

the 10th of May. Winter is clear and cold. He looks forward to the rapid development of the Ontario side of Lake Temiscamingue.

I have given my interviews with these two farmers on the Quebec side because it was impossible to find any one on the Ontario side with more than a few years' agricultural experience. From my own knowledge of soil and farming, I am satisfied that, if the land on the Ontario side was once cleared of stumps and timber, so that the plow and cultivator would work to the best advantage, and the under soil thoroughly worked up with the surface mould, the same results would be obtained as on the farm I have mentioned at Baie des Peres, viz., a rich black clay loam that will profitably produce almost any crop grown in the temperate zone.

MARKETS.

At present the lumber camps afford excellent market facilities. Hay, oats, pork, beef, potatoes, butter, etc., bring high prices, but as the timber gets further back and the country gets settled, the farmers will have to depend less on the local and more on the outside market. The British market will soon regulate the price of pork, beef and wheat for the farmers of Temiscamingue, as it does for those engaged in agriculture elsewhere. This section is only two hundred and fifty miles in a straight line from the city of Toronto, with eighty miles of railway to build from North Bay into the heart of the best farming land. Temiscamingue farms are as near our ocean port, Montreal, as the farms in any of the counties of Simcoe, York, Halton or Peel. A short railway haul of four hundred and forty miles will take the farm products of this section to the point of transshipment into ocean steamers at Montreal. This is a great advantage when compared with the expense of freighting a distance of fifteen hundred or two thousand miles, which will always be a heavy permanent charge against the farms of the far west. Experience has clearly shown that there is a limit to the distance from the seaboard where products for export can be profitably produced.

MEANS OF ACCESS.

Mattawa, on the Canadian Pacific Railway, is the point to make for, thence north on a branch line about forty miles to Temiscamingue station. The train on this short line runs three times a week. At Temiscamingue station connection is made without delay with a line of lake steamers. The railway and steamboat fare from Toronto is about \$13.50. Freight from Toronto to Temiscamingue station is 25c. per hundred pounds, but arrangements can be made with the C.P.R. Freight department so that settlers' effects, by the car-load, will be taken at reduced rates. When the proposed Toronto and James Bay Railway is built, which is, I understand, to be a continuation of the Grand Trunk from North Bay to the north-western shore of Lake Temiscamingue, a distance of eighty-one miles, it would, as a colonization road, soon open up this whole section,