

the good hotels, while through it all runs the majestic Ottawa with its great lumber trade, its record of risk and daring on the part of its army of log-drivers, and its flavor of romance and mystery, which inspired the 'muse of Thomas Moore, and gave us the 'Canadian Boat Song.'

Temiscamingue Village, at the end of the railway, consists of a station, a mill, and store, a few houses, and one hotel, but it is a place where visitors can find first-class accomodation, and from which boat trips up the lake can be taken to several towns on the Quebec side, and to the Temiscamingue country. The excursionists were accommodated in the steamer Meteor, of the Lumsden line, which carried the whole party with ease. To those who have not given the matter attention the knowledge that there are several good passenger steamers on this lake will come as a surprise. The Meteor is 136 feet long, 27 feet beam, fitted with state-rooms, electric lights, and large and comfortable dining-rooms and cabins.

Cold, damp weather had been following the excursionists from the start, and on Wednesday morning a cold, steady drizzle set in which lasted all day. The rain rendered sight-seeing unpleasant, and practical sight-seeing—to spy out the land—was what the excursion was advertised for.

Lake Temiscamingue at the south end is about half a mile wide, with shores formed of high rolling hills, stretching back into the country behind. The land-seekers admitted the beauty of the lake, but shook their heads at the high hills, which were not a good advertisement for agricultural land. The steady rain of the afternoon drove the excursionists indoors, and an impromptu concert was organized. This showed that there was plenty of talent in the party of land-seekers, and that the record of Temiscamingue for having an intelligent, progressive, and educated population would be fully sustained by those going in.

There were some unexpected delays, and it was dark before Haileybury and New Liskeard were reached, but it was noticed that in the last hour of the trip a considerable change had taken place in the character of the country, and that the shores were much flatter, and the country apparently more suitable for farming. The final settlement of this question in the minds of the excursionists was the work cut out for the next few days.

#### NEED OF A RAILWAY.

The land-seekers' excursion to the Lake Temiscamingue district brought out the need of additional railway communication in the most pronounced way. To go from Toronto to Mattawa and Haileybury, or New Liskeard, the beginning of the district by way of Carleton Junction, is to go round two sides of a triangle instead of going directly along one side. In this triangle Toronto is at the southern extremity, and almost due north of it is the Temiscamingue district, while almost as far to the east is Carleton Junction. Had there been a line of railway from North Bay to Temiscamingue, a distance of 90 miles, the total distance from Toronto to the heart of the Lake Temiscamingue district would be 317 miles. The present method, however, involves a railway journey around the two sides of the triangle via Carleton Junction (only 23 miles west of Ottawa) of 436 miles, and a steamer trip of 68 miles up Lake Temiscamingue.

As people best get a grasp of locations and distances by the use of general terms and comparisons, it may be stated that the Temiscamingue country, which is said to contain as much arable land as all old Ontario west of Toronto, is