



ARRIVAL OF SUPPLY TRAIN AT  
LUMBER DEPÔT.

has led some operators to establish farms on arable lands close to their limits. Thus they have a supply of farm produce ready at hand in the fall, when, as the snow-roads are not yet formed, transport is most expensive. The farm hands and horses are employed during the winter in the woods, so that men may pass years in these regions without visiting a city. Blacksmith and carpenter shops for repairing sleighs, and other tradesmen's shanties, gather round these centres, and a village grows up. As other farms are cultivated near it, or a saw-mill is established to manufacture lumber for local uses, the village often becomes the nucleus of a town or city. It often happens, too, that the good prices and ready market of a lumber depôt induce the hardy settler to build his log-house and clear his patch of ground in the woods near it, and here he lives his rough life—jobber, farmer, and pioneer. Thus our Canadian civilization has advanced in the wake of the lumbering trade.

When the sunshine at the end of March melts the snow, or just before the roads break up, the teamsters return in long trains, with empty sleighs, to their far-off homes. Soon after, about the middle of April, when the warm rains have ruined the snow-roads, when the ice has gone down from the swollen streams and the lakes are clear with blue spring water, a new phase of the lumbermen's life begins—the exciting, but dangerous work of getting the logs down the roll-ways into the river, and guiding