

LUMBERING IN THE NORTH-WEST.

We take the following from the report of the Department of the Interior for the year 1880:—

THE TIMBER SUPPLY.

"Although it is, of course, an admitted fact that there are large prairie areas which are but indifferently provided with wood, yet the more the Territories are explored, the more apparent does it become that the timber supply is not so limited as was at one time supposed, that properly husbanded it is sufficient for all practical requirements, that within a reasonable distance of the treeless plains there is plenty of building and fencing timber which can be procured at no very great cost, when the means of internal communication have been improved, and that on the north slope of the valley of the Saskatchewan River there are, easily accessible to the lumberer, continuous forests of fir timber, for the manufacture and transportation of the products of which that river and its tributaries afford facilities.

"The demand for manufactured timber has increased very greatly in Manitoba and the settled portions of the Territories, and within the past two years a sub-branch of the Dominion Lands Office has been organized, under the supervision of which the forests on the public domain have been protected from the systematic plunder from which they previously suffered, and have become the source of a large and rapidly growing revenue."

THE SAWMILLS.

The following statement shows the names of owners of all the sawmills in Keewatin, Manitoba and North-west Territory, and where situated, kind of power, capacity per 12 hours, when erected, kind of timber cut, and kind of lumber manufactured:—

KEEWATIN.

Adams & Schneider, Pine Falls, Winnipeg River. Water power. Capacity 10,000 feet. Erected 1879. Spruce—Lumber, shingles and lath.

Walkley & Burrows, Mouth of Winnipeg River. Steam power. Capacity 6,000 feet. Erected 1878. Spruce—Lumber and lath.

Shore & Co., Big Black Island, Lake Winnipeg. Steam power. Capacity 8,000 feet. Erected 1876. Spruce—Lumber and lath.

Brouse, Stevens & Co., Bad Throat River. Water power. Capacity 10,000 feet. Erected 1879. Spruce—Lumber and shingles.

Dick & Banning, Whole River (moved from Sandy Bar Creek). Steam power. Capacity 6,000 feet. Erected 1879. Spruce—Lumber.

Brown & Rutherford, Moose Island, Lake Winnipeg. Steam power. Capacity 10,000 feet. Erected 1880. Spruce—Lumber.

Keewatin Lumbering & Manufacturing Co., Keewatin Mills, Winnipeg River. Water power. Capacity 120,000 feet. Erected 1880. Red and white pine—Lumber, shingles and lath.

Smart & Co., Hawk Lake, Keewatin. Steam power. Erected 1880. White pine—Shingles.

Joseph Whitehead, Whitemouth River, C.P.R. Steam power. Capacity 8,000 feet. Erected 1880. Spruce and tamarac—Lumber. Removed from St. Boniface.

S. H. Fowler, Fort Francis. Steam power.

MANITOBA.

W. J. M. Pratt, Totogon. Steam power. Capacity 10,000 feet. Erected 1879. Spruce—Lumber, shingles and lath.

W. P. Smith, Portage la Prairie. Steam power. Capacity 7,000 feet. Erected 1879. Poplar and oak—Lumber.

A. A. Taylor, High Bluff. Steam power. Capacity 10,000 feet. Erected 1874. Poplar and oak—Lumber and shingles.

Hon C P Brown, Gladstone. Steam power. Capacity 5,000 feet. Erected 1875. Spruce—Lumber.

Wesley Smith, Section 33, Township 14, Range 11, West. Steam power. Capacity 5,000 feet. Erected 1880. Oak—Lumber and shingles.

David Bryce, Little White Mud River. Water power. Capacity 5,000 feet. Erected 1879. Poplar—Lumber.

John Moonie, Squirrel Creek. Steam power. Capacity 2,000 feet. Erected 1879. Poplar—Lumber.

Belmont & Co., Nelsonville. Steam power.

Capacity 6,000 feet. Erected 1879. Oak and poplar—Lumber, and flour mill.

Nelson & Sons, Mountain City. Steam power. Capacity 4,000 feet. Erected 1879. Oak and poplar—Lumber, and flour mill.

D. Kilgour, Lizard Lake. Steam power. Capacity 2,000 feet. Erected 1878. Oak and poplar—Lumber.

J. Preston, Preston. Steam power. Lumber. Hon. James McKay Estate, Point du Chene. Steam power. Capacity 6,000 feet. Erected 1876. Spruce and poplar—Lumber and flour mill.

Dick & Banning, Winnipeg. Steam power. Capacity 10,000 feet. Erected 1872. Oak—Scantling and building material, planing mill.

Brown & Rutherford, Winnipeg. Steam power. Capacity 10,000 feet. Erected 1872. All kinds—Scantling and planing mill.

Jarvis & Berrige, Winnipeg. Steam power. Capacity 25,000 feet. Erected 1872. Pine—Lumber and lath, and planing mill.

Daniel E. Sprague, Winnipeg. Steam power. Capacity 7,000 feet. Erected 1880. Pine—Lumber.

Josiah Coloe, Section 19, Township 7, Range 7, East. Steam power. Capacity 2,000 feet. Erected 1880. Spruce—Lumber.

Abraham Frieze, Stinbach. Steam power. Capacity 4,000 feet. Erected 1879. Spruce and poplar—Lumber.

Peter Towns, Section 22, Township 7, Range 6, East. Steam power. Capacity 1,500 feet. Erected 1880. Spruce and tamarac—Lumber, (portable.)

NORTH-WEST TERRITORY.

Robert McIntosh, Rapid City. Steam power. Capacity 7,500 feet. Erected 1879. Spruce—Lumber and shingles.

George Balkwell, Township 13, Range 19, West. Water power. Capacity 2,000 feet. Erected 1878. Poplar—Lumber and flour mill.

Alexander Cameron, Rolling River, Township 16, Range 18, West. Water power. Capacity 6,000 feet. Erected 1878. Spruce and poplar—Lumber.

D. W. Cummings & Co., Bird Tail Creek, Birtle. Steam power. Capacity 6,000 feet. Erected 1880. Spruce—Lumber and shingles.

Donald Gunn & Bro., Bird Tail Creek, Birtle. Water power. Capacity 2,000 feet. Erected 1880. Spruce—Lumber.

E. Roberts, Little Saskatchewan, Big Bend. Steam power. Capacity 6,000 feet. Erected 1880. Spruce—Lumber and shingles; building flour mill and planing.

Armitage & McCulloch, Little Saskatchewan, Minnedosa. Steam power. Capacity 6,000 feet. Erected 1880. Spruce—Lumber and shingles; flour mill.

Hon. Hudson's Bay Co., Riding Mountain House. Steam power. Capacity 3,000 feet. Erected 1880. Spruce—Lumber; building flour mill.

Mitchell, Byers & Co., Section 23, Township 10, Range 16, West. Steam power. Capacity 3,000 feet. Erected 1880. Spruce and tamarac—Lumber.

W. McKay, Section 23, Township 10, Range 15, West. Steam power. Capacity 3,000 feet. Spruce—Lumber.

R. H. Little, Littleton. Steam power. Capacity 4 to 5,000 feet. Poplar, spruce and tamarac—Lumber; building flour mill.

R. Z. Rogers, Millford. Steam power. Capacity 5,000 feet. Erected 1880. Spruce—Lumber; building flour mill.

Stewart, Elen & Co., Duck Lake, North-west Territory. Steam power. Capacity 5,000 feet. Erected 1880. Pine, small Lumber and shingles; flour mill (portable.)

Captain Moore, Prince Albert, North-west Territory. Steam power. Capacity 10,000 feet. Erected 1875. Spruce—Lumber and shingles; flour mill.

Hudson's Bay Co., Edmonton, North-west Territory. Steam power. Capacity 10,000 feet. Erected 1880. Spruce—Lumber and shingles.

Morris, McLeod & Belcher, Two miles east of Edmonton, N.W.T. Steam power. Capacity 10,000 feet. Spruce—Lumber, shingles and lath; flour mill.

Government Mill, Sixty miles west of Edmonton, N.W.T. Steam power. Idle.

Williams & Harrison, Section 29, Township

1, Range 18, West. Steam power. Capacity 5,000 feet. Erected 1880. Poplar—Lumber.

D. McFayden, Odaah. Steam power. Capacity 5,000 feet. Erected 1880. Spruce—Lumber and shingles; planing mill.

A NEW HEATER.

The latest apparatus for heating purposes is the invention of Prof. Webster Wells, Professor of Mathematics in the Massachusetts Institute of Technology:—

The principle of this machine is friction, and the simplicity of construction and adaptability to every place where waste power can be utilized are remarkable. It consists only of an iron cylinder, 2 feet long and 1 foot in diameter, having a fixed plate of hardened iron in one end, and a second plate, attached to a revolving shaft, which presses lightly or closely upon the fixed plate, as circumstances require. The cylinder is filled with water, the shaft revolves, and from the friction of the plates the water in an incredibly short time is heated, and by means of steam pipes can be carried to great distances for heating purposes.

The construction of the machine is such that it is easily adapted to every place where there is waste power, as in mills, factories, public buildings, and cars. In fact, in every place where any power is used the machine can be applied, since the power required for its operation is so slight as to be of almost no account. Thus, to carry a machine with 36 square inches of friction plates—the ordinary size—one-half horse power only is required; while a machine with 225 square inches of friction surface will require at most but four horse power, and will heat a room 60x200, or 126,000 cubic feet. In steam cars the machine is easily and cheaply adjusted to the axles, the power being taken directly from the wheels, so that in case of accident, such as started the train of thought which resulted in this invention, all danger from fire is entirely eliminated.

This machine has already been in practical operation for some months, and has demonstrated that with 36 inches of friction surface a room of 10,000 cubic feet can be heated more uniformly and quicker than by the use of coal, wood, or steam, and without expense save the wear of the friction plates and the cost of extra coal under the boiler.—*American Engineer.*

THE STAMPAGE TAX.

The Newcastle *Advocate*, which improperly calls Mr. George McLeod's letter a "rabid" one, says in defence of the conduct of the Surveyor General:—

"It is well known that as a rule lumber operators are very much opposed to the payment of the stampage tax, looking upon it as a grievance, and that to further their own interests they sometimes form a 'ring' to keep down the prices of the lands bid in by them. Even though Mr. McLeod's charges are true, (which we shall not believe until they are substantiated in the proper quarter), we ask if it is right for a number of men to combine to lessen the value of our Provincial lands—our best source of revenue—would it be looked upon as wrong for those interested in the welfare of the Province—those charged with the duty of administering its affairs—to step in and break up such a combination?"

This does not meet, explain, or deny Mr. McLeod's most damaging statement against the Surveyor General's honor, to the effect that he (the S.G.) told McLeod that some parties had applied for his land and that he forgot their names, when it appeared as a matter of fact that there was no such application. Further than this when the Government put their own upset price on the land it is a most dangerous thing for them to bid on the land themselves over and above that price.—*St. John, N.B., Globe.*

The Ottawa District.

The Hull *Despatch* speaking of the lumber trade, estimates the cut of logs in the Ottawa district at 12,000,000, or an increase of 33 per cent. on last year's operations. The cut of square timber last year was only 2,000,000 feet, but this year it will probably be 12,000,000. Raftsmen are very scarce this spring and some difficulty will be experienced in getting a sufficient number for the drives.

IMPROVED DRYING KILN.

A cheap and economical apparatus for drying lumber, staves, and other material, has been long needed, and a great deal of time and money has been expended in experiments in this direction without corresponding results. Messrs E. & B. Holmes have perfected a dry kiln which seems to combine all the necessary requisites for a successful drying apparatus.

This dry kiln is composed of several sections, more or less as desired. In the bottom of each of these sections are placed two sets of steam coils of novel construction, one above the other, for radiating the heat, and on the side of each section is a thin apartment containing condensing pipes filled with cold water, supplied by a pump or otherwise.

The air in the bottom of the kiln, being heated by the steam coils, passes up through the material to be dried, to the top of the kiln, carrying the moisture with it. Here it enters the thin condensing apartment and passes down, leaving the moisture upon the condensing pipes, and, being cooled, again passes downward under and through the steam coils, where it is reheated, when it again rises up through the material, and so on. In this manner a very rapid circulation is secured, which carries the moisture from the material to be dried and deposits it upon the condensing pipes, from which it runs into a conductor and passes out of the kiln, the same air being used over and over.

Car tracks pass through the kiln, and extend far enough in each direction outside of the kiln to allow of loading, drying, and unloading at the same time. In this way the kiln is kept open long enough to pass one car out and another in, and as only one section is opened, the others are not affected or cooled by it.

The doors of the kilns are made double thickness with an air space between, and are swung on cranes, so that one person can handle them with ease.—*Scientific American.*

A SINGULAR CASE.

From the *Woodstock Times* we learn that a rather singular case was before the Police Court in that place on Tuesday, 29th March. John Dobbyn, of the Township of Euphemia, in the County of Lambton, who is an extensive lumber dealer, preferred a charge against John W. Adams, of Ingersoll, alleging that he had stolen three car loads of lumber. A warrant was issued and placed in the hands of Constable Hall, with instructions to hunt down his man, which he succeeded in doing before daylight the next morning in Ingersoll. The examinations showed that at a conversation between prosecutor and prisoner, the latter was to meet Mr. Dobbyn at Thamesville, in the County of Kent, to cull over three car loads of lumber, which he was to buy for James Stark, of Ingersoll, representing himself as Mr. Stark's agent. At the time appointed, the parties met, but the cars did not come. They separated with the understanding that as soon as prisoner could get cars he would telegraph to Mr. Dobbyn to meet him again, when they would cull, measure and load the lumber. Some days after Mr. Dobbyn accidentally learned that prisoner had been there without letting him know, and had taken away three car loads of his lumber. Upon further inquiry he found that prisoner had shipped the lumber to his own order, and on tracing the matter up he found that two car loads had been sold to one Hays, of Ingersoll. The prisoner was committed to Chatham jail to await his trial for larceny.

Birch for Cabinet Work.

The small value of birch wood for fuel, and its lack of toughness and strength, except in the smaller twigs, have led to its general neglect in the arts. Our more enterprising builders of railway cars, however, have discovered that its light weight, close grain, and rich finish make it admirably suited for certain applications where fine finish and bright effects are desired. The contrasts presented when white birch and light colored ash are relieved by the red of the cherry birch, are said to be peculiar but very pleasing.

The growing trade in Maryland in the shipment of ivy and swamp-briar roots to the northern cities, where they are made into pipe, whip and cane handles and poor knobs,