

Thunder Bay, Nipigon & St. Joe Railway, after gathering such facts and statistics as I could at the Geological Department, Ottawa. (To Dr. Dawson, Dr. Bell and the staff I hereby return thanks for their kindness, courtesy and valuable information.) My instructions were to see what I could, and gather all the information possible as to the feasibility of the construction of a railway line, and the natural products available along the line, which would make business for the railway.

"I went to Nipigon Lake, via Port Arthur, Current River, Dog Lake, Burk River and Black Sturgeon Lake to Black Sturgeon Bay. I returned by Gull Bay, Pashkokogan River, the Height of Land, Iron Lake, Dog Lake, Red River Road and Township McIntyre.

The Current River route is rough. From Dog Lake to Black Sturgeon Lake the country is well covered with spruce, tamarac, birch, white pine and some jack-pine. Spruce predominates, and there is ten miles of white pine in one place. The white pine, spruce and tamarac grow two and three feet in diameter.

"I saw two or three miles of marble, red, white, blue, green and mottled, in layers, easy to work. I believe there are miles of it in length, and that very many square miles of that part of district is underlaid with it. The white predominates. I enclose an analysis of it, by Professor Hille.

"There are numbers of brine springs around Lake Nipigon, as well as any quantity of limestone and valuable building and quarry stone. The marls are numerous. Silver, gold, lead and copper ore are found, as well as asbestos, mica and a schistose mica rock, suitable for making mica roofing.

"The red oxide of iron, or Indian red paint, is abundant, as well as iron ore. One of my Indians got a sample north of Dog Lake. I enclose copy of its analysis by Professor Hille.

"There are several curious streams, called milk rivers by the Indians, where the waters run white, and in the beds of which a pole can be easily shoved down many feet.

"There are two or three miles of a slate iron shale, very valuable for ballast, paint, street-making and bricks. There are large surface deposits of spathic iron stone, of the usual low grade, so useful to local furnaces, as well as clay, red sandstone and sand. But the crowning beauty of this section is its farming lands, most all of which are covered with valuable timber, which will pay for the clearing and make a living for the settler as he makes a farm. North,

west and south of Lake Nipigon there are three million acres, two million of which are suitable for agriculture. The only land I know of which equals parts of it is that of the famous Rainy River valley, which I examined ten years ago."

Lake Nipigon is 244 feet over Lake Superior. There is on it a Hudson Bay post, with a farm and garden, of which Count De Laronde, who was a factor for years, says:—"For thirty-one years the farm and garden was never injured by frost, and corn and tomatoes always ripened when planted by us. The Indians used to make salt from the brine springs, which they used with their food and to salt fish for winter use."

The English Church has a mission, school and farm garden on the lake. The Indians have reserves and many gardens. I got potatoes, meat and fish from them, all home products.

Nipigon Lake and all the surrounding lakes and rivers are full of fish. The big lake, eighty by fifty miles, is teeming with lake trout, whitefish, and speckled trout, and has in it over 500 islands. I know of no place in the world that equals it for a Provincial fishing park. The supplying of the summer tourists, fishing campers, clubbers and cottagers should be worth in a few years a million dollars per annum to Ontario, and it should be the first duty of the railway company to urge upon the Ontario Government enactment of suitable laws and regulations, while the settlers should have free fish for their own household use.

This district could easily furnish a trainload of spruce pulpwood per day to the pulp company on Thunder Bay, that will use the cheap water power that Jenison is offering.

The marble with five per cent. of iron in it might be equally valuable with the pure limestone for making flux for the iron furnaces. This is the only known section of this part of Algoma that produces limestone.

A colonization railway can be built with easy curves and good grades from Lake Nipigon to Thunder Bay, with sufficient rolling stock for about \$13,000 per mile.

Through the balance of the country to the height of land and down to Lake St. Joseph, near Albany River, I am informed that the country is fairly level, well-wooded with spruce, and the Government reports show that lignite coal is found.

Speaking of the Nipigon and Northern section, Dr. Bell says the spruce pulpwood supply is practically inexhaustible. "I have been a railway engineer for over twenty years, and have seen no section of Canada that promises so