

In addition to these staple productions of our forests, we have a growing trade in Canada balsam, turpentine, pitch, spruce gum, oil of spruce, oil of hemlock, hemlock bark, maple sugar, bark of the basswood, bark of the butternut and of the hickory, sassafras, sumach, bark of the white oak and of the slippery elm, besides the medicinal plants common to Canada and the Northern States of the American Union.

General Results.

Comparative Statement of the Produce of the Forest, from 1853 to 1861, inclusive

1853	\$9,421,010
1854	9,981,367
1855	7,747,923
1856	10,019,883
1857	11,575,508
1858	9,284,514
1859	9,663,662
1860	11,012,253
1861	9,572,645

Very few years have elapsed since the produce of the forest formed the most important of Canadian exports, as the following comparison will show. Of late years, agriculture has asserted a superior claim, and will no doubt maintain it:—

	1849.	1850.	1851.
Val. of Products of the Forests exported.....	\$5,310,148	\$5,442,936	\$6,038,180
Val. of all other productions...	4,000,108	5,237,086	6,038,180
Balance in favor of forests	\$1,310,040	\$205,830	\$777,840
	1859.	1860.	1861.
Val. of Agricult. productions exported	\$7,339,798	14,259,225	18,244,631
Val. of products of the Forest exported	9,663,962	11,012,253	9,572,645
Balance in favor of forests.....	\$2,324,164		
Do. of Agricult.	\$3,247,972	\$8,671,986	

The Lumberers.

A lumberer's life is full of that half-wild excitement which belongs to the wilderness, and few who have engaged in this apparently laborious and at times dangerous industry, are willing to relinquish it for the tamer pursuits of the farm. When any one intends to "make timber," as it is technically called — that is, to cut and bring lumber to market — the first operation is to take a "limit," and having thoroughly explored it, and laid out

roads to the most convenient water-course or "drivable" creek, he engages his men, either for cutting the timber, or for cutting the timber and the "drive" (or from the time of commencing operations to the period when it is brought to Quebec or any other convenient port). A "grove of pine" having been found, and rough roads cut or laid out if necessary, the operation of making the timber commences. The hands are divided into gangs, which generally consist of four or more cutters, who fell the trees and bark them for the liner. The liner marks the tree for the "scorers," who block it off — that is, cut off branches, knots, &c. The broad-axe man follows, who squares and finishes the "pieces." During the winter, when the snow lies sufficiently deep on the ground, each piece is hauled by a yoke of oxen or a pair of horses to the bank of the drive, where the timber is piled on or near the roll-way, until the return of spring melts the frozen creek, and the waters rise to a convenient "driving condition." A lumber "shanty" generally contains three or four gangs, headed by a foreman, whose duty it is to call the men up in the morning, lay off their work, take their time, and superintend operations generally. The broad-axe man makes each night a return of the quantity of timber made during the day. When the rivers are in suitable driving condition, the most perilous and laborious part of lumbering operations begins. The pieces are pushed into the stream and floated down to its junction with the main river, where they are retained by a temporary boom. When the tributary streams on which the timber is made are narrow, it is a matter of some difficulty to accomplish the drive, and the men are often exposed for weeks together to all the inconveniences and dangers which attend frequent wading through cold water. Jams not unfrequently occur at the bends of the stream or above falls, and the utmost caution is necessary in removing the obstruction which retains the confused mass of pieces, apparently involved in inextricable confusion. The getting away of a single stick or piece is often sufficient to set the accumulated mass in motion, and accidents of a fatal description are not unfrequent in endeavoring to loosen a "jam." The main river once reached, a number of pieces are fastened together by means of withes, and formed into a raft, which slowly floats down the river towards a sea or lake port. The great distance up the tributaries of the large rivers draining a timber territory to which the lumberers have penetrated, often causes the drive to occupy from two to three months. An idea of the immense distance from which lumber is now brought may be obtained when it is known that the lumberers travelling up