

a little later by the passing of a resolution, that in the opinion of the meeting it was advisable to have the railroad enter the country by way of North Bay.

Professor Sharpe's idea was that leading wagon roads should be cut into the country slightly in advance of settlement. There should be roads within three or four miles of the lands thrown open for settlement. The settlers could then be left to cut out the cross roads and intermediate roads for themselves. The present policy was to follow up the settler with roads, always keeping the roads a little behind the settlement. By this policy the settler was left, not only to push into the bush, to look for his new farm, but after he had located he had sometimes to get his belongings in through eight or nine miles of bog and blazed path. Small articles had often to be carried in on a man's back, and heavier articles left outside till a trail could be cut. As some one person should select the lines for these main roads, as they obviously could not pass every man's door, he suggested that the Good Roads Commissioner, Mr. Campbell, be asked to come up and give the local road inspector the benefit of his council and experience, and thus the roads would be constructed on a uniform plan.

Another suggestion which he made was that the Government should establish, not an experimental, but a test farm. This was a country with many new features, with many things for the settler from Old Ontario to learn, and still more for those to learn who came in with only a rudimentary knowledge of farming, and these often succeeded among the best. He had made a few experiments and had found varieties of potatoes which gave twice as large crops, in that soil, as the potatoes generally planted, but in a new settlement the settlers' land and time were too precious to be used in experimenting or testing, and consequently unless a small test farm were established the people would have to wait until later to find out just what plants, seeds, fertilizers, and methods were best suited to it.

Mr. Angus McKelvie said that when down to Toronto last winter, on a deputation, he had pressed upon the Government the necessity of extending the railway into Temiscamingue from North Bay. It was 236 miles from Toronto to North Bay, and only ninety miles more would bring the line into North country, would be tributary to Toronto. He held it was a mistake to then form a direct line only a little over 300 miles long, and the trade of the the heart of Temiscamingue. The road from Temiscamingue to Toronto would attempt at the start to have too many roads, but the main roads should be made fit to travel on at all times in ordinary weather, and should be so located that no settler would be more than three miles from a road. He believed a visit from Mr. Campbell, the Good Roads Commissioner, would result in a great deal of good.

It was stated in the meeting that the local inspector had done good work, but it was felt his hands would be strengthened if the authority of the department, through Mr. Campbell, were used to lay out a general system of roads.

A resolution, inviting Mr. Campbell to come up and lay out roads, was then passed unanimously.

#### CONCLUSION.

Taking the Temiscamingue country as a whole the testimony of the settlers was that there was an immense area of fairly level land free from rocks and with a clay soil extending in many cases to a depth of thirty feet. The crops have been harvested without more than the usual drawbacks that usually prevail in a new settlement. Many settlers reported that frost had never injured their crops, while others reported that August frosts had disappeared since their clearings became large enough to allow free circulation of air. The fewness of the settlers and the smallness of the clearings have placed farming at a comparative disadvantage so far, because of the delay of handling such large and expensive machinery as threshing machines over long distances to thresh out the product of a few acres. With more settlers and increased acreage these difficulties will disappear. The same holds true in regard to flour mills, there being only one mill at Baie des Peres, thirty or forty miles to the south on the Quebec side. The newness of the settlement has also prevented the use of labor-saving machinery, which is now a necessity in farming.

As yet the country does not produce sufficient to supply the wants of the population. This is due to the large lumbering population, which is at work in this district nearly all the year. This not only means a large consuming population, but good prices paid for labor by the lumbermen. It is a great