

The Place of the Canadian Northern in the Economic Life of Canada

THE expansion of modern Canada has been achieved through transportation. The mighty St. Lawrence and the connected chain of Great Lakes; the boat-ways of the Ottawa and its tributaries; the canoe-ways of the voyageurs of Hudson's Bay factors and their competitors; these only gave access to limited sections of the country. Then came the day when the railway supplemented the services of the craft on the liquid highways. And, latterly, what is called the New Era by Mr. W. H. Moore in "Railway Nationalization and the Average Citizen", when the spreading of the steeled highways throughout the inland areas overhauled the services of the waterways, and opened vast regions to settlement,—to a marvellous degree facilitating the growth in prosperity of the nine federated provinces.

ONE year ago, the first woodmen's axes hit deep into the timber in making clearance for mill site and town site. To-day the pulp barking plant and sawmill are running day and night, affording employment for 600 men in woods and mill. The stores there would be a credit to any town in Ontario; the bungalows and cottages comfortable, and each with its vegetable and flower garden, pure water supply and fire protection. There is electric light and telephones. There are schools. Churches are being erected. Movies are running. Some \$200,000 in freight and passenger earnings will accrue from the Foleyet plant in its first year of operation, and that is only a beginning. The slogan of the Eastern Lands Department of the Canadian Northern Railway is: "one million a year in freight and passenger traffic between Sudbury and Fort Arthur within five years."



The Annual Harvest of Golden Grain to Feed the World.



The Lumbering Industry at Foleyet.

MOST people in Canada have long known that natural riches, varied in character and almost limitless in extent, existed in the so-called wilderness north of Lake Superior—a wilderness with Sudbury as an outpost on the east, and Fort Arthur doing similar duty on the west. And yet, a map is such an unconvincing thing in actual practice, that few had the hardihood to preach the commercial possibilities of the Superior hinterland.

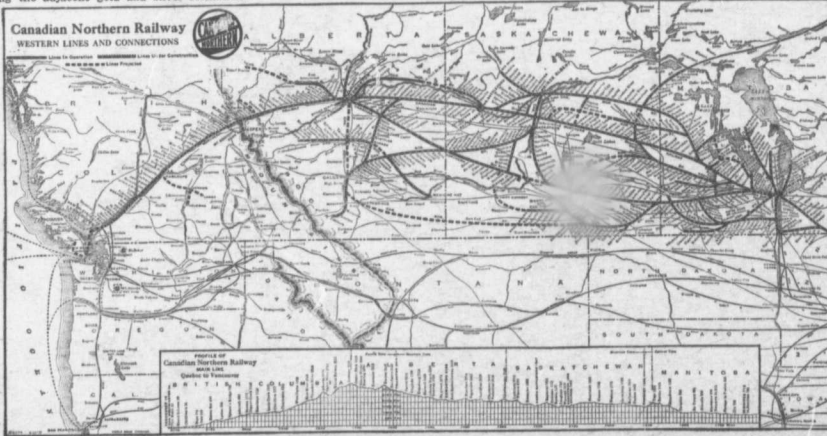
The Canadian Northern,—in keeping with its record of work done in other "wildernesses" in Canada—has already proved the surveyors, geologists, and Ontario timber cruisers to have been justified when they declared the Clay Belt of New Ontario would provide several millions of people with the necessities and even comforts of life. The millions, of course, are not located yet, but the vanguard—pioneers if you will—are already on the ground.

One year ago in July, 1916, the company set about making the dream of the scientific visionaries come true.

A sawmill, and pulp barking plant have been erected at Foleyet divisional point, 160 miles northwest of Sudbury, and this fall it will be "Mecca" in New Ontario for the settlers, lumbermen, pulp wood men, and not a few prospectors exploring the adjacent gold and silver formations.

ABATTERY of four boilers, using refuse as fuel, driving on 250 horsepower engine, and another of 10 horsepower, provides the motive power. This year the production at the Foleyet plants, will be 250,000 railway ties, and from two to three million feet of lumber. The barking plant the first year will handle 20,000 cords; next year 30,000 cords. A carload of settlers' wood from the plant, dumped in the chutes of the lower conveyor, can be put through the siding, every particle of bark removed without hand labor, and delivered from the upper conveyor chutes into open cars within an hour.

Foleyet is the pivot point for Canadian Northern development in the Clay Belt. But each of the other new divisional centres—Horn's Point and Jellicoe—is making progress. The setting up of an industry in them, as at Foleyet, would create a market for settlers' output and clear the land for agricultural production. The fourth divisional point, Capreol, is only a few miles beyond Sudbury. There the C. N. R. main line, from Montreal joins the Toronto line. The company has ordered the erection there of 40 additional dwelling houses.



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VISION and big plans demonstrate that the Canadian Northern Railway System is not only a means of transportation but also a means of economic development. The railway is a great asset to the country, and its expansion is a necessary step towards progress. The railway is a great asset to the country, and its expansion is a necessary step towards progress. The railway is a great asset to the country, and its expansion is a necessary step towards progress.

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