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THE BURRILL LUMBER COMPANY.

The Burrill Lumber Company, of Burrill Siding, Que., have recently completed a new saw mill at Three Rivers, which is shown in the accompanying illustration. It is modern in every respect and capable of producing lumber at the minimum of cost.

The mill is situated on the east side of the St. Maurice river, in the parish of Cap Madeleine, and about one mile from the line of the Canadian Pacific Railway, to which a siding has been built. As shown in the picture, the land across the water is an island in the middle of the river, so that their booms and logs are well protected against freshets. Canal boats can come up alongside the mill, a fact, any boat not drawing over 10 feet of water. The company are in a position to ship by rail or boat.

The power equipment includes two five foot tubular boilers 12 feet long set upon Dutch ovens. These ovens have given the best satisfaction, the company having equipped six mills in a similar manner. They claim that there is no better furnace, when properly built, for burning sawdust and refuse. The engine is 18 inches in diameter with a 42 inch stroke, the resaw being driven by a separate engine 10x12 inch.

The mill is a circular, with steam feed and a No. 3 William Hamilton Manufacturing Company carriage, the capacity being from 35,000 to 50,000 feet per ten hours, according to quality of logs. There is a gang edger with one stationary and two moveable saws, moved by guides and with locked stops, a Duncan resawing machine for slabs to be butted, and four saw slashers. It is the intention to install a couple of shingle mills and a planing and finishing outfit for lumber, as well as a cutting-up rig for pulp wood.

The log supply for the mill is obtained from limits located along the St. Maurice and Shawinigan rivers. The head office of the company is at Burrill Siding, Mr. Vivian Burrill being manager and secretary.

The business of the Stewart Machinery Company at Winnipeg, Man., has been purchased by McGregor, Gourley & Company, of Galt.

J. J. McGill, A. V. Roy, Gustave Gravel and Magloire Huberdeau have organized the Corona Rubber Company, Limited, to manufacture all goods into the composition of which India rubber or gutta percha enters. The headquarters will be Montreal and the capital stock is \$100,000.

A WIRE ROPEWAY IN THE ANAIMALAI HILLS.

By HORACE H. GASS.

The utility of wire ropeways for transport is, perhaps, nowhere better exemplified than in countries possessing valuable products which are locked up for want of capital and enterprise to establish suitable lines for export over rough and inaccessible territory.

In India, for example, there are vast forests in mighty ranges of mountains, far removed from lines of railway and the road systems of the lowlands, containing valuable timber trees, many of which are little known at present, but which, with cheaper means of extraction, will in course of time, as the reliable woods become more difficult to obtain, find a ready sale in the



SAW MILL OF THE BURRILL LUMBER COMPANY AT BURRILL SIDING, QUE.

home markets for all purposes for which hardwoods are required.

The vast importance of these forests cannot be overstated, and the Government of India devotes close attention to their preservation, maintenance, and improvement, at the same time not overlooking their commercial possibilities.

The Anaimalais (elephant mountains) of Southern India are an important centre of supply—the forests in this region, though much overworked in the past, still containing a large supply of exploitable wood of valuable species, the principal of which is teak. The climate being unhealthy, this range of hills is almost uninhabited by man, but is infested with wild animals. It is a long distance from the railway, and, though roads lead to the foot in various directions, there is only an indifferent car-track, with a very steep gradient leading up to the west of the outer slopes, and covering a distance of about $3\frac{1}{2}$ miles. It is here connected with a two-foot tramway line, which runs into the heart of the forest. The line is

worked by trolleys, drawn by bullocks. It has rendered good service in enabling larger logs to be extracted with an increased output of timber.

The ghaut road has always been a serious obstacle to work on a large scale, as the forests can only be worked during the rainy season, which extends from about the middle of June until the end of January, partly because of malaria, but principally for want of water. Torrential downpours make the road almost impassable at times by the havoc they cause, and it is so steep that it is not safe to metal it, or the draught bullocks descending the hill would obtain no foothold.

THE OLD METHOD.

Under the system at first employed in working these forests, the huge logs were dragged by elephants from the felling compartments to the side of the tramway, and transported on trolleys to the end of the line, from whence they were sent down the ghaut by bullock-cart into a large town about fifty miles distant, to be disposed of by auction sales. All this was costly; the sales were uncertain, and the rates low. To improve them it appeared to be desirable to place the timber on the market in a more saleable form for small purchasers, and to reduce the costs of extraction. The former has been effected by the establishment of a sawmill in

the forests, worked by water power, with a Pelton wheel, the timber being sawn into marketable size, and the latter, by setting up a wire ropeway or timber-run from the crest of the hills overlooking the plains, in order to dispense with the use of the ghaut road—the most costly section of the journey. The wire ropeway passes off from the lower end of the tramway line, and its lower extremity is close to the main road. The sawn wood is thus conveyed from the saw mill by the tramway direct to the wire ropeway, and in this way reaches the foot of the mountain.

DESCRIPTION OF NEW ROPEWAY.

This wire ropeway has been constructed under the orders of the Madras Government by the Forest Department. The principle is a simple one. A loaded carriage travels down a main fixed rope by gravitation, hauling up an empty carriage on the same rope—the two carriages meet in the centre and are there transferred by an arrangement described below.