

the tributaries of the Ottawa are now meeting those who have ascended the rivers flowing into Lake Huron; and the broad height of land which sends waters to the St. Lawrence by the tributaries of the Ottawa, to Lake Ontario by the Trent, and to Lake Huron by the Muskoka and other rivers, resounds with the strokes of the axe and the shouts of lumbermen who have reached the same spot by traversing the rivers draining three different watersheds, after clearing the country of all timber groves conveniently situated for driving.

Ship Building.

Ship building was one of the earliest branches of industry cultivated in Canada. The memorial contained in the "*Documents de Paris*" inform us that as early as 1715 ship building at Quebec was pretty brisk, although there was great reason for complaint that the French would not import the fine timber of the country. The fur trade appeared to monopolize all the attention of the French rulers; and although the British drew large supplies of lumber from the Atlantic provinces, New France contributed no part of her immense forest treasures to increase the naval resources of the great rival of England on the seas. M. de Maurepas, the French Minister of Marine, in 1731, was fully alive to the importance of ship building; for he wrote some strong despatches to the Governor, urging the stimulation of this branch of industry, and promising that ships of war should be constructed in Canada, if some good merchant vessels were turned out. He offered a premium of 500 francs for every vessel gauging 200 tons or over, of colonial build, and sold in France or the Antilles, and 150 francs premium for each barge of 30 or 40 tons if similarly disposed of.

In 1752, ten vessels of 40 to 100 tons were built in Canada; but the materials were badly chosen, and the price high. It is remarkable that even at that early period of the history of French-Canadian industry, a number of vessels used in the trade of Canada were purchased from the enterprising New Englanders. With the finest forests in the world for ship building, unequalled facilities for bringing lumber to the seaboard, and the encouragement of a liberal bounty, French enterprise in Canada, towards the middle of the last century, was not equal to the task of seizing upon the only industry which would tend to secure to them the peaceable possession of the colony, in the event of a war with their great and industrious rival Britain, besides encouraging emigration, amassing wealth, and establishing political importance.

In 1734 there were 52 saw mills in that part of the Province which lies east of Ottawa. The population of the country being 37,252 souls, in 1827

or nearly one hundred years later the number of saw mills had increased to 565, with a population of 471,876. The following table shows the number of ships built at Quebec between 1791 and 1861:

Year.	No. of Ships.	Tons.
1791	12	574
1801	52	3,404
1811	54	13,691
1821	22	2,254
1831	38	6,170
1841	64	23,122
1851	66	41,605
1861	51	25,546

The average value of ships built at Quebec is taken at \$40 a ton; the tonnage can be obtained at once by dividing the value by 40.

Since 1787 there have been 2,939 ships built at Quebec, being in the aggregate 890,201 tons burthen. The largest ship ever constructed on this continent was built at Quebec in 1825. It was called the "Baron of Renfrew," and measured to 5,294 tons. Another large wooden ship was built in 1824, measuring 3,690 tons; but these large wooden vessels were not successful.

This enumeration does not include other vessels which are constructed at the different ports of the valley of the St. Lawrence, and sometimes sent across the Atlantic for sale. Such vessels have been recently built on Lake Huron, at Toronto, &c.; but in consequence of the general depression in trade since the year 1857, little has been done in ship building in the lake districts, although there is every prospect that it will become an important branch of industry, now that ship communication between Lake Superior and Europe, without breaking bulk, is easily and profitably accomplished.

The lumber trade was long in growing to importance, in the early history of Canada. In 1723 nineteen vessels cleared from Quebec, containing cargoes of peltries, lumber and provisions; but there does not appear to have been any considerable trade in lumber between Europe and Canada until the close of the eighteenth century.

In 1786, the exports of fish, lumber, &c., from Labrador to Gaspé, were returned at £45,000 stg.; and furs and other colonial produce from Quebec at £445,116 stg.; but lumber is not specially included as an article of commerce. In 1808, the products of the forest became a separate item, and we find oak and pine timber, staves, masts, &c., exported to the value of £157,360 stg.; but from the United States the imports were to the amount of £70,000 stg., the greater part of which would be included in the amount specified above.

There is very good ground for the expectation that new markets in continental Europe will soon