

and bring this large tract of fertile farm land in a direct line with and within easy reach of the city of Toronto.

I think it would be wise for the Government to raise the price of land here from fifty cents to one dollar per acre, using the added fifty cents to give increased aid to the first eighty miles of the line. With direct railway communication, the land would soon be taken up. Pulp wood would then have some value. There would be communication with the outside at all seasons. With a railway, Temiscamingue would be in close touch with every part of our province. To the pushing, enterprising, progressive farmer, railway communication is of the first importance, meaning quick transportation and ready access to the world's market. The payment of a dollar per acre would be no draw-back but a strong inducement for the right class of settlers, if they were certain that within the next two or three years there would be direct railway communication.

GENERAL CONCLUSIONS.

In Ontario there are at least 2,500,000 acres of good land at present available for settlement—enough to absorb our surplus agricultural population for many years. I would not advise farmers in comfortable circumstances to go to a new section and engage in clearing land. But there are some who are encumbered with a heavy mortgage and who have a yearly struggle to meet the interest; tenant farmers, farmers' sons, farm workers, unemployed artisans, and laboring men with strong arms, who have courage and good health—for such there is plenty of room on the unoccupied lands of Ontario. The land is cheap, it is easy of access, the climate is healthy, money can be earned at the lumber camps, the mines and on the colonization roads, so that the settler and his family will be maintained in comfort during the first and second years, until the farm produces enough to support his family. So for the struggling mechanic, day worker, and all those who are putting their labor on the market, there is a better chance for homes in the unlocated land of Ontario than staying in the over-crowded industrial centres, where the cry for work is becoming yearly more acute; for even if such have but a rudimentary knowledge of farming they will be able to learn from their neighbors.

I cannot close this without desiring to thank the officials of the Canadian Pacific Railway, with whom I came in contact, for their kindness and courtesy, which materially assisted me in making a full examination of the sections visited.

From the 16th of May until the 23rd of July, I travelled by rail 6,450 miles; by boat 525 miles; in buggy and buck-board 110 miles; on foot 315 miles. Total 7,400 miles.

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