

business, has died out, and not a single stave now leaves the port.

Birch, too, has declined considerably during the last nine years, which is attributed to the substitution of cheap African mahogany for furniture making, for which birch was extensively used.

The only kind of timber that holds its own in the province of Quebec is spruce, and now it is admitted that it is the best wood for making pulp for paper, better values will, doubtless, be obtained. There is comparatively little pine left in this province, but there are practically inexhaustible supplies of spruce in the woods that are properly nursed and not worked too severely; but in the part of Quebec province south of the St. Lawrence, which is intersected by railways and lies near the States, the denudation of the forests has been going on at a rapid rate.

The assortment of spruce deals is gradually becoming more severe, and what were formerly classed in three qualities are now being assorted in five or six. Recently some shipments have been made of spruce boards, and this may indicate a new future in the trade.

it reaches the coves. The drams or cribs of oak have a curious appearance when lying on the ground at low water, the logs being held together for floating by transverse pieces of light wood to keep them from sinking, and the transverse pieces are secured by withes, and a large surface of these drams looks at first sight like a field of dry sticks, but when in the water little of them can be seen, the light transverse pieces just keeping the logs, as it were, between wind and water. These oak logs are first rafted, say to Toledo, a distance of 200 or 300 miles; they are then taken by schooner across Lakes Erie and Ontario to Garden Island, where they are rafted into drams by the forwarding agents, the Kelvin Company, of Kingston, or at Collins Bay, by the Collins Bay Rafting Company, both of which places are close to Kingston, and start on their voyage down the St. Lawrence, a distance of 500 miles, which includes the running of the Lachine and other rapids. In a dram of oak there are probably 12,000 cubic feet.

It is a remarkable circumstance in connection with the oak trade that several Quebec firms have manufactured this timber in the State of Arkansas, and notwithstanding the



THE LOUISE DOCK, QUEBEC.

The timber trade in Quebec at one time found employment for from 5,000 to 6,000 labourers, and when it was the greatest shipbuilding port of the world 40 or 50 ships were built in a single year, and found work for several thousand artisans. There were in the palm days some twenty firms in the port engaged in the square timber trade, but this number is now reduced to four houses.

A drive along the river towards Sillery, where the timber trade was always carried on, presents a scene of desolation. Passing under the shadow of the Citadel rock, there is little to be encountered for several miles but deserted shipyards, empty coves, and closed cottages. When trade was in full swing the coves extended for a distance of ten miles on both sides of the river—as far as from Sillery to Cap Rouge on the Quebec side, and from the Chaudière to the Indian Cove on the Lewis side of the river. Now they extend hardly a mile on the one side, with two or three coves near Lewis.

The square oak shipped at Quebec now comes largely from Ohio and Michigan, and travels at least 1,200 miles before

fact that the wood could be delivered *via* New Orleans to Great Britain at something like 101 per ft. less than by bringing it, say, 1,000 miles to Quebec for shipment, still the latter route was adopted. The only explanation, perhaps, lies in the fact that wood, when floated down to the port of shipment, is prevented from checking, and is in better condition.

The waxy pine comes mainly from Michigan, and when floated the lower tiers of the dram are fastened together by means of iron dogs, and the wood being lighter than oak two or three layers of logs are floated together, and a dram contains from 35 to 50,000 cubic feet.

The wintering timber in the coves is stacked in what are called "moulinettes," that is, the logs are piled in tiers cross-wise alternately.

For shipment from the coves the logs are secured each one by a separate dog, with a chain running through the eyes, and when any particular log is required to be put into the ship the dogs are knocked out and the log floated out from between the others.