

not an unmitigated evil. In order to work the land it must first be thoroughly cleared of trees, and as pine is almost the only marketable lumber, owing to the impossibility of floating the heavier hardwoods, the maple, oak, butternut, birch, beech, basswood, elm, &c., are rolled into heaps and burnt out of the way. When the railways are completed, all these woods, now so largely used for ornamental and other purposes, will be of very great value, owing to the sudden failure of the supply of black walnut. Black birch, the only satisfactory substitute, has almost doubled in value during the past few months. Had the land been cleared before railway communication with the trade centres was established, all the birch and other hardwoods must have been burnt, and thousands of dollars lost to the country. Every Township has some of these woods, and many of them have immense tracts of birch, oak and maple of fine growth and quality. Soon nothing but the mere brush need be destroyed, as the demand for firewood in Hull and Ottawa will provide a ready market for everything else.

We may reasonably expect also that the Gatineau, Aux Lièvres and smaller rivers will be found to furnish advantageous sites for mills and factories, for the turning out of wooden-ware and implements. Of late years quite an important and lucrative trade has sprung up in paper pulp. The whitest and most fibrous woods are chosen and taken to the mill in short lengths; then, having been freed from knots and bark, the blocks are brought into contact with rapidly-revolving, coarse millstones, and by degrees ground into minute fragments. Sometimes the wood is reduced to pulp by a more complicated process, necessitating a very high pressure of steam, but the former is the commoner and probably cheaper system. With this article Ottawa County could furnish the whole paper trade for years to come. The woods at present looked upon as most useless, such as white birch, poplars and soft maple, are just what the business requires, and will doubtless be seen to have a real value, when the attention of manufacturers has been attracted to this district. On the line of the Quebec Central Railway, the extension of the S. E. T. & K. R.R., a good trade is done in short logs of spruce and balsam, which are manufactured into packing cases for the English market. There is no reason why the Gatineau line and branches should not bring thousands of feet of such material to the factories—at the present time there is an actual demand in Ottawa for an unlimited number of shingles for shipment to the United States. Cedar shingles sell for \$2.75; pine for \$3.00 per thousand. This price offers so fair a profit, that a gentleman of my acquaintance is actually fitting up a small steam mill for the manufacture of shingles during the winter, and expects to make money by it, though the shingles when made will be carted to Ottawa, a distance of over 60 miles. What then would his profits be, were the projected railway completed? And any number of such mills could be kept in operation in the County, so far as the raw material is concerned. Then there is no reason why hemlock bark, which sells at from four to eight dollars per cord; and oak bark, much more valuable to the tanner, should not be sent out of the County, so soon as means of carriage have been provided. Taking these and other similar facts into consideration, I feel sure that the woods of the country are yet to yield such profits as will agreeably surprise those who fancy the bush worse than valueless, after the pine and fencing cedar has been taken away.

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