appearance it must be marked out by drawing a framework, carrying curved knives placed six inches apart, across it. A few days more hardens the pulp, so that by the aid of boards a man can work on it, and mark it longitudinally with cuts eighteen inches apart.

"In about a fortnight the shrinkage of the pulp shab causes the cuts made in it to open, and the whole presents the appearance of an immense floor covered with bricks eighteen inches long, by six inches wide. As soon as the bricks are sufficiently hard to bear handling, they are separated and "footed," that is stood up on the ends, five in a stook, with one across the top, in which position they remain until dry enough to be removed to the store or market.

"In the manufacture of Peat fuel, considerable experience is required, and unless attention is paid to matters of detail, apparently of little importance, serious loss may be the result.

"In forming or uncovering the canal track, nothing more is required than that the turf or live moss, about six inches in thickness, together with the roots of all trees upon the surface of the bog, should be removed, and as upon all undrained bogs, the roots of such stunted trees as grow there are all on the surface, this operation is easily accomplished.

"In the preparation of the pulp bede great care is required, and a surface should be obtained as level and even as possible. The roots of all trees must be removed, and this is more readily accomplished with the trees themselves, by which means considerable labour may be saved, one man pulling them down on one side, while another with an axe cuts the lateral roots at some distance from the stem, leaving the smaller portions behind. The long grass, shrubs and rank mosses are cut down with a short scythe, and used in filling up any irregularities on the surface. Drains from nine to twelve inches deep should also be cut and covered over with the spare turf taken from the canal track. The soil from the drains may also be used in levelling and filling up inequalities in the pulp bed. In some places where the growth of shrube has been very rank and coarse, the turf upon the whole surface of the pulp beds has been cut into strips and inverted, but it is better to cut drains, and leave the turf in its natural position. The soft pulp, when poured upon it in a semi-fluid state. advances, lava-like, pressing down any small branches of shrubs and the long grasses which may be standing in the way.

The pulp should not be deposited nearer than five feet of the canal, and upon this space may be placed any surplus moss or turf from the uncovering of the canal track, which will not only keep the pulp in place, but also form a road and towing path for the canal. At the rear or ninety feet from this bank, a double thickness of turf is all that is necessary to complete the pulp beds.

"The canal track and pulp beds being prepared, and the scow with its machinery in position, nothing more is required than to set it in motion, giving the necessary feed, say one and a half inches for each revolution of the screw excavators, which may be increased to three inches, or more if necessary. As the screws revolve, they cut off continuous slices of the Peat, which, by the assistance

of a couple of men, are delivered through the rear of the shield the screws work in, into a well in the bow of the scow. These men also remove any large masses of extraneous material, such as pieces of wood, roots of trees, &c., which may work in. It is sometimes required when working in Peat, which is very full of roots, to have a man placed in front to remove them, as they are brought up by the knives of the screws. roots as much as a man can lift being occasionally excavated.

"After the Peat is delivered into the well, it is carried by means of an elevator and tumbled into a hopper, from which it passes through the stick and fibre catcher, the pulping and distributing trough, without any assistance whatever, it being only necessary to see that the stick catcher is kept clear, and occasionally, when the pulp is too stiff or dry, to turn on a pump until it is reduced to a proper consistency.

"The levelling of the pulp should be done as evenly and as smoothly as possible. A few days experience will enable any intelligent man to accomplish this, and upon its being well done depends, in some measure, the quality of skin upon the Peat, so essential, not only in shedding the rain and preventing cracking from the sun, but also for giving a permanent toughness to the bricks.

"The crew of the scow, all told, will number six, including the master, who keeps the knives of the screw-excavator clean, and sees that all are going on right. Two men at the screw-excavators, one engine-man, one man levelling the pulp, and one man to attend to the stick-catcher and the pulping spout."

The process for marking and cutting the pulp beds for the formation of bricks or blocks, and other subsequent manipulations, are fully explained in the pamphlet. The following experiment was made for the purpose of ascertaining the effect of frost upon the pulp beds:—

"Early in the month of October, 1865, the writer, for the sake of experiment, dug a canal nearly a mile in length, nineteen feet wide, five feet deep, pulped the Peat excavated, and deposited it alongside of the canal, where it formed an embarkment thirty-six feet wide, and two feet six inches deep. This bank subsided considerably, until the frost set in and penetrated during the winter to a depth of fifteen inches. Below this depth the pulped material was uninjured, and on the following summer, when dug out and cut into the shape of bricks, it dried, became hard and solid, making excellent fuel, while the whole of the upper or frozen portion was little better than unpulped Peat. The embankment was firm and elastic to tread upon, and all that could be desired as a formation for railway purposes; but it never became hard, neither was it, during the hot days of July, dry to a greater depth than half an inch. This embankment remains as perfect as when first formed, and to an engineer is well worth a visit of inspection."