

CHURCHES.

At present, there is but one Protestant church which is at Haileybury, and a clergyman of the Church of England is permanently residing there. He holds services however at various other places, wherever, in fact, he can gather together a congregation.

It is likely that representatives of other denominations will shortly follow and that there will soon be plenty of churches.

The Roman Catholic Church is well represented on Lake Temiscamingue, there being no less than three churches of that denomination, but they are all on the eastern, or Quebec side, where there is now a most prosperous and rapidly growing French settlement, the result of only ten years' development.

RAILROADS.

One of the most important factors in colonization is railroads, and every intending settler should thoroughly post himself in the matter of railway facilities both in the present and in the future. Owing to the geographical position of Temiscamingue, it is more than likely that this district will be unusually blessed in this connection.

In addition to the Mattawa extension, which already reaches the foot of Temiscamingue Lake, the C. P. R. intend in the very near future pushing this line along the full length of the Lake on the eastern or western shores, so as practically to put the whole of this District in direct connection with outside civilization. Even now, the exigencies of transport demand the construction of this line, as the progress in settlement and development have even exceeded the most enthusiastic expectations, for few countries opened up for settlement have ever given such general satisfaction as a field for agricultural enterprise as Lake Temiscamingue.

It is not alone to the C. P. R. extension that we eventually look for the development of this country, but to the Nipissing and James Bay Railway, which, following the line of the Grand Trunk from Toronto to North Bay, will cross the C. P. R. there, and after touching at Temagamingue Lake will head straight for and probably come out on Temiscamingue Lake somewhere at the north-western extremity. Thence it will pass northwards through the heart of the fertile belt to which the attention of the public has been called in these pages. It will cross the height of land and head straight for James' Bay, its proposed terminus, building up the country as it passes, and being itself supported by the country in its turn. Such has been the history of all colonization lines, their financial success being assured by the nature of the country through which they pass, or at their objective point.

For a distance of seventy miles from North Bay, or less, the country through which the line will pass is not wholly an agricultural country, but is bristling with pine and rich in minerals. It has been suggested that to run a line through such broken land in order to reach the fertile belt would be an unprofitable speculation. The answer to this objection is that in proportion to the length of line to be constructed, the extent of good land eventually to be reached is greater than the great north-west in proportion to the length of the C. P. R. constructed through a far rougher country, and that the minerals and timber alone are sufficient to warrant the enterprise, and moreover that the tourist traffic which will spring up between Temiscamingue Lake and Toronto, will be greater than that which to-day helps to pay the expenses of a line through Muskoka.

So far little has been said of Lake Temagamingue, for it is not nor will be a settlers' paradise; but summer tourists will rejoice in it and be glad, for a greater than Muskoka is there. Thirteen hundred islands studding an immense lake where water is as clear as crystal and abounding in fish, will make such a resort for city-choked, sun-scorched, dust-laden tourists as Canada never saw before. When this lake is opened up for the public, nearly every man of leisure can become for a few months in each year an inhabitant of his own island, an amateur Robinson Crusoe. Not the least advantage to Ontario of railway connection with the lake will be the placing of Toronto and other large cities of Ontario in direct communication with the lumber trade of the Ottawa River, an advantage that has for some time since been enjoyed by keen business men. The bringing of this railroad, as it were to the settlers' doors, is merely a question of time, and a very short time at that.