

Chips.

OWING to the large amount of hemlock bark to be peeled in New Brunswick, operators are offering \$1 and \$1.10 for mon, and even at these figures can scarce make up their crows.

THE daily average number of pieces (logs, ties, bolts, timber, &c.) passed through the gap at the western side of the boom at Bellville is 6,000, yet such is the extent of the supply from the river that but little diminution is noticeable in the bulk collected at the river's mouth.

JOAN'S tannery, Pictou, N.S., has been rebuilt. The new building is 200x150 feet, and more convenient and commodious than the one which was burned down in 1875. It turns out at present about 1,000 sides of leather per week, and using some 7,000 tons of hemlock bark per annum.

THE *Railroad Gazette* of June 10th, reports 1,574 miles of new railroad built thus far this year, against 1,590 miles reported at the corresponding time in 1880, 661 miles in 1879, 413 miles in 1878, 570 miles in 1877, 628 miles in 1876, 296 miles in 1875, 537 miles in 1874, and 1,171 miles in 1873.

THERE are huge jams of logs on the Kennebec River, N.B. The drivers start them by blowing them up with powder. Thousands of spectators are watching the proceedings. A young fellow sitting on a rock looking on was struck by a log, knocked in and drowned, as was his companion who tried to save him, the other day.

A PARTY of New York capitalists were in Montreal last week making enquiries with the view of establishing a factory for the manufacture of Vegetable Fibres. The capitalists referred to are extensively engaged in the same business in New York, and it is believed by their acquaintances here that they intend starting a factory in this city.

THE Hart Emery Wheel Co., of Hamilton, have lately built a new factory on Hunter street, the size of which is 60x25, two storeys high, with a wing in the rear for engine house, &c., all built of red brick. They are full of orders, and report a largely increasing trade. The wheel made by this firm has a wire web inserted which largely diminishes the risk of the wheel bursting, as often happens with the ordinary wheels.

A COVINGTON, Va., paper notes the shipment from that point recently of a large lot of walnut timber, which will go via Richmond to Europe. The consignment amounted to 500,000 feet. A bill of 50,000 feet of white oak lumber was also sent from the same town lately to England and Scotland, where it is to be used in car building. Such transactions as these show that the valuable hardwoods to be found in this country are in demand abroad as well as at home.

ACCORDING to one of the Lewiston, Me., local papers the lumber business there is in a very flourishing condition. The two steam mills cut something over 100,000 feet per day, and the shipments from the yards connected with them amount to nearly fifty cars per week. The mill men are said to be receiving orders faster than they can fill them, and, in consequence of the activity in business, have advanced the price of clapboards from \$20 to \$30 per 1,000 feet. Most of the lumber shipped from Lewiston goes to Boston, Lawrence and other Massachusetts cities, being purchased by lumber dealers and building contractors.

An ingenious person has just hit upon a new and original derivation for the term "jerry," as applied to "jerry buildings," the work of dishonest or unpeccious individuals engaged in the erection of house property. The derivation is so obvious that it seems a wonder nobody ever hit upon it before. This amazing philologist reminds us that "Joshua, the son of Nun, called round Jericho in the old time and caused trumpets to be blown, whereupon the walls fell down with such facility that the builders must have been greatly blamed," and so their work became proverbial. A "Jericho builder," therefore, got to be a byword of reproach, and in the progress of ages the phrase has easily and naturally been corrupted into our modern term a "jerry builder."

TRY ALL DO IT.—Everybody uses "TRUSS" for their back and breath, the newest, brightest, coolest and best.

TANNING WITHOUT TAN.

A company has lately been formed in Belgium for the purpose of working a new tanning process, invented by Dr. Heinzerling, of Frankfurt, which has for its object to do away with all the drawbacks involved by the usual methods of tanning hides. The popular saying is that there is nothing like leather, but the making of it is more difficult than that of any other commodity in daily use. For several years past leather makers have found it difficult to meet the requirements of the leather sellers, owing to the increased consumption of the article, it became more and more difficult for the tanners to procure the necessary funds the figure of which rose in proportion to the constant rise in the price of tan, and then again, the immense amount of time it takes by the present process to make a skin into leather also over-handicapped the producers. All these difficulties are in a great measure overcome by the new system; so, at any rate, our contemporary *la Cote libre* tell us. Dr. Heinzerling tans leather without tan, that is to say without oak bark; using instead a mineral composition, by means of which he claims to work wonders. The company that has been formed in Belgium for the purpose of making leather according to his receipt, is to take over the works of M. Delastre Hallez, of Mons, whilst the remaining partners are to contribute 12,000*fr.* towards the plant, fitting, and working. The tanning yard is already in full working order, customers are coming in in numbers, and those who have tried the new leather are all agreed that it is fully equal to the oak bark leather in quality, whilst its manufacturing price is very considerably lower. The new process only takes one hour, whilst the old requires six hours, all other circumstances being equal. The promoters aver that the new leather will be a great commercial success.

The Willow.

Anybody who has the patience to wait five-and-twenty years for a large return upon a small expenditure should plant the willow tree. The demand for this wood during the last few years has been extraordinary, and the London dealers now readily wait upon any estate agent who has two or three fairly grown willows for disposal. An average price for a good tree with plenty of top is £10. The wood is used for a variety of purposes. Boles just cut down, and freed from disease and stain, are made into carriage bodies. Cricket-bats worthy of the name and the game are made of no other wood. It is the material also of many articles of modern furniture. The inferior parts of the tree serve for toys, for cotton or silk reels, or for conversion into charcoal. For many of the purposes we have named, the wood is first placed in scalding water, when it may be twisted, kneaded, cut, or stamped out, just like a piece of boiled cheese. Properly, of course, the willow should be grown upon the margin of a ditch or brook. It will grow more slowly and less perfectly in very moist and heavy soil. It should be planted in the spring or autumn. Those who want as rapid a development as the tree is capable of should not plant little sprigs, but a goodly-sized pollard lop, say from seven to nine feet long, and as thick as a man's wrist. If such a lop as this be placed three feet in the soil, failure is next to impossible.—*Land.*

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Department of the Interior,

OTTAWA, 25th May, 1881.

WHEREAS circumstances has rendered it expedient to effect certain changes in the policy of the Government respecting the administration of the Dominion Lands, public notice is hereby given

1. The Regulations of the 14th October, 1879, were rescinded by order of His Excellency the Governor General in Council, on the 20th day of May instant, and the following Regulations for the disposal of agricultural lands substituted therefor.

2. The even numbered sections within the Canadian Pacific Railway Belt—that is to say, lying within 24 miles on each side of the line of the said Railway, excepting those which may be required for wood lots in connection with sections on prairie lands within the said belt, or which may be otherwise specially dealt with by the Governor in Council, shall be held exclusively for homesteads and pre-emption. The odd-numbered sections within the said belt are Canadian Pacific Railway Lands, and can only be acquired from the Company.

3. The pre-emption entered within the said belt of 24 miles on each side of the Canadian Pacific Railway, up to and including the 31st day of December next, shall be disposed of at the rate of \$2.50 per acre, four-tenths of the purchase money, with interest on the latter at the rate of six per cent. per annum, to be paid at the end of three years from the date of entry, the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

4. From and after the 31st day of December next, the price shall remain the same—that is \$2.50 per acre—for pre-emption within the said belt, or within the corresponding belt of any branch line of the said Railway, but shall be paid in one sum at the end of three years, or at such earlier period as the claimant may have acquired a title to his homestead quarter-section.

5. Dominion Lands, the property of the Government, within 24 miles of any projected line of railway recognized by the Minister of Railways, and of which he has given notice in the *Official Gazette* as being a projected line of Railway, shall be dealt with as to price and terms, as follows:—The pre-emption shall be sold at the same price and on the same terms as fixed in the next preceding paragraph, and the odd-numbered sections shall be sold at \$2.50 per acre, payable in cash.

6. In all townships open for sale and settlement within Manitoba or the North-West Territories, outside of the said Canadian Pacific Railway Belt, the even-numbered sections, except in the cases provided for in clause two of these Regulations, shall be held exclusively for homestead and pre-emption, and the odd-numbered sections for sale as public lands.

7. The lands described as public lands shall be sold at the uniform price of \$2 per acre, cash, excepting in special cases where the Minister of the Interior, under the provisions of section 4 of the amendment to the Dominion Lands Act passed at the last Session of Parliament, may deem it expedient to withdraw certain farming lands from ordinary sale and settlement, and put them up for sale at public auction to the highest bidder, in which event such lands shall be put up at upset price of \$2 per acre.

8. Pre-emption outside of the Canadian Pacific Railway Belt shall be sold at the uniform price of \$2 per acre, to be paid in one sum at the end of three years from the date of entry, or at such earlier period as the claimant may acquire a title to his homestead quarter-section.

9. Exceptions shall be made to the provisions of clause 7, in so far as relates to lands in the Province of Manitoba or the North-West Territories, lying to the north of the belt containing the Pacific Railway lands, wherein a person being an actual settler on an odd-numbered section shall have the privilege of purchasing to the extent of 320 acres of such section, but no more, at the price of \$1.25 per acre, cash; but no Patent shall be issued for such land until after three years of actual residence upon the same.

10. The price and terms of payment of odd-numbered sections and pre-emption, above set forth, shall not apply to persons who have settled in any one of the several belts described in the said Regulations of the 14th October, 1879, hereby rescinded, but who have obtained entries for their lands, and who may establish a right to purchase such odd-numbered sections or pre-emption, as the case may be, at the price and on the terms respectively fixed for the same by the said Regulations.

Timber for Settlers.

11. The system of wood lots in prairie townships shall be continued—that is to say, homestead settlers having no timber on their own lands, shall be permitted to purchase wood lots in areas not exceeding 20 acres each, at a uniform rate of \$5 per acre, to be paid in cash.

12. The provision in the next preceding paragraph shall apply also to settlers on prairie sections bought from the Canadian Pacific Railway Company, in cases where the only wood lands available have been laid out on even-numbered sections, provided the Railway Company agree to reciprocate where the only timber in the locality may be found on their lands.

13. With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses from time to time, under and in accordance with the provisions of the "Dominion Lands Act" to cut merchantable timber on any lands owned by it within surveyed townships; and settlement upon, or sale of any lands covered by such license, shall, for the time being, be subject to the operation of the same.

Sales of lands to Individuals or Corporations for Colonization.

14. In any case where a company or individual applies for lands to colonize, and is willing to expend capital to contribute towards the construction of facilities for communication between such lands and existing settlements, and the Government is satisfied of the good faith and ability of such company or individual to carry out such undertaking, the odd-numbered sections in the case of lands outside of the Canadian Pacific Railway Belt, or of the Belt of any branch line or lines of the same, may be sold to such company or individual at half price, or \$1 per acre, in cash. In case the lands applied for be situated within the Canadian Pacific Railway Belt, the same principle shall apply so far as one half of each even-numbered section is concerned—that is to say, the one-half of each even-numbered section may be sold to the

company or individual at the price of \$1.25 per acre to be paid in cash. The company or individual will further be protected up to the extent of \$500, with six per cent. interest thereon (till paid), in the case of advances made to place families or homesteads, under the provisions of section 10 of the amendments to the Dominion Lands Acts heretofore mentioned.

15. In every such transaction, it shall be absolutely conditional:—
(a) That the company or individual, as the case may be, shall, in case of lands outside of the said Canadian Pacific Railway Belt, within three years of the date of the agreement with the Government, place two settlers on each of the odd numbered sections, and also two on homesteads on each of the even-numbered sections embraced in the scheme of colonization.

(b) That should the land applied for be situated within the Canadian Pacific Railway Belt, the company or individual shall, within three years of the date of the agreement with the Government, place two settlers on the half of each even numbered section purchased under the provision contained in paragraph 14, above, and also one settler upon each of the two quarter sections remaining available for homesteads in such section.

(c) That on the promoters failing within the period fixed, to place the prescribed number of settlers, the Governor in Council may cancel the sale and the privilege of colonization, and resume possession of the lands not settled, or charge the full price of \$2 per acre, or \$2.50 per acre, as the case may be, for such lands, as may be deemed expedient.

(d) That it be distinctly understood that this policy shall not only apply to schemes for colonization of the public lands by Emigrants from Great Britain or the European Continent.

Pasture Lands.

16. The policy set forth as follows shall govern applications for lands for grazing purposes, and previous to entertaining any application, the Minister of the Interior shall satisfy himself of the good faith and ability of the applicant to carry out the undertaking involved in such application.

17. From time to time, as may be deemed expedient, leases of such Townships, or portions of Townships, as may be available for grazing purposes, shall be put up at auction at an upset price to be fixed by the Minister of the Interior, and sold to the highest bidder—the premium for such leases to be paid in cash at the time of the sale.

18. Such leases shall be for a period of twenty-one years, and in accordance otherwise with the provisions of section eight of the Amendment to the Dominion Lands Act passed at the last Session of Parliament, heretofore mentioned.

19. In all cases the area included in a lease shall be in proportion to the quantity of the live stock kept thereon, at the rate of ten acres of land to one head of stock; and the failure in any case of the lessee to place the requisite stock upon the land within three years from the granting of the lease, or in subsequently maintaining the proper ratio of stock to the area of the leasehold, shall justify the Governor in Council in cancelling such lease, or in diminishing proportionately the area contained therein.

20. On placing the required proportion of stock within the limits of the leasehold, the lessee shall have the privilege of purchasing, and receiving a patent for, a quantity of land covered by such lease, on which to construct the buildings necessary in connection therewith, not to exceed five per cent. of the area of the leasehold, which latter shall in no single case exceed 100,000 acres.

21. The rental for a leasehold shall in all cases be at the rate of \$10 per annum for each thousand acres included therein, and the price of the land which may be purchased for the cattle station referred to in the next preceding paragraph, shall be \$1.25 per acre, payable in cash.

Payments for Lands.

22. Payments for public lands and also for pre-emption lands in cash, or in scrip, or in police or military bounty warrants, at the option of the purchaser.

23. The above provisions shall not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or marble quarries, or to lands having water power thereon; and further shall not, of course, affect Sections 11 and 29 in each Township, which are public school lands, or sections 8 and 20, which are Hudson's Bay Company's lands.

J. S. DENNIS,

Deputy Minister of the Interior.

LINDSAY RUSSELL,

Surveyor-General.

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