

cherry, plum, or apple stock; and the way the young trees and grafts have grown gives promise of success. He found that the clay of his garden was too heavy and cold for his trees until he thoroughly drained it by means of log drains, and now the soil is as hearty and mellow as could be desired, and the trees are thriving with renewed vigor. Virginia creeper vines and a number of varieties of roses are also doing well, and he is very hopeful of producing standard apples, egg-plums, and French and English cherries. The gardens and farms of Baie des Peres were objects of great interest to the Temiscamingue excursionists, who were encouraged by what they saw, and believed similar results could be got in New Ontario.

Why should the people of Old Ontario generally, and of Toronto in particular, be interested in the movement of population into the Temiscamingue and New Ontario country any more than in similar movements to other parts of Canada, and what is the extent of it? Toronto is interested because the point of entrance into this part of Ontario is within 320 miles of Toronto, and is so situated that it should be tributary to the central part of the province commercially. The extent of the whole of the new region is given as 480 miles from east to west, and 120 miles from north to south, giving an area of fifteen and a half million acres of arable land; or a territory as large as the part of South-Western Ontario west of Toronto. It now seems that this country is destined to be developed agriculturally, and part of it developed very rapidly, and the question for Toronto and Central Ontario is, whether this development will benefit Toronto, or whether other cities and other provinces are to be allowed to derive all the advantage.

#### FIRST LUMBERING, THEN FARMING.

The Temiscamingue district, which occupies the south-eastern corner of the white-clay belt, came into notice as a possible agricultural section in the most natural way some years ago; but any move toward development was prevented by lack of transportation facilities. For two generations lumbering has been carried on along the Ottawa River and its tributaries, and Lake Temiscamingue, which borders a small portion of the clay country, is only an expansion of the Ottawa River. The river affords transportation facilities so far as the driving of logs down the river was concerned, but the presence of numerous rapids made the getting of supplies into the country very difficult. In fact, the cost of getting camp supplies into the Upper Ottawa country for a number of years seriously impeded lumbering operations. A good many of the difficulties were got over when the main line of the C.P.R. was built, which passed through the town of Mattawa, and thus made transportation easy to that point. In the years following, some adventurous pioneers squatted along the shores of Lake Temiscamingue.

They were mostly old employees of the H. B. Co. and the lumber firms, who saw the value of the land and believed in its future. It was through the representations of these men that the district began to be heard of, but no real attempt at settlement was made until a branch railway 38 miles long had been built from Mattawa up the Quebec side of the Ottawa to the lower end of Lake Temiscamingue. This railway got round a series of very bad rapids, which had made the getting in of supplies very expensive. This was about six years ago, and this date marks the beginning of the present Temiscamingue settlement.

Roads and railroads are the two things which the people of Temiscamingue are most interested in. A railway to the outside in the near future is an absolute necessity, as at present for nearly six months in the year the simple work of getting into or out of the country is very difficult, while during this time it is utterly impossible to transport goods in any quantity. The country has progressed so well as it has, because the chief export product—so far—timber—is harvested in the winter, and transported in the spring and summer by being floated down the Ottawa and its tributaries to the big mills; but this line of transportation is closed to all products harvested in the autumn and shipped at that time and in the winter.

#### EXPRESSIONS OF SETTLERS' NEEDS.

During the recent land-seekers' excursion, a meeting of settlers presided over by Rev. F. C. Pitts, was held in the Presbyterian Church, at New Liskeard. The chief speakers at this meeting were Professor Sharpe and Mr. Angus McKelvie, sawmill owner at New Liskeard. Professor Sharpe said that, so far as he knew, the feeling of the settlers there was strongly in favor of having the railroad built in from North Bay. This sentiment was unanimously endorsed