



LUMBERING ON THE OTTAWA.

The lumber trade is carried on to a greater or less extent on almost all the American rivers; but on the Mississippi and the St. Lawrence it affords employment to a vast number of persons. The chief raftsmen, under whose directions the timber expeditions are conducted, are generally persons of great intelligence, and often of considerable wealth. Sometimes these men, for the purpose of obtaining wood, purchase a piece of land, which they sell after it has been cleared, but more frequently they purchase only the timber from the proprietors of the land on which it grows. The chief raftsmen, and his detachment of workmen, repair to the forest about the month of November, and are occupied during the whole of the winter months in felling trees, dressing them into logs, and dragging them by teams of oxen to the nearest stream, over the hardened snow, with which the country is then covered. They live during this period in huts formed of logs. Throughout the whole of the newly-cleared districts of America, indeed, the houses are built of rough logs, which are arranged so as to form the four sides of the hut, and their ends are half-checked into each other, in such a manner as to allow of their coming into contact nearly, throughout their whole length, and the small interstices which remain are filled up with clay. About the month of May, when the ice leaves the rivers, the logs of timber that have been prepared, and hauled down during the winter, are launched into the numerous small streams in the neighborhood of which they have been cut, and are floated down to the larger rivers, where their progress is stopped by what is called a "boom." The boom consists of a line of logs, extending across the whole breadth of the river. These are connected by iron links, and attached to stone piers built at suitable distance in the bed of the stream.

The boom is erected for the purpose of stopping the downward progress of the wood, which must remain within it till all the timber has left the forest. After this every raftsmen searches out his own timber, which he recognizes by the mark he puts on it, and, having formed it into a raft, floats it down the river to its destination. The boom is generally owned by private individuals, who levy a toll on all the wood collected by it. The toll on the Penobscot River is at the rate of three per cent. on the value of the timber.

The rafts into which the timber is formed, previous to being floated down the large rivers, are strongly put together. They are furnished with masts and sails, and are steered by means of long oars, which project in front as well as behind them. Wooden houses are built for them for the accommodation of the crew and their families. I have counted upwards of thirty persons working the steering oars of a raft on the St. Lawrence; from this some idea may be formed of the number of their inhabitants.

The most hazardous part of the lumberer's business

is that of bringing the rafts of wood down the large rivers. If not managed with great skill, they are apt to go to pieces in descending the rapids; and it not unfrequently happens that the whole labor of one, and sometimes of two years, is in this way lost in a moment. An old raftsmen with whom I had some conversation on board of one of the steamers, on the St. Lawrence, informed me that each of the rafts brought down that river contains from 15,000 to 25,000 dollars' worth of timber, and that he, on one occasion, lost 12,500 dollars by one raft, which grounded in descending a rapid, and broke up.

The safest size of a raft, he said, was from 40,000 to 50,000 square feet surface; and when of that size they require about five men to manage them. Some are made, however, which have an area of no less than 300,000 square feet. These unwieldy craft are brought to Quebec in great numbers from distances varying from one to twelve hundred miles; and it often happens that six months are occupied in making the passage. They are broken up at Quebec, where the timber is cut up for exportation, into planks, deals and battens, at the numerous saw-mills with which the banks of the St. Lawrence are studded for many miles in the neighborhood of the town. Sometimes the timber is shipped in the form of logs. The timber-rafts of the Rhine are, perhaps, the only ones in Europe that can be compared to those of the American rivers; but none of those which I have seen on the Rhine were nearly so large as those on the St. Lawrence, although some of them were worked by a greater number of hands, a precaution rendered necessary, perhaps, by the more intricate navigation of the river. The principal woods exported from the St. Lawrence are white oak, white pine, red pine, elm, and white ash.



THE SPHINX.

This term, derived from the Greek, is applied to certain symbolical forms of Egyptian origin, having the body of a lion, a human head, and two wings attached to the sides. These have been found in great numbers, and brought to light, principally in Upper Egypt. They are supposed to have been erected to the memories of the Egyptian Kings. The most remarkable of these is the great Sphinx at Gizeh, a colossal form, hewn out of the natural rock, and lying 300 feet east of the second pyramid. It is sculptured out of a spur of the rock itself, and measures 172 feet 6 inches long, by 56 feet high. Immediately in front of the breast was found a small chapel, formed of three tablets, on which the Sphinx was dedicated to Hamarchis, i.e., the Sun on the Horizon. Votive inscriptions of the Roman period, some as late as the 3rd century, were discovered on the walls and constructions. To the south of the Sphinx was found a *dromos*, which led to a temple built of huge blocks of alabaster and red granite. While the beauty and grandeur of the Great Sphinx have often attracted the admiration of travellers, its age has always remained a subject of doubt. Latest discoveries place it as contemporary with the pyramids.

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