings, follows these.

The protection of the forests from fire has up till now loomed large in the handling of American forests, and the last third of the book is taken up with the discussion of this topic along the line of the same author's bulletin on "Protection of Forests From Fire", (U.S.F.S. Bulletin No. 82). The protection of the forests from other destructive agencies (insects, fungi, etc.) is also discussed.

The work is simple and untechnical in language and clear in style, and the owners of woodlands looking for knowledge as to their treatment will find no difficulty in understanding it. To the forestry student, hitherto confined in the study of the subject to more or less elaborate treatises on European methods, the book will be of great value as indicating the extent to which these will apply to conditions in North America. To the practicing forester it will be a convenient work of reference.

The book is illustrated with sixty-three half-tone cuts, mostly from Forest Service photographs, and is provided with a good index.

About 63 per cent. of the wood pulp produced in Canada is exported.

## THE FORESTER'S LAMENT.

Anon.

I long for the land of the pinus palustris  
Where the liriodendron is bursting to bloom,  
Where taxodium distichum faithful, industrious,  
Is waving in sadness o'er Clementine's tomb.

'Twas under the spreading hickoria pecan  
We pledged our fond love by the light of the stars;  
'If any be faithful,' we whispered,  
'then we can,'  
While leaning at eve o'er the fraxinus bars.

A fruit of the Psidium Guaiava (the guava)  
She pressed in my hand as I bade her farewell;  
But her love, hot as lava, grew cold as Ungava,  
And my hopes, like the frost-bitten autumn leaves, fell.

They planted catalpa, the fair speciosa,  
They planted the bush and the tree and the vine,  
They planted a sprig of robinia viscosa,  
And, underneath these, planted poor Clementine.

## RAILWAYS AND FOREST FIRES.

At a meeting called by the State Forester of Wisconsin fifteen officers of the operating departments of the railways in the state, after discussing oil-burning locomotives and other remedies for preventing the setting of forest fires by railways, finally unanimously adopted the following resolutions:—

1. That the right of way be cleaned of all combustible material under the direction of the fire wardens.

2. That the burning of all debris on the right of way be controlled by the fire wardens.

3. That under special conditions there be a regular patrol properly equipped with fire fighting apparatus following each train.

4. That all freight train crews keep a lookout from the top of the caboose, and that they be required to stop and put out fires when discovered.

5. That some means be devised to keep a strip 100 feet wide adjacent to the right of way free from slashings.

6. That there be as much improvement as possible in the mechanical construction of locomotives.