

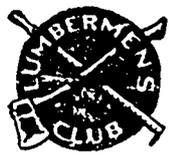
# THE CANADA LUMBERMAN

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## THE LUMBERMEN'S CLUB OF OTTAWA.



The officials of the Ottawa Valley and Georgian Bay lumber firms have formed an Association in Ottawa, to be called "The Lumbermen's Club." The object is a purely social one to foster a feeling of good fellowship and to afford all members an opportunity of meeting and discussing subjects common to all.

A large club room has been secured and furnished with magazines, newspapers, pool and billiard tables, etc.

The annual meeting will be held during the month of July each year, for the election of officers and transaction of business, when the initiation of candidates will be a prominent feature.

The Club is not exclusive and admits as honorary members business men having transactions directly with the lumber trade. All members are supplied with such names and are recommended to patronize the honorary members as far as possible.

The officers' position in the club corresponds to the same position held by them with their respective firms, as follows:

W. N. Vaughan, Agent,  
(Fraser & Co.)

Wm. Burns, Bookkeeper,  
(Fraser & Co.)

Thos. Reynolds, Foreman,  
(McLachlin Bros.)

Harry W. Link, Culler,  
(Hawkesbury Lumber Co.)

D. McLennan, Clerk (St. Anthony Lumber Co.)

Ernest Pitt, Secretary, 58 Queen St., Ottawa.

The membership fee is only two dollars per annum, and the Secretary will gladly furnish any desired information to persons who may be desirous of joining the Club.

## DOMINION FORESTRY WORK.

Mr. E. Stewart, Dominion Superintendent of Forestry, returned to Ottawa a short time ago from the west, where he had been for three months looking after the work of his department. He reports that the forest rangers have done splendid service. The forest fires in British Columbia and especially along the Crow's Nest Pass, in Western Alberta, have caused a considerable loss, but in the other districts the destruction of timber has not been great. In connection with the system of co-operation with the prairie settlers in grow-

ing forest trees on their homesteads, nearly 2,000,000 trees were sent out to settlers this season. These have up to the present been mostly grown from seed on the experimental farms at Brandon and Indian Head, but it was found advisable to centralize this work at one place, and 100 acres about a mile south of Indian Head Station were selected. Buildings have been erected, about fifty acres got ready for cultivation and considerable seed sown. This will not only permit the Forestry Branch to grow a large number of trees for annual distribution, but will also be a model forest nursery station where experiments can be conducted with all varieties of forest trees

and one-half miles long and has been successfully worked for the last three or four years and is said to be a success

While both road and rolling stock might be said to be nondescript, they are money savers and money makers. The locomotive or motive power is nothing more than an upright boiler on an improvised car and furnishes steam to a double engine that in like improvised manner is rigged up to operate a double set of drive wheels by the help of cog wheels and endless chains.

The cars for hauling the logs are even more unique, but they work charmingly. Four sets of wheels are rigged up in four frames that en-

close them and a short axle passes from one side of the frame to the other, so that each wheel is held independently of all others. The four frames are held rigid by 12 x 12 timbers fastened to them on top and upon these cross timbers are laid other long 12 x 12 timbers that help make up the framework of the car and hold the logs. The locomotive and the log cars have flanged trucks that run upon a wooden rail made out of logs and embedded in the ground to keep them in place. The trucks under the engine have a play of several inches on the axles to prevent them from leaving the rails when going around curves and for the same reason the trucks under the log cars are built upon the short axles.

The log car is twelve feet wide and twenty average-sized logs are taken out of the woods at each trip, but one car being in use at one time. The "train" makes four trips daily, moving about 25,000 feet in that time. The engine negotiates a "down grade" of 18 per cent. with its load by reversing the steam and the appliance of brakes on the log car operated with block and tackle. The road is now being extended so that some up grades are encountered in taking the logs out to the mill and the assistance of the donkey or yarding engine will have to be called into play to get the loaded car up. The engine is able to take the empty car back over any of the grades so far encountered.

This manner of logging is said to be cheaper than by the use of horses or any of the more modern appliances. Very little steel or iron enters into the construction of the road and the material being nearly all at hand in the woods around, it is simplicity itself and the essence of economy. — Pacific Coast Lumber Trade Journal.



D. McLENNAN, Clerk, (St. Anthony Lumber Co.) ERNEST PITT, Secretary.  
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OFFICERS OF THE LUMBERMEN'S CLUB OF OTTAWA.

suited to this northern climate. As the farms of the applicants for trees are all inspected and thorough preparation of soil and care in planting insisted on, these plantations, which are scattered here and there from the Red River to the foothills of the Rocky Mountains, will furnish object lessons on proper methods in this line of work to the people throughout the prairie districts.

The staff of the Forestry Branch consists of the superintendent, assistant superintendent, two other regular assistants, four inspectors of tree planting employed during the summer, and about forty forest fire rangers. The appropriation for the past year was \$40,000.

## UNIQUE LOGGING RAILROAD.

The Allen & Nelson Mill Company, whose mill is at Monohan, King County, Wash., operate probably the most unique logging railroad in the country. The road is about two