

THE CANADA LUMBERMAN

VOLUME XXII.
NUMBER 2.

TORONTO, CANADA, FEBRUARY, 1902

TERMS, \$1.00 PER YEAR
Single Copies, 10 Cents

OPENING OF THE ONTARIO AND RAINY RIVER DIVISION OF THE CANADIAN NORTHERN RAILWAY.

The accompanying illustration is from a photograph taken on January 1st on the occasion of the driving of the last spike of the Ontario and Rainy River division of the Canadian Northern Railway. Hon. E. J. Davis will be noticed with the spike maul on his shoulder, the silver spike in his left hand. On his left is Mr. William MacKenzie, with Mr. D. Mann on his right. The ceremony was performed at the divisional point, Atikokan, one hundred and thirty miles west of Port Arthur, and closed with singing the National Anthem.

The second and third illustrations show the two sides of the first car of lumber sent over

copper. The Hon. E. J. Davis (than whom there should be no better authority on the forest wealth of Ontario) states that he is satisfied this portion of the country contains from seven hundred million to nine hundred million feet of pine, leaving out all other kinds of woods, such as spruce, tamarac and birch, which exist in abundance.

Forty miles from Port Arthur the road enters the Mattawin Iron Range, and at one hundred and thirty miles is met a most magnificent body of magnetic iron ore known as the Atikokan. This mountain is within one thousand feet of the rail for a distance of ten miles, and is one of the largest ore bodies in America. North of this range are the various silver mining properties, and west of the

surrounding hill tops. From this point the road follows the bed of the Kaninistiquia river, with its falls and rapids, then traversing through the many river valleys and by the shores of a hundred inland lakes, the waters of which are abounding in fish and the forest in game. And you are still travelling in New Ontario, and a vast and rich portion that has come into prominence as it were in a day.

The building of this road has been accomplished and brought to successful completion in the space of three years, when it required from seven to eight years for the Dominion Government to complete a similar line from this point to Winnipeg. The Canadian Northern Railway Company have just completed at Port Arthur a million and a quarter elevator, large



DRIVING THE LAST SPIKE—ONTARIO AND RAINY RIVER DIVISION, CANADIAN NORTHERN RAILWAY, PORT ARTHUR TO WINNIPEG.

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the Canadian Northern Railway from Port Arthur to Winnipeg.

The opening of this road is an event of greater importance to older Ontario than is generally conceived, and is also one of national (Canadian) importance. It furnishes the second all-Canadian outlet for a province which is not yet twenty years of age, counting its railway connection, only sparsely settled, but is exporting its fifty millions of dollars worth of the products of the soil. What will it produce in the next twenty or forty years?

The Canadian Northern Railway opens up between Port Arthur and the western boundary of Ontario a magnificent country equal in size to one-third of the province of Manitoba—a country rich in timber, iron, gold, silver and

Atikokan you enter vast timber forests, and in leaving those you are in the gold country. Then the fertile soil of the Rainy River country, this river valley stretches for a full hundred miles, and it has been stated that nowhere in all Ontario is there a similar stretch of equally rich lands for grains, roots, fruits, cattle, and in fact anything that springs from the soil.

The Canadian Northern Railway route from Port Arthur to Winnipeg will demand a large patronage from both tourist and sportsman. Twenty miles from Port Arthur and within a few hundred feet of the track is the grand and magnificent Kakabeka, with the grand fall of one hundred and twenty feet sending its exquisite rainbow-colored sprays far above

merchandise docks, round house, and machine shops, and are now laying out yards for the handling of freight. During the coming season the company will erect a passenger depot in keeping with the importance of the position, also other docks and elevators.

RICHARD VIGARS.

Port Arthur, January 22nd, 1902.

The immense increase in lumber importations to the United States from Canada is illustrated by the report of Collector of Customs Brawn at Bay City, Mich. Over 10,500,000 feet of lumber, 431,000 pickets and 385,000 lath were received from Canadian ports during the month of November. The duties collected on these amounted to \$21,307.27. The shipments for the same month of last year were 1,427,500 feet of lumber and the duties but \$3,063.33.