



Farm Near Fort William.

Fort William

Fort William is at present the chief grain point, having three magnificent elevators built by the Canadian Pacific Railway, capable of holding about 6,000,000 bushels of wheat, and being a divisional point of that road has also the advantage of the company's workshops with the local trade arising therefrom.

The Kakabeka Falls—between twenty and thirty miles up the Kamanistiquia river—having a descent of over a hundred feet, with a breadth of about 130 feet, constitutes a magnificent water power that in course of time will without doubt be utilized. Some surveys have already been made with this object in view.

The valley of the Kamanistiquia westward of Fort William, contains more than ten thousand acres of very fertile alluvial land from which the timber has been removed and which is now well adapted for either stock or grain. Some portion of it has been settled and here it has been found that no other part of the province raises finer grasses for stock, or a larger root crop. It is particularly adapted for garden farms for the produce of which there is an increasing demand.

There is another tract of good agricultural land west of Black Bay, i. e., about 40

miles eastward of Port Arthur. Considerable settlement in this has taken place in the township of Dorion and is easily accessible from the Canadian Pacific Railway's station at Wolf river. It should be remembered, however, that locations open to-day are gone to-morrow, that events move rapidly in New Ontario, and that these pages are necessarily intended to give general information and to indicate possibilities rather than to be detailed statements of permanent conditions.

Port Arthur

Port Arthur is the eastern terminus of the rapidly extending Canadian Northern Railway. Here will be the workshops, elevators and all the accompaniments of a railway terminus adding greatly to the business and importance of the town. It is also the terminus of the projected Thunder Bay, Nipigon and St. Joe Railway, for which a charter and land grant has been obtained. This road will connect the Nipigon lake and the surrounding country with Lake Superior and thus practically with tidal water, since ocean going vessels now enter Lake Superior, to be followed probably by others of a larger size when the contemplated Georgian Bay canal (with a depth of 20 feet) has been opened. Mr. D. F. Burk, a