

increasing care for the preservation of the forests, which it is now manifest that the permanent interests of the timber trade, the settlers, the public revenue, and of the country generally will in future require. Generally
unusable.

It is evident therefore that by far the greatest portion of this vast forest region of upwards of 177,800 square miles in area, fit for nothing else, must remain a timber forest for ever, increasing in value as timber becomes more scarce elsewhere; though capable nevertheless of maintaining a sparse but hardy population in comparative comfort by the development of the resources of its mines and of its forests, if cared for and preserved. Fit for forest
farming for
ever.

Returning to our point of commencement, the first or gulf section of this vast forest region may be described as extending from the eastern boundary of the Province of Quebec westward to the line of longitude 65° west, 320 miles in direct length, and its area may be estimated as 32,000 square miles. From the very little we know of it owing to its interior waters being unsurveyed, it seems as yet comparatively valueless as a timber yielding country. Gulf section
of it.

Laurentian
Forest zone.

It is watered by several large rivers, but with little exception there is no information about them before the public, beyond the position of their mouths, of them more is known about the River St. Augustin than any of the others. On it timber of a fair quality is said to abound at 15 miles up from the shore of the gulf, along which the intervening country to a great extent, from actual absence of soil of any kind, is described as excessively barren, likewise the upper parts of the hills, and the same is said of much of the interior plateau. The St. Augustin is the Indian highway to the Ashuawipi, the great River of Labrador, that flows eastward to the Atlantic. There are also the more powerful rivers, the Natasquan, the St. John, and the River Romaine (which is the greatest), and the River à la Pie, or Magpie, which from the ascertained position of its sources seems the longest. Gulf section.
Its chief
rivers.

The country on these rivers is described by Mr. Chisholm, who had forty years' experience in that country, as being very mountainous, for a hundred miles back, in ridges winding in all directions, and between them glens or ravines in many parts thickly wooded with fir, spruce, and birch, with, in other parts, swamps, where the larch grows tall, though of no great size, being crowded closely. Ascending to the interior, he says the country becomes more level, thinly interspersed with black spruce trees in groves. I would here remark that the black spruce tree, the "*Abies nigra*" of Michaux, though generally very small, is more valuable for its strength and durability than the white or the grey spruce, and I may add that I found the balsam fir, or sapin, grown near the gulf far more durable than that grown in the interior townships south of Quebec; and I have heard it said by men of experience that vessels built of timber that grew in the maritime parts of Quebec and the Lower Provinces lasted longer than those built at Quebec and Montreal of timber of the same kind from the interior of Canada. Laurentian
Forests.
Gulf section.
Character
and superior
durability of
its timber.

This is a question that merits investigation, as greater strength and durability would render the spruce and larch trees of this territory under consideration much more valuable for use as railway ties than like timber grown in the interior of the Province, and we know the demand for railway ties (which require renewal so frequently) will in future increase enormously, as it has done in the United States, and with it the value of such timber in this territory may become of importance. Gulf section.
May yield
superior
railway ties
abundantly.

As the timber of this territory is generally small, and far from abundant, and the rivers are obstructed with high falls and rapids, and even the ruggedness of the country will be an obstruction, lumbering operations on it will be expensive compared with the value of the timber when got out, but expensive river improvements will be much less necessary for the descent of saw logs and railway ties than for square timber. River
obstructions
less im-
portant for
them.

The adjoining territory embraced between the line of longitude 65° west and a north-westerly line from the mouth of the River Manicouagan, with a frontage on the Gulf and River St. Lawrence of about 180 miles and a maximum depth back from the mouth of the Manicouagan to the height of land at its source of about 250 miles, is about 48,460 square miles in area. The Mani-
couagan
section.

Though resembling the preceding in physical character, it differs from it in being rather better known, from having had its main rivers generally surveyed or explored by judiciously ordered surveys, but which from the great extent of the country necessarily left extensive tracts between them quite unknown. It differs considerably also in having lumber of a good quality in greater abundance, especially in the southern part of it, say for 40 miles north of the St. Lawrence, including even scattering pine of value.