

In addition to which there are the 16,500 miles of railways, for which, allowing 3,000 sleepers to the mile, 55,770,000 were required in the construction of the lines, and about 8,000,000 per year required for repairing the permanent ways.

Agriculture is the chief industry, and it is estimated that 45 per cent. of the population are engaged in it. In the year of the last census, 1891, there were 174,000,000 bushels of grain produced. There is a very large area of land available for settlement, either for agricultural or for mining purposes, and it would be beneficial to Britain as well as to the colony if some of our surplus population could be transplanted on to these broad acres.

The fisheries are the most extensive in the world, embracing a sea-coast line of immense extent, in addition to inland seas, innumerable lakes, and many rivers. The western coast line is 7,181 miles in length, and the eastern 560 miles.

Canada is fairly off for railways, having 16,500 miles. The Canadian Pacific, which runs across the continent, is a most important institution for the colony, and if a really fast service of passenger boats could be established between Europe and Quebec the colony would derive much benefit in many ways. It would attract both passengers and freight by the St. Lawrence route, which is 600 miles shorter sea passage than by New York. Tourists would prefer the route for its picturesque attractions, and this would be likely to lead to the investment of capital in the country.

The total exports in 1895 were valued at \$13,638,000, of which \$1,850,000 were exported to Great Britain. Forest produce accounts for \$5,400,000, of this, \$3,000,000 of which went to Great Britain, and \$2,400,000 to the States.

The total imports in the same year were \$10,780,000, of which \$1,135,414 came from the old country.

The population of Canada is somewhere about 5,000,000, and it does not increase much. What the country requires is more population and more capital, and it is to be hoped that now greater attention is being paid to Colonial matters both men and money will be attracted to Canada, where there is ample field for the profitable employment of both.

Vigorous efforts are being made by Canadians to increase their trade, and new schemes for the development of the country are being pushed forward. To benefit Quebec it is proposed to build a bridge across the St. Lawrence, and to extend the Parry Sound Railway from Ottawa to that point. Cold storage depots are being established in various parts of the country to assist the farmers to ship their fruit, cheese, poultry, and other perishable commodities in good condition. The channel of the St. Lawrence, above Quebec, is to be deepened to 30 ft., and the canals to the Great Lakes are to be deepened and widened. These and other public schemes are

on foot, which tend to show that the Canadians do not intend to stand still.

It is to be hoped, too, that a growing Inter-Colonial trade may spring up, and that Canadian forest produce may find its way to the Cape and our Australian Colonies, both of which countries import large quantities for buildings and for use in mining and various industries.

The following articles deal more particularly with the export timber trade of the Dominion, but other subjects closely connected with that industry are alluded to.

In writing about the Canadian wood trade for English readers, it is difficult to avoid using words in the sense in which they are understood in Canada, which, in some cases, differs from ours.

Thus, the wood of the *pinus strobus* is called by us "yellow pine," whereas it is called in Canada "white pine." "Timber" in England is used in a general sense to include wood of every kind, whereas in Canada "timber" is understood to be only hewn, squared, or waney logs, and all sawn wood is called "lumber."

Some other local timber terms are used in these articles, of which the following are the definitions:—

A "Timber Slide" is a narrow artificial channel for floating sawlogs, single trees, cribs, or drams, to avoid the danger of shooting the rapids.

A "Chute" is a sloping artificial channel made to avoid the rapids or falls.

A "Flume" is an artificial channel for floating the logs to the mills.

A "Rollway" is a cleared space on the side of a hill down which logs are rolled to a stream.

A "Portage" is an overland route over which carriers and baggage have to be conveyed past rapids or falls, or from one lake to another.

"Sawlogs" are the logs cut from the trunks of trees—usually 12 ft. long. The standard log is 12 ft. in length and 21 in. in diameter.

"Dimension timber" is used for all kinds of timber sawn into sizes for building purposes, interior fittings, etc., etc.

A "Carload" of lumber is the quantity of any kind that can be loaded on a railway car or truck, but as the size of the trucks varies, every carload is not the same quantity, but an average carload is from 12,000 to 15,000 ft. board measure.

"Board Measure."—All lumber is bought and sold in Canada by the thousand superficial foot of 1 in. and 12 in. wide, and this is called "board measure."

In the compilation of the following pages thanks are due for the valuable assistance which was so willingly given by Mr. Tachez, of the Crown Lands Department, Quebec; Mr. Aubrey White, of the Crown Lands Department, Toronto; Mr. Southworth, Clerk of Forestry to the Government of Ontario; Mr. Johnson, the Government Statistician, Ottawa; Dr. Bell, M.D., LL.D., of the Geological Survey of Canada, Ottawa, and many others.

The Forests of Canada.



HERE was originally in Eastern Canada one unbroken forest from Nova Scotia to the Lake of the Woods, a distance of 2,000 miles, and covering an area of 315 million acres. Through this forest there ran the rivers Miramichi, the St. John, and the St. Lawrence, with its string of lakes, great and small, and with its great tributaries, the Saguenay, the St. Maurice, the Ottawa, and others.

The census of 1891 shows that there has been cut out from this forest area, say, 30 million acres of land for agricultural purposes. Possibly in 20 million other acres work has been done to reduce this particular area to a low percentage of forest trees.

The remainder is under forest. But a large portion of this remainder has been "deviled" by the lumberman seeking for merchantable timber. The careless torch has

lighted fires like the Miramichi fire, which swept with fierce energy over an area of more than 3 million acres, leaving blackened giant pines, to be a reminder for more than half a century of the immense destruction there and then caused. Thus, there has been a thinning out of the forest trees all through the 260 million acres not used for farm and pasture. Vast areas have suffered from fires so severely that in many places the soil has been burned off to the very rock, and a century's disintegrating forces will have to act upon the rock before there can be soil enough created for practical uses.

Lakes and pools and streams innumerable take away a good sized slice from the 260 million acres. But allowing that one-half of the area is comparatively useless as forest area because of water and rock, there are still 130 million acres of forest area. Under this assumption 45 per cent. of the Eastern provinces is still under forest.

Of the districts from which the timber is derived:—First in