resources; 2nd, desirable immigrants, and 3rd, what will surely follow, adequate systems of transportation. Those who sail from Montreal or Quebec for European ports may think that they are more or less familiar with the St. Lawrence River and Gulf, but if they examine a map they will realize that their course is along the south shore, and but a dim, blue outline of the north shore is visible, and that only for a few hours, for the river broadens into the Gulf on such a grand scale that at a distance of 200 miles below Quebec, the river is 70 miles wide and all signs of land to the north soon disappear. The only way to get an idea of the nature of the north shore is to take one of the small local steamers plying along the coast, or to make the trip in a schooner, and a good navigator must be fortified with a vast amount of local knowledge to pilot his craft safely, tor while the chief dangers to navigation have been provided with warning signals by the Government, there are many places that can only be rendered safe by like treatment, and no doubt the Government will keep pace with the improvements going on along the coast, and anticipate the needs of those engaged in business there.

The history, such as it is, relating to this country in the early period, is well known to your readers, Biarne, the Norseman, having been accredited as being the first European visitor in the year 990. Leif, Szkolney, Cabot, Denis, Aubert, Cortereal, Cartier, Roberval and Champlain have assisted in making known this vast area, or at least the southern part, while Martin Frobisher, John Davis and Henry Hudson explored the northern limits.

In 1661 a French expedition reached Hudson's Bay, by

ditions do not point to the probability of this area becoming an agricultural country, but this is more by comparison than otherwise after all, for we have already such enormous areas eminently suited for the raising of staple crops, that naturally, they will be the first to be developed. This, However, does not mean that north-eastern Canada cannot produce hardy crops, which has already been proved. The area of the territory north and east of a line drawn from the mouth of the Saguenay river to James' Bay is about 589,000 square miles, and of which area 234,000 square miles is included in the province of Quebec. The area comprising the southern watershed is about 180,000 square miles, the waters from this area discharging into the River and Gulf of St. Lawrence.

This immense watershed supplies numerous rivers affording in their course southward a great many water-powers varying in capacity from 1,000-h.p. to more than 200,000-h.p. at one development site. The timber yielding area is practically confined to this southern watershed, and although it is but a small proportion of the total area of the whole territory, it is nearly four times larger than the State of New York. The timber consists principally of several varieties of spruce, balsam, and white birch, tamarac being found in the eastern portion. The distribution of the streams and rivers in the southern watershed is such as to render all of the timber accessible, so that when the market demands a rise. the whole of the timber will be available. The existence of the water-powers is a feature tending to encourage development in preference to localities not so favorably situated, 'especially will this be true of such industries as the manufacture of wood pulp and its products. Several companies



The Shortest Route-Europe to the East. Seven Islands-Port Simpson.

way of the Saguenay and Rupert rivers, and in 1663 the Indians from Hudson's Bay began trading with the French at Quebec. In 1669 what is now the Hudson's Bay Company was chartered, and their first trading post was established at Rupert River, on Hudson's Bay, in 1670. The voluminous relations of the Jesuits describe many wanderings into this vast area undertaken by these fearless pioneers. In 1685 a mica mine was worked on the East Main river, and the history of the Hudson's Bay Company is worth the study of those interested in the very early development. In 1703 the French had more knowledge of the interior than had the English, as evidenced by the maps published, but the best information was very crude and inaccurate. In 1763 the southern and eastern coasts were placed under the jurisdiction of Newfoundland, and ten years later Canada resumed jurisdiction there. In 1809, Newfoundland again assumed part of this tract, and in 1876 the extent of jurisdiction was defined, and limited to the eastern coast line. For those who desire more minutely to follow the history of the exploration of this country, we would refer them to the reports of A. B. Blaiklock, 1860; Henry Yule Hind, 1862; Dr. A. S. Packard's "On the Labrador Coast," 1864; L. M. Turner of the Smithsonian Institute, 1886; R. F. Holmes, Royal Geographical Society, 1887, and to the American Geological Society Bulletin, Vol. 24. There are valuable reports also in the office of the Geological Survey of Canada dating from 1863, the later ones by A. P. Low being interesting and comprehensive.

The surveys and explorations made under the direction of the Crown Lands Department of Quebec contain detailed information of practical value, and embrace good reports relating to timber, minerals and the rivers of the country. Con-

have already appreciated the conditions here afforded, and have begun development on more or less large scale, but the field is so great, that development may be said hardly to have begun. The whole country is well supplied with minerals, but wants further explorations to make more fully known its resources. Mr. Low states that the occurrence of gold, copper, nickel and pyrites, render the tracing of these areas of great importance, and we can rely upon the Geological Survey of Canada following this up. The known deposit of iron ore are very large, and will be of great value, depending on transportation facilities, and the advancement of the use of electricity in smelting. Owing to the tremendous waterpowers available for the production of electricity, this locality offers unmatched facilities for industries of this nature, as soon as the commercial features of electric smelting shall have been solved. The deposits of magnetic iron sand along the coast, have for years attracted attention, but have not been used to commercial advantage yet, and no doubt await more favorable means of reduction and treatment on the spot, for, owing to the difficulty of gathering and transporting, their great value will lie in local treatment.

At present there is no railway east of the Saguenay river, and internal development cannot progress without such facilities for transportation, and until a railway is built, the products must find their way to the coast by the numerous rivers, thus limiting the usefulness of the products of the interior practically to those of the forest. As, however, many of the large deposits of iron ore are close to the coast, and as the greatest water powers are there also, it becomes more a question of transportation by water that concerns the immediate questions of development.