

the ancient city and its historic hill. Here the wealth floated to-day from the virgin forest, greets the walls and spires of the Middle Ages.

Saw-logs are not usually floated as far as square timber, because saw-mills are built on the streams. But on some rivers, several hundred men are occupied in "driving" for over two hundred miles. Some of the Laurentian rivers, again, have a course so difficult and dangerous that driving is not attempted on them. The logs are committed to the river, and those that come down the falls and over the rapids uninjured are gathered at the mouth. Many logs are so battered as to be useless; many are stranded, or caught by rocks or eddies, and must remain till the next spring freshet dislodges them. We have seen how settlement in the new country, north and west, is following in the wake of the lumber traffic. The same process is being repeated before our eyes which, two generations ago, gave the first impetus to the vast agricultural settlements of Ontario. The mill-villages and lumber depôts are the flourishing towns and cities of to-day. The second stage is the construction of railways. When the country is sufficiently settled, it pays operators to convey their square timber by rail, so as to be earlier in the market. Saw-mills are built farther up the stream, to obtain the raw material near its source and transmit by rail the manufactured product. Still, for a long time to come, there will be a continuance of river-driving, to supply existing mills nearer the frontier. Most of these are so complete in their arrangements, so furnished with expensive machinery, as to make removal impossible without heavy loss; besides, the expense of river-driving from a distance is balanced by greater proximity to the centres of trade, and by direct access to the markets for manufactured lumber. And yet there are few districts, even of the newest and least-settled country, into which lumber operations have been pushed, where the saw-mill, of a much ruder and simpler type than those in more settled districts, may not be hailed as the pioneer of advancing civilization. Somewhat unpicturesque, indeed, is the tall tower of open framework, yet it is a welcome neighbour to the farm-house sheltered by the snow-covered hill. Through the deep ravine among the dark pines, flows a stream that now, for the first time, does its part in concert with human industry.

Along the river, above any large mill in the more settled country, will be seen a mile or more of booms enclosing logs that have been floated down for the season's supply of the saws. In such mills is found every appliance of labour-saving machinery, and generally the works are arranged to utilize much that in the more primitive saw-mill of the backwoods went to waste. Nothing is lost except the sawdust, and even that is sometimes used to feed the engine furnace. There are often forges, and carpenters' and machine shops, that machinery out of gear may be repaired on the premises. The logs are drawn into the mill by a car which is lowered by the steam-power along an inclined tramway to the water, where it sinks sufficiently to allow a couple of logs,