

Quebec office; and a Mr. Rankin, a partner, was manager in New Brunswick. The company's square timber business was much larger than all of their sawed-lumber business. Much of the square timber (hewed timber) was re-sawed in London, Liverpool and Glasgow.

### EARLY-DAY RAILROADING

I don't remember in what year it was, but I remember that Mr. Gilmore was there, after I had got the Troy yard arranged and a good deal of lumber piled, and he brought with him the company's local manager from the River Trent mills, to show him the arrangement we had at the Gatineau mills for handling the lumber we sent to Troy for American market. While there, (it was the year or perhaps the year after the Hudson river road was completed between New York and Albany), there was much talk about "the lightning train" it run. Mr Gilmore told me about walking a mile or more towards New York, to see that train pass. I well remember the way he told it. "Why," he said, "Mr. Ingram, it was one of the greatest sights I ever saw, when that ponderous engine, with some eight-foot drivers they were experimenting with, went by us at full speed!" And he swung his hand on the table, saying, "It seemed to demand an unconditional surrender of everything!"

### LUMBER CAMPS

After the mills were shut down at the Gatineau and the millwrights at their work of repairing, I made a trip up river, to the camps. The farthest camps up the main Gatineau were about 160 miles. We used a long sled—no bob sleds then. On my first trip Mr. Carmichael, the old Scotchman, the agent, went with me, as the road to me was new. There had been very little logging done on the river until we got about fifty miles out, at the mouth of the Casuwa Baswa. We had a pair of good driving horses and two large rolls of mackinaw blankets