

years ending 1872, when the lumber trade saw its halcyon days, the production of deals and boards in the Ottawa and St. Lawrence valleys alone, amounted to an average annually of 809,000,000 feet. The average number of logs annually cut in those valleys, and brought to the banks of the streams to be floated down to the saw mills engaged in the production of this large quantity of deals and boards, was 5,264,000. Whilst of the product of these mills an annual average of 1,000,000 feet went to Great Britain, 93 cargoes were, in 1872 alone, shipped to South America, and 276,000,000 feet were taken by the Eastern United States; that part of this large quantity which was shipped by the water routes being embraced in 1,720 cargoes.

During the same three years the exports of square timber from Quebec averaged 21,558,000 cubic feet annually. The square timber went chiefly to Great Britain, and whilst about three-fifths of it was white pine, there was included no inconsiderable proportion of other trees. Nearly one-sixth was composed of oak, one-twelfth of red pine, one-nineteenth each of birch and elm; ash, basswood, tamarac, walnut and butternut largely making up the balance.

But aside from lumber and square timber cut for export, there is an enormous consumption in the Dominion—a consumption greatly increased by the progressive spirit of the past thirty years. There are in the Dominion about 6,000 miles of railroads, which originally required in their construction 18,000,000 of sleepers or railway ties, and, taking the life of a tie at five years, the annual requirements of these railways must be towards 3,500,000 ties. Each railway has its telegraph system requiring originally the cutting down of 175,000 young trees to supply the requisite poles, and a large annual addition to replace those which become decayed or otherwise unserviceable. On the sides of the railways would be probably 12,000 miles of fencing, necessitating 9,000,000 pickets, and over 60,000,000 feet of sawn timber in its construction. House-building and pavements alone must annually consume an enormous amount of lumber; but wood enters very largely even into the manufacture of what we are accustomed to regard as insignificant