

Almonte, Arnprior and Renfrew, as well as Ottawa. The first portion of the road was, therefore, built northward to Smiths Falls and from this point lines were extended both east and north to reach their objective stations. A branch line was also built westward from Smiths Falls to Perth about the year 1850.

Later on, the Ontario and Quebec railway projected from Toronto to Montreal acquired that portion of the line between Perth and Ottawa, and finally the whole became part of the Canadian Pacific Railway system. Smiths Falls was made a divisional point in the system, and a location for railway car works and so became a place of residence for a considerable number of railway employees.

A point like this on a navigable waterway and with such good railway connections had considerable advantages for manufacturing purposes as the various industries could assemble raw materials and distribute finished products with ease; and we find that several manufacturing firms availed themselves of these facilities.

It would appear then that Smiths Falls owes its development as a centre of population more to railway and manufacturing influences than it does to farming.

The town of Perth is built on the Tay river, the largest tributary of the Rideau river. It is situated on the Canadian Pacific Railway about eleven miles west of Smiths Falls.

The town site and surrounding country was occupied by settlers, principally made up of soldiers from regiments disbanded at the close of the Napoleonic wars. These were offered a free passage, 100 acres of land, some farming implements and a limited amount of rations by the British Government if they would locate in Canada instead of the United States where so many were going at that time. The townships of Bathurst, Drummond, and Beckwith were surveyed with this object in view and the first company of settlers arrived in 1816. A site for a village was chosen which would be a centre for the community and doubtless the factor which determined this site was the waterfall on the Tay river where a saw mill and grist mill could be erected later on. The settlers who chose to locate in this district were especially fortunate as most of the land carried a deep fertile soil and in time it became one of the best agricultural districts in the Ottawa valley. The farms along the Scotch Line road for about six miles out of Perth in a southwesterly direction are especially productive and the appearance of the dwellings and farm buildings are visible evidence of prosperity.

The Perth district is on the boundary between the hilly country underlain by granite gneisses and other crystalline rocks and the nearly level valley plain which is floored with sandstones and dolomites.

The granitic rocks are mostly covered with a fairly thick sheet of boulder clay, so that glaciation seems to have improved this district for agricultural purposes at the expense of the district further east where the soils are very thin. The movement of glacial ice in this region was from northeast to southwest. The boulder clay left from the glacial ice did not reach very far to the west of Perth and an almost barren region as far as agriculture is concerned is encountered beyond the clay limits, and we do not find another point of importance on the railway line until coming to Peterboro a distance of 120 miles, where clays and limestones begin again.

Perth has developed a stone architecture that gives a certain distinction to the town, on account of the opportunity offered by the beds of sandstone in its immediate vicinity which are easily quarried and make a good enduring building stone. This sandstone formation furnishes two varieties, a white or light grey stone and a mottled pink and grey stone. The Anglican church is a good example of the use of the white stone as well as being one of the best pieces of Gothic architecture in any of the towns of the region. The C.P.R. station is an example of the use of the mottled stone. Besides its local use these building stones have been quarried and shipped to outside points, some of it going as far as Montreal, the canal connection to Perth making it economical to ship heavy cheap material such as stone. There was considerable mining activity in the past in the neighborhood of Perth particularly in the township of North Burgess, which assisted to some extent in its development as a centre. Mica, phosphate, and iron were the principal minerals that were mined in this locality.

Several of the residences in Perth were built by farmers of sufficient means who desired the social advantages offered by the town for the remainder of their years, leaving the business of farming to be carried on by the next generation.

Of late years the town has been augmented by various industries which include woolen mills, chemical and drug and soap works, and a shoe factory, but this was after it had attained a considerable growth due to the productivity of the surrounding land.

MISSISSIPPI RIVER AND TRIBUTARIES.

The Mississippi river drains a perfect maze of lakes situated in the Laurentian upland in Frontenac and Addington counties. A reference to the map will show the curious course the river takes after it