

under muskeg and moss. The condition is indeed very similar to that which exists on the prairies to the east of Winnipeg, the lands being so flat-lying that their slope is not sufficient to provide for the quick discharge of the melting snows in the spring and the formation of muskegs and swamps naturally follows. The natural slope of the lands is, however, sufficient to enable the engineers of the future to design and construct drainage work on a comprehensive scale that will be perfectly satisfactory in their operation, and with the construction of such works practically the entire area of the district will become available agricultural land.

Much of the district is already efficiently drained by the natural watercourses, and the colonizing energy of the province is for the present being concentrated on the settlement of these lands. In general, such lands carry a healthy growth of spruce wood of sufficient size to be valuable as raw material for pulp and paper mills. Intelligent development of such lands, therefore, provides work for the settler both in summer and in the winter. The clearing-up of the lands is, comparatively speaking, easy work, and the timber as it is cut finds a ready market.

The tributaries of the Moose River have direct courses on their way to the Bay and a relatively heavy fall per mile. As a consequence, numerous sites are found where water power can be cheaply developed,

brought in without excessive freight charges and such low-grade materials as groundwood pulp can be ex-

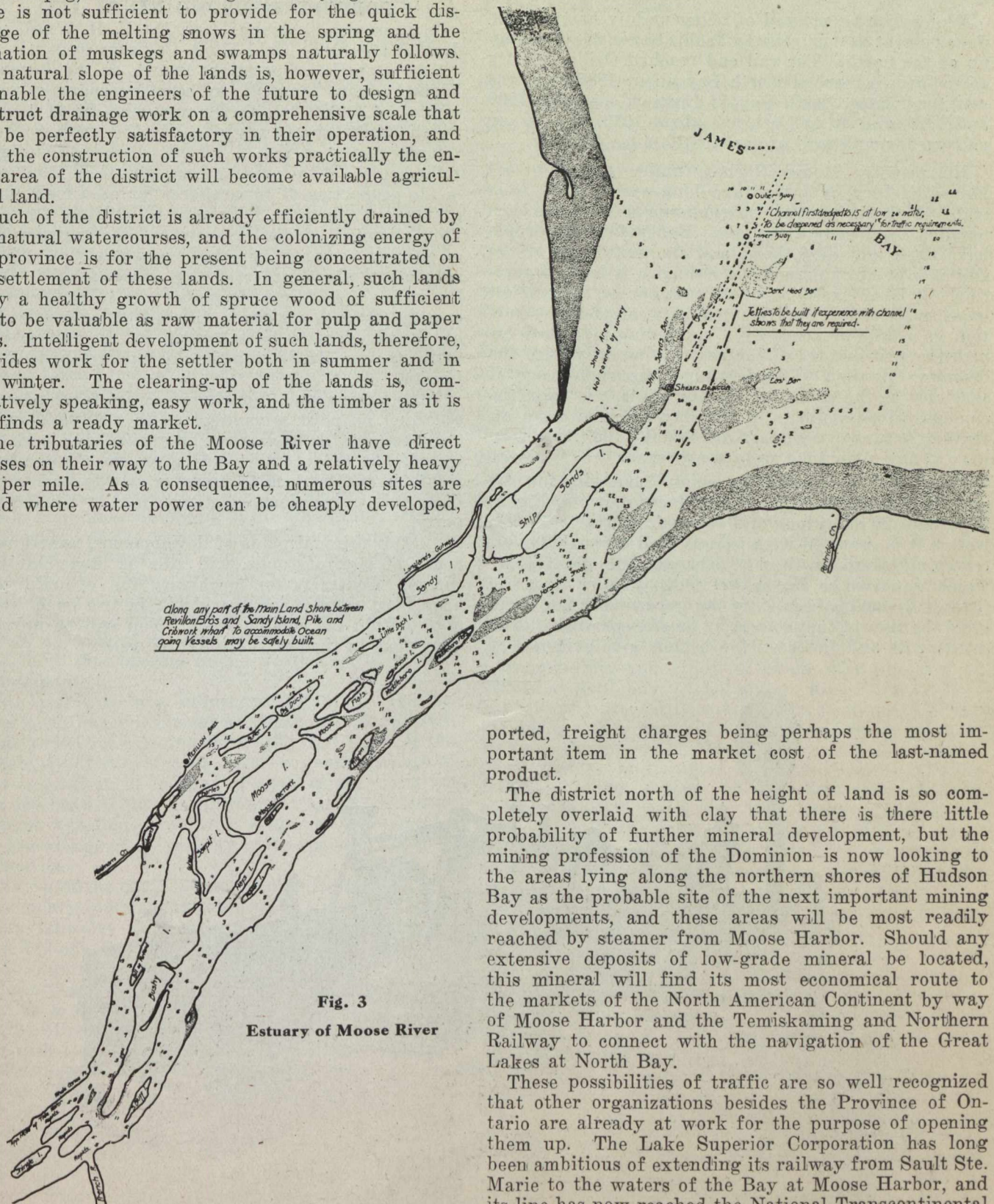


Fig. 3  
Estuary of Moose River

and one of the early industries of the district will be the manufacture of pulp and paper. This has been already undertaken on a large scale at Iroquois Falls which itself is not distant more than 200 miles from the Bay.

In this development the opening of a port on the Bay must play a considerable part, providing a route by which such necessary materials as coal can be

ported, freight charges being perhaps the most important item in the market cost of the last-named product.

The district north of the height of land is so completely overlaid with clay that there is there little probability of further mineral development, but the mining profession of the Dominion is now looking to the areas lying along the northern shores of Hudson Bay as the probable site of the next important mining developments, and these areas will be most readily reached by steamer from Moose Harbor. Should any extensive deposits of low-grade mineral be located, this mineral will find its most economical route to the markets of the North American Continent by way of Moose Harbor and the Temiskaming and Northern Railway to connect with the navigation of the Great Lakes at North Bay.

These possibilities of traffic are so well recognized that other organizations besides the Province of Ontario are already at work for the purpose of opening them up. The Lake Superior Corporation has long been ambitious of extending its railway from Sault Ste. Marie to the waters of the Bay at Moose Harbor, and its line has now reached the National Transcontinental Railway. The Dominion of Canada is building its grain railway to the waters of the Bay at Port Nelson and the Province of Manitoba is planning to reach the same point by an independent line along the east shore of Lake Winnipeg. The Province of Quebec, following its customary policy, is granting heavy subsidies to the North Railway, which is intended to establish a connection between the south end of the