

under the provisions of the Provincial Land Act. This I think is wise, as it prevents any one person from monopolising large tracts of public lands through the use of minors' or others' names. Neither can the settler in any way alienate land allotted to him until settlement duties are performed, the price paid in full, and the patent in his possession. Prince Edward Island does not produce more lumber than is required for home uses.

The importance of this industry may be measured to some extent by the value of our exports, which for the past year has amounted to about \$24,000,000, a sum largely in excess of any manufacturing industry in the country. In addition to this there is a large quantity of lumber used in the Dominion, about two-fifths of the whole. If we compare the value of our lumber exports with that of exports from fisheries, mines and agricultural products, it amounts to one-fourth of the total value. The amount of capital invested in timbered lands and mill property is at least \$35,000,000, and the value of the output is \$38,000,000, and that annually invested in working capital is about \$20,000,000. Fifty per cent. of the whole products of the forests represents labor, and thirty-five per cent. stumpage, ground rents, interest on mill property, cost of limits and working capital. There are employed in producing this lumber about 18,000 men during the winter in the woods; 15,000 during the summer in the mills, and over five thousand employed in loading and manning the craft that conveys it to market. These 33,000 men, the greater proportion of whom have families, represent a large population. When we take into consideration the indirect benefits derived from this industry, such as the construction of mills, machinery, barges and steamboats for its manufacture and conveyance to market, add to this the benefit derived from the great number of ships and other crafts which take away our lumber product, we may well conclude that it is hard to over-estimate its importance, in addition to the home demand created for farm products, generally at better prices than could be obtained elsewhere. It behoves the parties on whom these vast interests depend, to preserve well our forests, as these are the well-spring of them all.

Before closing this part of my subject I would mention that Quebec, for the past ten years, has loaded on an average 620 vessels, representing 800 tons each, and carrying about 400 million feet B. M. of lumber and timber, or say one-sixth as much as was received in Chicago last year; as much more was shipped in the other parts of the Dominion on sea-going crafts. It is reported that Burrall & Co. sent a cargo of shipbuilding timber the past season to Norway, notwithstanding this country and Sweden with a timber producing territory not larger in extent than that under license in Canada, (although S. and N. contain 290,000 square miles), exports more of forest products than does the Dominion. Montreal exported in 1882, by steamship principally, 88,000,000 feet of 3 inch deals to Europe, and 22,000,000 feet of boards and planks to South America. The business of this port is steadily increasing, and no doubt will for years on account of sawn lumber taking the place of square timber for exportation, which, no doubt, is a step in the right direction, as it saves much waste in the wood as well as costly freight on nearly worthless wood contained in the centre of nearly every piece of square timber and slabs, as well as keeping much labor in the country, such as sawing, piling, &c. I might safely say that the lumber trade is with us from the cradle to the grave. There are over forty industries in the Dominion in which timber alone is employed. We find it in the stately three-masted that sails the ocean, down to the tiny match with which you light your lamps. It is, indeed, impossible to enumerate all the industries into which wood enters as part of their products, so I may here close this second part of my subject. As to the history of lumber business in the Dominion, I might say that up to the close of the last century little was done beyond providing for local wants. I find that the first timber exported from Canada was sent to La Rochelle in France as early as 1667 by Talon. Lieutenant Hocquart shipped some timber and boards

to Rochefort in 1735. Philemon Wright, who came from Woburn, Mass., in 1700, was one of the first, if not the first, lumberman, who took timber down the Ottawa. He settled at Hull in 1797, deciding to make his home in Canada. He was accompanied from Woburn, Mass., in February, 1800, by five families, and had in his train fourteen horses, eight oxen, and seven sleighs. He brought his first square timber to Quebec in 1807. He built the first timber slide on the Hull side of the river in 1829; was elected to represent the County of Ottawa in 1830, and died in 1839, and was buried in the little cemetery on the Alymer road. It must have been a fine sight to an enthusiastic lumberman to look upon such magnificent forests of pine as once stood in the township of Hull. A grand son Mr. Wright stated to me in coming down the Ottawa years ago, that he thought no township on the Ottawa contained as much and as fine timber as did Hull. The first mill at the Chaudiere was built by Philemon Wright on the Hull side of the river in 1808. It was unfortunately burned down but was rebuilt in sixty days. About 18 years prior to this the first saw mill on the Ottawa was built at Point Fortune by a Mr. Storey. It had one upright saw, and it is recorded that when the man in charge giggered back the carriage for a fresh cut he would seat himself on the log and eat his dinner, and go through by the time the saw was thru the log. N. E. Treadwell, another American, father of the late sheriff of L'Orignal, built the first saw mill at Hawkesbury, which was carried away by the high water, when a Mr. Meets built another mill and afterwards sold it to the late George Hamilton, father of the present proprietor of the extensive mills at Hawkesbury. Among those who have taken a prominent part in developing the lumber trade of the Ottawa may be named Mr. Hamilton above referred to and the late Mr. Lowe, who managed the business for many years, and who, it is said, was so methodical that for 30 years he never missed ringing the bell at five o'clock in the morning during the sawing season. For many years this concern has done the largest business of any in the country, under the name of Hamilton Bros. The late John Egan, who might with propriety be called a lumber king, also took a prominent part. He owned enough of very valuable territory, had he survived to manage it, to have made him one of the richest men in the country. After John Egan I would mention the late Mr. McLachlan, of Arrprior, and the present extensive proprietors of mills at Ottawa city, many of whom manufacture, each, fifty million feet B. M. per annum. The difference in the production of these, compared with the little mill of Mr. Wright in 1808, is truly marvellous. It is pleasing to note the harmony that exists in the present day among workmen of different nationalities, compared with the bloodshed and murder that prevailed when the Shiners of little Bytown held sway.

Coming to the St. Maurice, a river next in size to the Ottawa, of the tributaries of the St. Lawrence, the first of which I have any knowledge, was Thomas Webster from Vermont, who took timber down that river about the year 1830. He was followed by the late Angus McDonald, of Beaconsport, Edward Graves, of Three Rivers, Baptist & Gordons, Norcross, Phillips & Co. (myself), and the American Lumber Company, who have been succeeded by the present firm of Ross, Ritchie & Co. The first trade in sawed lumber with South America, with the exception of two small parcels shipped in 1838 and 1841 from Quebec, included in general cargoes made up for the River Plate, really commenced in Three Rivers in 1864, and shipped by myself, consigned to Hall & Co., of Buenos Ayres, on account of A. & S. E. Spring, of Portland, Me. Similar shipments were continued for many years to Callis, on the West Coast, and sugar box shooks, & Co., to the West Indies. The trade to South America from Montreal commenced in 1866 and has continued since with varied success. Descending to the Lower St. Lawrence we come in contact with names famous for founding the timber trade of that region, and who in our future history will rank with the Molsons, Torrance, Armstrongs, and the late George Bruhl, in promoting steamboat enterprise, as

developers of the resources of our country, such as the late William Price and his sons, who were said to have owned at one time from six to twenty sawmill establishments, on the Sagueny, the north and south shores of the St. Lawrence, and on the Batiscan, the late Sir John Caldwell, who founded the mills of Richmond, River du Loup en bas, and Grand Falls, in New Brunswick; the late Peter Patterson, of the mammoth establishment at Montmorency, a Yorkshireman, a ship carpenter by trade, who had been in Russia and gained some experience there, was met in England by a Mr. Osborne, who built the first large mill at Montmorency, but having experienced much trouble from ice, induced Mr. P. to come to Canada, where he settled and became proprietor of the largest establishment of the kind in the country, capable, it is said, of sawing eighty millions a year, and which manufactured the first deals for the English market. Not to forget on our way back westward the Gilmours, of the Gatineau and Trent, with Rathbun, of Mill Point or Deseronto. Among the great manufacturers of New Brunswick, I might mention Alexander Gibson of Fredericton, who is said to manufacture some ninety million feet a year, as well as Mr. Snowball, of Miramichi.

The average annual shipments of lumber and timber for the last ten years from the port Quebec was about 400,000,000 feet B. M., carried by 620 vessels. Before closing this part of my subject I will take occasion to say that the young men of our country, either French or English origin, are usually expert in the handling of an axe, or the management of a canoe or driving boat. It may appear almost beyond belief that some of the portages on the St. Maurice before the existence of roads, when provisions and materials had to be transported by canoe, carried on their backs, secured by tump line, equal to 250 pounds, consisting of half a barrel of pork and a bag of flour over such a portage as that of the Shawenigan and on some special occasions when put on their mottles some men by name of Belmore, of Le Gres, portaged as much as 500 pounds each, and I have it from reliable authority that one Louis Decoteau carried as much as 700 pounds on the same portage, but the effort broke him down, as he had to be brought home in a canoe; he recovered sufficiently to do ordinary work, and years after went with others on an explorative expedition for me, on the Vermilion, he had an epileptic fit resulting in the burning of his feet in the fire, before which they were lying, as to incapacitate him for much more labor, and finally becoming insane was taken to Beauport, where he died. I refer to this man more particularly as a fine type of a voyageur, combining the suavity of the Frenchman, and a little of the African, making him one of the best cooks and attendants for a hunting party, with whom he was a great favorite, being known to many English and French gentlemen who have hunted on the St. Maurice and Sagueny. In my experience of thirty-four years lumbering, I have heard stories of very big trees. The largest it has been my lot to have seen, grow on the River Blanche, a tributary of the Masquinonge. It measured forty inches in diameter seventy-five feet from the ground, it made five logs producing 6,000 feet B. M., when sawed. Well do I remember helping to roll the logs into the river, where they floated about like empty puncheons, half out of the water a sure indication of superior wood in a pine log. In those days we did not take many logs with knots, so that perhaps two or three common logs were left in the woods to rot. Some of the poets have sung of the glories of the oak as the king of the forest, but to a true lumberman there is nothing that can compare to such a tree as the one I have referred to, towering toward the sky 150 feet. There is a majesty about its straight, well-proportioned stem and bushy top, that must force conviction on any person who has had the good fortune to have seen such a tree, that there is nothing to equal it among the products of the forest. It is said of the Chinese, who you all know are a sensible, practical people, that they classify the different callings and they have their status in the social scale accordingly, as follows:—The farmer first, as he produces most; the mechanic second, as he takes a natural product, such as a

piece of wood and turns it into a chair or other article, thereby adding to its value; the merchant comes last, as he only passes product from the producer to the consumer, adding nothing to value, and making the world no richer. I think they have no lumbermen in China, or they would place him at the head of the list, as he makes a thing worth a dollar represent fifteen by his labor and capital; the product of the farmer being mostly enhanced by the action of soil and air, while the lumberman's material is increased in value by the action of labor. An account of the lumber trade in Canada would be incomplete without some reference to our late friend, Mr. William Little, who might be called the pioneer lumberman of Western Canada. His operation beginning on the Grand River in 1833, or just half a century ago, afterwards extended over nearly the whole of the Niagara peninsula. It sounds strange to-day to hear of Canadian pine lumber being a novelty in the Albany market, and yet Mr. Little could speak of encountering the same difficulties in introducing the choice white pine of the Grand River into the American markets that the Ottawalumbermen did into the British markets, the Americans objecting to its softness—a quality now considered one of its most valuable characteristics. And as showing the changes taking place during the business life of an individual he could speak of shipping single cargoes of pine not exceeding 100 thousand feet to overstock the markets of Cleveland and Toledo, whereas these cities now find sale annually for about 200 and 300 millions respectively, while Chicago, not then in existence, finds markets for over 2,600 millions, or about as much as the entire sawn product of pine of the whole Dominion. Seeing during his business life such extraordinary changes in the consumption of lumber, it was hardly to be wondered that Mr. Little should in his declining years become, as we all know him, one of the most ardent advocates of forest protection.

After serving an apprenticeship of five years, learning the trade of joiner and carpenter in the Isle of Man (the Ellan Vannin of the Manx), my native place, so that I am a British subject by inheritance, and a Canadian by choice (some contend that there is more merit in choosing to do well than to do so when there is no option in the matter, and the contrary when we decide to do wrong), I emigrated to America when still young. I landed in New York in 1842, almost forty two years ago, after a passage of fifty-three days, with just half a dollar in my pocket. After paying a few necessary expenses, and after spending a day there in a vain attempt to find employment, I worked my way up the Hudson in the steamboat Swallow, which was afterwards lost in a snow storm near Athens, thirty miles below Albany, in March 1845. I found employment at my trade, longing sadly for my old home and friends, but determined to propitiate that fickle dame Fortune, with strong hopes, yet anxious to pry into the unknown and untold future, I, too some extent succeeded in getting into her favor, so that after some years of hard work, patient industry, aiming to do right, following almost any sort of employment, always keeping in view that I had my trade to fall back upon, but often in those hard times I had to turn my attention to other work, and in the course of events got down to driving a horse to unload canal boats; afterwards got the rank of captain of one of the Hudson River barges, with a crew, all told, of two, which included myself and a young Scotchman. Well do I remember the night, dark and at midnight, when in New York Bay we came very nearly being capsize, had our deck-load not rolled off (it was beer in barrels); perhaps some might not consider it a great loss, may be less than it had been the speaker. Had it been the latter, you might have had from another something better than you have been treated to to-night. Boating having become unprofitable, or unsuitable, I tried my hand at candle making and soap boiling, having acquired some experience in this line with my first employer who followed this business in Albany, and for whom I superintended the building of two houses. After trying for nearly a year along with another, to make this a success, I abandoned it, as my partner inhibited too freely. That is the rock on which two