

AUSTRALIAN WOODS.

A correspondent of the *Montreal Herald* writing from the Colonial Exhibition says:—

Queensland shows 437 specimens of timbers, of every size, quality and kind. There is the Buaya-Buaya (or "Monkey Puzzle"), the pine cone, which produces a delicious nut, and which the natives will travel miles to procure. Here too are the "biggest" logs in the entire exhibition, from the district of Moreton. One of these measures in girth 30 feet 5 inches and another 18 feet 8 inches, and each weighing five tons. Their grain is exceedingly pretty and the wood will bear the highest polish. These are named the Karri tree and some of them measure over 400 feet in height, and in some cases the stems are 300 feet high, measured from the ground to the first branch, and the circumference around the base measured 60 feet. Canada is proud of her birches, her oaks, maples and pines. But for greatness and grandeur she is excelled by this little colony in the Pacific.

The entrance gateway to the Western Australia Court is made of Jane wood, shingled with the oak or Casuarina. To the right of this porch may be seen a grove of Jarrah trees, and to the left the Karri woods. Here you stand in the presence of three giants of the forest, 300 to 400 feet in height, rivalled only by the Eucalyptus and the monsters of the grove of Mariposa. Jarrah is a very heavy wood, weighing one and a half ton to the 50 cubic feet, and is impervious to the sea worm and the white ant. Amongst the splendid specimens of this timber to be found in this court are a slab which had lain on the Bunbury beach for the last 36 years, washed by the waves, heated by the sun, and showered by the sand, and a huge block which had been absolutely under water for twenty-two years. There is a trophy, too, of massive beams, 21 feet high of Jarrah wood, surmounted by specimens of "Tuart" wood nearly as hard as iron. On this trophy there is a star with numerous rays composed of various colored woods marvellous to behold, and adorned with shields in white and red—woo-ma-gaha, dowarks boomerangs, kyleys—the latter arranged as river rays. On either side of the arch are two large blocks of yellow sandal wood, a marked contrast to the bright red of the Jarrah tree. Here, also, is a staffenden grass tree, 20 feet high, called a "Black-boy," and a lawyer's hat made of curious paper bark impervious to rain, as well as other grass trees, with the Kingess in flower, and a fine display of woods such as gum, morrel, tuart and native pear, well adapted for coach building and furniture. Conspicuous is a splendid wood case with glass widows made of a variety of native woods, and containing about three hundred beautiful specimens of the fauna of the colony and a most interesting exhibit of its birds and mammals.

MATTAWA.

Mattawa is the Indian name for the "meeting of the waters" and nestling in a vale, or glen at the junction of the Mattawa and Ottawa rivers is the pretty village of Mattawa. The Hudson's Bay Company has had a post here for upwards of sixty years and Mr. Colin Rankin, one of its most experienced servants, is now in charge. Mr. Gorman, of the firm of Messrs. Timmins & Gorman, one of the largest establishments, and Mr. A. M. Earl are, after the Hudson's Bay Company, the oldest settlers in Mattawa. The last named gentleman informs me that in 1869 there were only two white families in the village. To day I counted seven first-class stores, besides many others in smaller way, and all doing well. There is a population of perhaps 900. Mr. Earl, who seems to know the territory thoroughly, tells me that the country for hundreds of miles is practically surrounded by beautiful water systems. Twelve miles away is the Amable du port, then there is the Montreal river, and then again the Boesfrind, not yet fully explored, which is in fact a series of small lakes running for many miles north and northeast and draining a vast area of country. All these waters eventually find their way to the Ottawa. According to the same authority there is a large tract of good farming and yielding thirty bushels of fall wheat to the acre and other crops in proportion. A road is being constructed to these lands. Then the

growth of timber is immense, and yields large supplies. White oak, four feet through, and cherry twenty inches diameter are common. There is timber enough in this district equal to the demands of many years to come. Silver mines have also been discovered; asbestos too, besides mica and other valuable minerals. Except in one instance, that of a silver mine, nothing has yet been done towards developing their resources.—*Monetary Times*.

THAT MONSTER RAFT.

HALIFAX, N. S., July 31.—The launch of the monster timber raft at Two Rivers, Cumberland, advertised for to-day, attracted the largest assemblage of people ever seen in that part of the country. At one o'clock all available vantage ground from which a view could be obtained, was fully occupied. The shores were quickly severed by axemen and amidst almost breathless anxiety the last one was cut away, but the raft did not show any signs of moving. The foreman gloomily shook his head and declared the first attempt a failure. Bitter disappointment was depicted on every face, and the launch declared by many an impossibility. The superintendent of the launching, Isaac Oliver, of St. John, did not lose confidence, however, and at once set to work to get things in readiness for another attempt. At midnight it is generally believed that this will be successful. The cause of the failure is variously conjectured. The most plausible reason advanced is that grease was put on the launchways too early and evaporated. This great raft has been under construction since January 1st. It is 420 feet long, 55 wide and 30 feet deep, weight 8,000 tons, and contains two and a half million superficial feet of piling and other timber. It is cigar-shaped, was designed by H. R. Robertson, and built under contract by B. B. Barnhill, of Two Rivers, for Wilson Godfrey, of New York. The timber is estimated to be worth \$30,000.

IRON THAT WILL NOT RUST.

James S. C. Wells, in *Popular Science Monthly*, for July:—The liability of iron to rust is a great drawback to its use for many purposes, and the practical value of a process which will protect it, at a slight expense, is self-evident. That the process is successful in accomplishing this object seems no longer a matter of doubt, and at less cost than galvanizing or tinning. The color on cast and wrought iron is a bluish-grey, which to some may be objectionable, but, as the coating takes paint far better than untreated iron, this object is easily overcome, and with the assurance that the paint will remain, and not soon be thrown off as it is generally. For polished work the color is a lustrous blue-black, adding greatly to the beauty of the article treated. This process seems peculiarly well adapted for gas and water pipes. Any one has had occasion to use water which has passed through a new iron pipe, or one that has not been used for some time, knows how full of rust it is, and that only after months of constant use does it become clear again. With pipe coated with the magnetic oxide by the Bower-Barff process, no trouble of the kind can occur. The water runs pure from the first day, and if for any reason the pipes are emptied, and left so, there is no danger of their becoming coated with rust. Another important fact is, that the water coming through one of these rustless pipes is just as pure as when it entered, for the water can dissolve none of the coating of oxide, as it always does with lead or galvanized pipes. It is a well known fact that water running through lead pipes is very apt to contain lead in solution, and the continued use of such water causes lead-poisoning, for, although the amount of lead dissolved may be very small, still it accumulates in the system, and finally causes sickness and disease.

THE Burk's Falls Arrow says:—Messrs. S. & J. Armstrong have sold their mill at Burk's Falls, to Messrs. Saunders & McPherson, of Orillia, who expect to do an extensive cutting next season. They have taken possession and are cutting lumber for the Ontario Lumber Company, contracted for before the transfer of the mill. Business in the lumber trade is to be lively for the balance of the season.

SWAMP LANDS BEING RECLAIMED.

There are very many of the older residents of Bay City, who well recollect when all the land from the southern limits of Bay City to the northern limits of East Saginaw on the east side of the Saginaw river, and also all the land on the west side of the river from the northern limits of Saginaw City to the southern limits of Wenona, now West Bay City, was one continuous swamp for miles in width, and the railroads on either side of the river were built on embankments thrown up by the dredge or shovel, and the ditches were constantly filled with water on both sides of the tracks.

Very few passengers on these railroads, as they viewed the vast waste spread out before their vision, ever supposed these lands would possess any value for agricultural purposes, and in fact hundreds of acres were purchased by sportsmen to be retained as duck hunting privileges.

But mark the change! Hundreds of acres of these lands have been reclaimed, by a peculiar process, which was conceived by Judge Albert Miller, of this city, one of the oldest settlers in the valley, still living, and quite active, considering his years, and William Daglish, deceased. These parties became possessed of a lot of these lands, which was a continuous swamp, and on which the water stood the year round to a depth of from one to four or five feet. They dredged a deep and wide channel around several hundred acres of this swamp land, the channels being several feet below the lowest surface of the land. The ground dredged from the immense ditches was thrown up, and formed a heavy and high embankment on the outside of the ditches, on which several teams abreast might be driven, and which was of sufficient width to be proof against leakage; and when this was completed steam and windmill pumps, which combined threw 2,000 gallons of water per minute out of the ditch and over the embankment were set at work. In a very short time the water was all pumped out of this immense territory which now resembles a great basin. Lateral ditches were run into the main ditch, and these drained the land constantly, and the pumps kept the ditches dry. The result is that the land has been found exceedingly productive, and enormous crops of corn and other farm products have been harvested each year.

The Holland farm on the west side of the river, containing 700 acres, has also been made after the same method, and a brickyard established thereon, which is now furnishing the brick for the new opera house here, and other mammoth brick blocks which are being erected.

T. H. McGraw & Co. have also a fine farm from the same land, and W. A. Beebe & Co. are progressing at present in good shape with the two and one-half miles of dredging on the east side of the Flint & Pere Marquette track for T. H. McGraw. The work when completed will reclaim over 1,000 of prairie land in Bay County. Mr. McGraw will put in a separate pump, and in less than three years will have a fine farm on land that has been considered almost worthless. The work this season on the and will cost over \$6,000. About 300 acres of land on the west side of the Flint & Pere Marquette railroad, also belonging to T. H. McGraw, along the river, will be dredged around and put in shape for cultivation as soon as Beebe & Co. get through with the job they are at now. Mr. Azure, who has charge of Mr. McGraw's big farm, has clearly demonstrated that there is no better land in the United States, when properly drained and cultivated, than what was formerly a frog pond along the river.—*Bay City, Mich., Gazette*.

THE Maritime Chemical Pulp Company is the name of an industry shortly to be established in Chatham, N. B. Hamilton will be the headquarters for the company, which is to have a capital stock of \$150,000 in 1,500 shares of \$100 each. The applicants for incorporation are: John A. Fisher, Dundas; John Stewart and Alexander Bruce, Hamilton; and Arthur Lee, John Leys and Richard Brown, of Toronto. Messrs. Fisher, Stuart and Lee are to be the first directors, with A. A. Anderson as secretary.

ASH FOR CARRIAGE WORK.

An authority on carriage building says, in seasoning ash, we must take into consideration the large quantities used in carriage building, also the bulky nature of the timber whilst in its unconverted state, which compels us to use the simplest and readiest means in seasoning without sacrificing the qualities of the timber. The best way to do this is to convert the bulk into plank as soon as possible, and, whilst seasoning to assist nature in every way without forcing, and when nearly seasoned to cut into sizes for use. For instance, brougham pillars, brackets, beds for under carriages, and especially the heavier seats. Before stacking ash, it is well to see the character of the timber, for if it is of a twisted nature it must be stacked one plank over the other, if not it may be placed on edge or on end, which will season it better and quicker. Besides being used in framing and such parts, it is largely used for bent work, such as steamed rims for wheels, futchels for carriages, top-salls in white chapel's segments pieces in brougham fronts. But the action of steam in dissolving the gummy matters within it deprives it of its native toughness.—*Timber Trades Journal*.

WOOD WOOL.

For some time past attention has been directed to a very interesting product consisting of extremely thin and slender shavings of wood that are comparable to paper cut for packing. It is known by name of "wood wool." This product was first introduced into France as a packing material. It weighs about 40 or 50 per cent less than the materials generally used for such a purpose. Its beautiful appearance, its fineness and its extreme cleanness at once brought it into favor with shippers. It was afterward found that the material was well adapted for the manufacture of mattresses, for bedding for cattle, for the filtration of liquids and for stuffing horse collars, &c., the most suitable species of wood being selected for each of these purposes. Its elasticity causes it to be considered as the best material for bedding after horsehair, and it is even preferable to any other substance when it is derived from resinous wood, since it does not absorb moisture. In workshops wood wool is tending to replace cotton-waste for cleaning machines, and it has likewise found an application on the rolling stock of railways for lubricating car axels. While it has the same property that cotton-waste has of absorbing oil it costs ten times less than that material. Its use is said to be rapidly growing in Austria and Germany, and also in France.

A BIG POPLAR.

The *Cornerstone* (Tenn.) correspondent of the *Marshall Gazette*, writing to that paper says:—"The big poplar tree in Dogget's cove has been a noted landmark for nearly 70 years, and is more talked of, perhaps, than any tree in the State. Its size has from time to time been given all the way from 29 to 33 feet in circumference. Passing that way recently I went to the tree, viewed it and measured it carefully. The bark, which was three or four inches thick, had most of it fallen off, and I found it to be 26 feet and, perhaps, two inches in circumference, clear of any spurs. It has the appearance of being slightly hollow, and is in dying condition. The trunk is fully 50 feet to the first limb. It is a monster tree and there is a vast amount of good timber in it, but it will soon be ruined. This section has always been noted for its large trees. A beech tree standing on the old country line, about five miles north west from this place, and which was blown down some six or eight years ago, had a perfectly straight trunk of nearly 60 feet, clear of limbs, and was 5 feet 5 inches in diameter, and in consequence, difficult and hard to handle."

A TRACT of pine, comprising 24,000,000 feet, situated on the west fork of Chippewa river, Wis., has been sold to the Mississippi Logging Company for \$74,000. Another purchase of H. C. Putman was made by Fred. Weyerhaeuser, for the Mississippi Logging Company, for \$70,000. The same company is reported as buying heavily on the west fork of the Chippewa.