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THE NORTHLAND
TEMISKAMING

Opinions of Expert Agriculturists

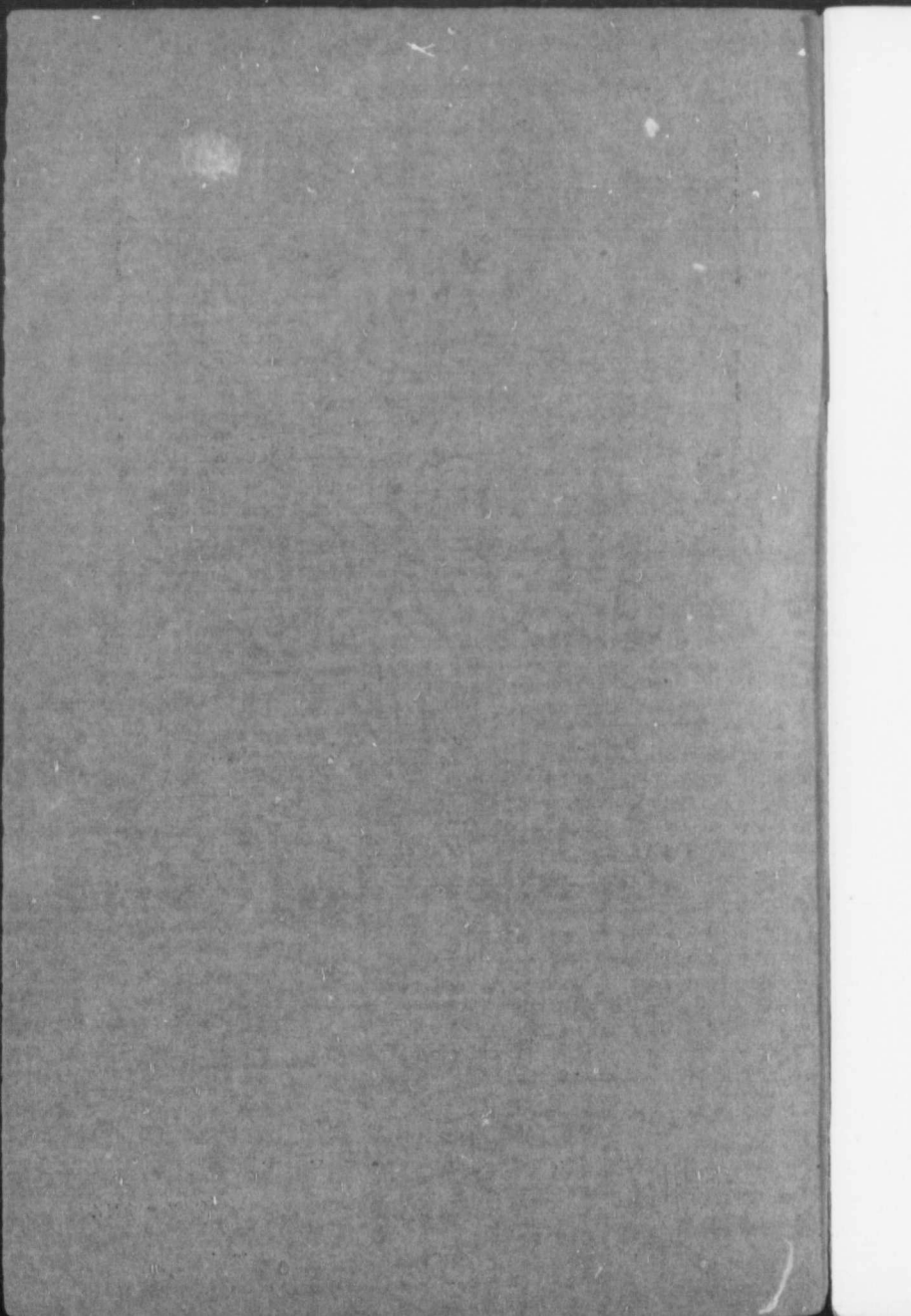
Temiskaming and Northern
Ontario Railway

OWNED BY PROVINCE OF ONTARIO
SIR JAMES P. WHITNEY, PREMIER

RAILWAY COMMISSIONERS

J. L. ENGLEHART, Chairman ; D. MURPHY, FREDERICK DANE

A. J. McGEE, Secretary-Treasurer, Toronto



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Opinions of Expert Agriculturists and
Delegates from Toronto
Board of Trade

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1911

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Sir James P. Whitney, Premier of Ontario

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T. & N.O.R. Commissioners

J. L. Englehart, Chairman

D. Murphy

Frederick Dane

A. J. McGee, Sec.-Treas., Toronto



Chrysanthemums from Englehart Greenhouse.

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Ontario: Larger and Richer than the Prairie Provinces.

The Province of Ontario, 260,862 square miles, exceeds in area any one of the Provinces of the Northwest. It is larger in square miles than Alberta by 7,322, Saskatchewan by 10,212, Manitoba by 187,130. The value of its field crops in 1910 was greater than these three Provinces together. This is apt to be overlooked in the attention given to the great stream of immigrants into those fertile prairie lands. They are deservedly attractive, though they have their disadvantages, but they are not the only lands of natural agricultural wealth and opportunity.

Northern Ontario: Its Vastness and Diversity.

Hundreds of miles nearer than the prairie to the emigrant from the British Isles and just at the back door, so to speak, of Southern Ontario is a section of Canada that is now beginning to come to its own. That section is NORTHERN ONTARIO. To some it will be incredible that it is about double the size of Manitoba and about 20,000 square miles larger than the British Isles, or 140,000 square miles in extent. Magnificent as magnitude is, it would appeal merely to the imagination if it were but barren land like the great desert of Sahara. It is by no means barren and forbidding. On the contrary,

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it is a land of far-stretching forests and innumerable lakes and streams, alluring to the lumberman, the fisherman, the tourist and the man of sport; a land of mineral wealth, especially nickel and silver, that has arrested the eye of the financial world, and, above all, a land whose agricultural fertility over an immense area is unsurpassed.

Northern Ontario is already skirted on its south and traversed through its territory by nearly 3,000 miles of steam railways, and construction is rapidly progressing and will progress until the railways form a convenient network as in the older portion of the Province to the south.

The T. & N. O. Ry. Through a Rich Country.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY, owned by the Province and managed by a Commission, starts at North Bay, on the Canadian Pacific Railway, and runs north-west for a distance of 253 miles to its present terminus at Cochrane on the Grand Trunk Pacific Railway. Not to speak of four branch lines in its course, including one to the promising Porcupine gold fields, and of its junction at various points with a number of inland steamboat companies, it passes through sporting, lumbering, mining and agricultural regions of great and unmeasured importance, and takes up in its course Temagami, the gateway to the gem of Ontario lakes and a lovely tourist country. It touches such towns as Latchford, with large lumbering interests, and with navigation to Elk Lake and Gow Ganda; Cobalt, of world-wide silver fame; Haileybury, a fine business and residential centre; New Liskeard, the base of an excellent agricultural district; Englehart, another agricultural district of great possibilities, and a railway divisional point with a branch line to Charlton; Matheson, a farming district and the centre of immense

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pulpwood supplies, and Cochrane, a divisional point of the Grand Trunk Pacific Railway. The Temiskaming and Northern Ontario Railway thus rapidly outlined, is only six years old. It carried, in 1905, 258,000 passengers and 875,000 tons of freight; in 1910, 1,944,000 passengers and 5,216,000 tons of freight, and out of the Cobalt district alone it carried altogether 11,250,000 pounds of silver ore worth about \$47,500,000. Obviously this is not ideal for a country of such vast and varied resources, but it is surely a sign of progressive life, a life that by purposed generous treatment will soon increase in greater ratio than hitherto.

Climate.

The summers are hot and the winters cold, but the dryness of the atmosphere and forest surroundings make the cold less felt. The climate is better than that of Montreal, the vicinity of which is great in fruit-growing. Regarding latitude, which has much to do with temperature, it will be a surprise to many to learn that Cochrane, on the Transcontinental Railway, is thirty miles south of Winnipeg, and nearly three hundred miles south of Edmonton, Alberta. "Farmers who have been on the land north of Liskeard for several years say that their crops are never affected by frost now, although before the bush was cleared away the frost did come earlier in the season." The longer hours of sunlight make the crops ripen quicker and practically equalize the time of harvest with Ontario South. But it is not mere agricultural utility. The country can minister to the finer and æsthetic side of the settler. A visitor writes: "The flower-beds and lawns at Englehart Station were magnificent, and certainly the emigrant from the Old Land or Old Ontario need not fear that he will leave behind him the pleasures of his flower-gardens and lawns."



Englehart Station and Grounds.

Millions of Fertile Acres.

North to Cochrane and beyond, and far westward on both sides of the Transcontinental Railway there are from sixteen to twenty million acres of the finest agricultural land. It is equal, if not superior, to the prairies of the Northwest. A deep, rich, friable clay, with a vegetable mould of varying depth and fertile to the foundation, it produces wheat equal in quality to Manitoba No. 1 hard and in yields as high as 40 bushels per acre, oats up to 80 bushels per acre, potatoes 200 to 250 bushels, clover as tall as from 3½ to 4 feet and timothy 5 to 6; in short, cereals, clovers, vegetables, field roots and potatoes are capable of luxuriant growth. An expert that visited the Nipissing District of Northern Ontario recently (see his letter among the rest) says he saw "timothy hay 6 feet 2 inches high, and second crop clover 2 feet 6 inches high, with an abundance of seed just about ripe. Fall wheat, spring wheat, barley, oats, peas and vegetables all far in advance of anything I have seen in older Ontario. I have travelled through Manitoba, Saskatchewan, Alberta and British Columbia, but did not see anything that could compare with this new country, north of the Silver City of Cobalt."

Land Comparatively Easy to Clear.

The cost of clearing varies according to the kind of timber, the speed with which it is thoroughly done, and the condition (burnt or not) in which the settler finds it. In some cases the timber will more than pay for the clearing of the land, in others it does not fully realize what it is worth, but in all cases (except where burnt) there is an advantage which the treeless prairie cannot give—material for building and fuel for fire, with a mitigation, as a forest country, of the monotony incident to all pioneer

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life. Another expert says (see his letter): "We had every opportunity to acquire a true conception of the opportunities, difficulties and successes connected with the life of a settler in the Clay Belt. The comparative ease with which land can be cleared was a surprise indeed, and contrasted strangely with the mental pictures that I have entertained with regard to the gigantic task that faced our forefathers in Old Ontario." And another expert writes: "Taking everything into consideration, I am convinced that on the average this land may be made ready for crops as readily as that of the Prairie Provinces."

Well-Paid Winter Work.

What much of the wide prairie, mineless, woodless, workless, cannot give in the long winter, Northern Ontario can give in that season and all the year round. While the settler is clearing his land there is work at substantial wages in the mining or the lumbering camp, on the colonization road or the railway. "Western Canada has a great deal of good land," another expert writes; "however, before leaving Ontario, every person who is looking for a new district in which to locate a farm should first visit Northern Ontario. This is the land for the man with small capital. The settler can get plenty of employment at good wages during the seasons that he is not engaged on his farm."

Prosperity.

What are the results? Thousands have entered that vast territory, but the country wants millions. Many farmers are becoming well off or rich, and there is a general optimism and enthusiasm. "The way," writes an expert, "in which the men on the land are making good dispelled any doubts we might have had." Another:

"I never expected to see such fine farm buildings, such excellent fields of grain and roots, and so many indications of accumulated wealth." And another: "Nothing could be more marked than the enthusiasm of the farmers and settlers of the localities through which it was our privilege to drive."

High Prices. Easy Transportation.

Farm products are bringing exceptionally high prices from increasing settlements and from lumbering, constructing and mining camps. Their demand, with comparative convenience of transportation, is well summed up in the words of yet another: "Farming in Northern Ontario is different altogether to what it was in Old Ontario when it was being first settled. There was not a railway in the older portion of the province to enable the settlers to market their produce, but in the north the railway went in before the settlers, and now farmers going in there have splendid means of transporting their effects into the country, and to ship out any surplus produce that they have. It is scarcely necessary, however, to ship anything that is produced on the farms, out of Northern Ontario, for there is a splendid home market." And, centrally situated as the country is, there is no fear in regard to future sales so long as there are large cities not far away in the older settled sections south and east.

A Safer Investment than the West.

Northern Ontario is a great investment. Some men succeed who enter with only the axe on their shoulder, but it is pioneer work, stern work. As in all countries, it is the man with some capital that runs the best chance. That country holds out bright prospects along a variety of lines, including dairying and live stock raising. A practical farmer writes (see his letter): It "has always

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been advertised as the poor man's country. I think this is correct, but I also think that it is essentially the place of opportunity for the man with capital. The whole country lacks in stock, and a man who had capital to invest in stock who would go to North Ontario can make money as fast as in the West." Again, there is "the wealth of clover which the West lacks, and which means so much to the upkeep of the farm and allows such variety of occupation." "A country that produces clover and roots in the abundance seen certainly has all the essentials for successful beef, dairy and sheep production." Another writes: "I have not seen a more promising outlook for any business than I thought I saw for a dairy business in that country. I am satisfied that a New Ontario farm will prove a far more *safe* investment than a farm in the West."

Good Settlers.

The agricultural lands of Northern Ontario are largely settled by people from Southern Ontario, without "the mixture of humanity scattered so promiscuously through the better parts of our West, and with whom our people cannot associate." Among things that struck a visiting representative forcibly, "One was the sterling quality of the men on the land. If you can fill up that country with the kind of men already there, there can be no doubt as to its prosperity."

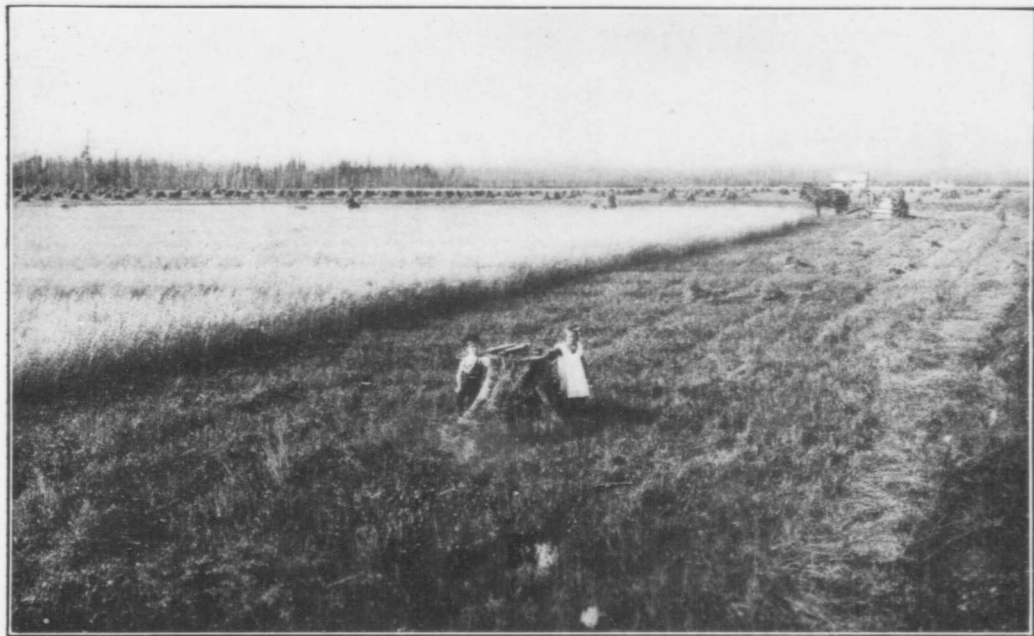
Progress and Possibilities.

Considering the recency of its opening up, as well as removable drawbacks, Northern Ontario has made wonderful strides. Thousands have entered within the last few years, and already some settled sections are beginning to look like Old Ontario. Villages and towns, with churches and schools, electric lighting and telephone ser-

vice, are springing up along the line of railway, and there will be no end of progress for generations to come. Its splendid water resources contain millions of horse-power for electric lighting, milling and cheap transportation. Its "mineral wealth no man dreams about as yet." Its timber will be a great source of gain, in view of diminishing supplies from other countries. And there are millions of acres of excellent land awaiting the man with the plough. One of the visitors writes: "We saw sufficient to impress us with the fact that in a few years the agricultural development in Northern Ontario is bound to rival that of the most fertile districts of Western Canada." Another writes: "Our recent trip there was an eye-opener to all of us." And another: "We have the possibilities for the making of a great country up there. I had read of it and had been told of it many times, but I did not realize one-half of the truth until I saw it on our trip."

The Call to Independence.

Northern Ontario is calling for the hardy, undaunted pioneer, especially the man of some capital, and it will make him healthy, rich and independent. "He is an independent man," says a visitor, "the day he gets his location on a hundred and sixty-acre lot, well timbered and good soil, even if his only possession is a good axe and a stout arm." Ontario's eastern boundary is only fifty miles from Montreal, and about a week's journey from the British Isles. Thus may the emigrant from the Motherland save time and expense and dwell among people of his own race. And to the settler from Old Ontario it is but the journey of a day. Speaking of its agricultural wealth, the visitor adds: "If it were known we would see people going North in place of West, and I would say 'Go North, young man.'" Many people in



Farm near New Liskeard.

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the West are turning their eyes and asking about New Ontario, with the object of returning to their native Province. Numbers have already returned. Let them come. Let millions come. There is room.

The Land of Opportunity.

(Cobalt Nugget, June 16th.)

It is literally true that the eyes of the world are being turned towards Northern Ontario. Having the greatest silver, gold and nickel deposits in the world, already discovered, and millions of acres of mineral lands as yet unprospected, this country presents possibilities undreamed of in the past history of mankind. Having hundreds of millions of dollars' worth of standing timber and pulp wood, awaiting exploitation, and 18,000,000 acres of available farm lands, ready for settlement, there is no country that presents equal attractions.

Blessed with a climate unsurpassed for agricultural purposes, for lumbering and for prospecting, Northern Ontario is the greatest land of opportunity known to-day. Its mines are being opened up, the farm lands being settled, the hundreds of water powers harnessed to provide electrical and hydraulic energy, and the timber wealth being realized upon, thus providing work for thousands of men, and opportunities for the investment of millions of capital.

Complete information regarding this North land can be secured from the Cobalt Daily Nugget, Limited, or from the Board of Trade in the various towns.

Following is a brief statement of the bald facts relating to this district:

NORTHERN ONTARIO, mainly situated south of the 48th parallel, and comprising two-thirds of the entire Province of Ontario. Chief resources: Silver, gold, nickel, copper, cobalt, arsenic, lead, timber, pulpwood, fish, game, agricultural products. Climate—High and dry, cold in the winter and warm in summer, with long hours of sunshine. Climate ideal both winter and summer. Has in the very centre the Temagami Lakes, probably the most beautiful summer resort region in all Canada. In addition, Lake Temiskaming, the Kippawa River, the White River, Larder Lakes, and hundreds of rivers and lakes whose scenic beauty is unsurpassed, and most of which are stocked with game fish.

Transportation facilities: The T. & N. O. Railway directly through the heart of the district, 253 miles long, connecting with the Grand Trunk and the C. P. R. at North Bay. In course of construction the Grand Trunk Pacific across the entire northern end of the Province. Also the water trans-

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portation via Lake Temiskaming to the foot of the lake, and thence over the C. P. R. to the East.

Chief Industries: Mining, farming, lumbering and some manufacturing.

Greatest possibilities: Prospecting, farming, industrial development of the water powers and pulp and lumber areas.

Population: 75,000 people.

Chief Towns: Cobalt, Haileybury, North Bay, New Liskeard, Porcupine, Cochrane, Matheson, Englehart, Latchford, Elk Lake, etc.

Educational advantages: three high schools and graded schools all over the district.

COBALT.—Situated on line of T. & N. O., 330 miles north of Toronto. Richest silver mining camp in the world; annual production, \$15,000,000; paid in dividends last year, \$9,000,000; population, including vicinity, 10,500; five banks, express company, electric cars, first-class fire protection, water and sewerage system, electric lights, cheap power, both electric and hydraulic compressed air. Has a machine shop, daily newspaper, three theatres, skating rink, fireproof office block, several wholesale supply-companies, retail and wholesale merchants, hotels, five churches, four schools, public market, telephone; its growth has been phenomenal.

HAILEYBURY.—On the T. & N. O. Railway, three miles from Cobalt and connected with the latter by an electrical line, water transportation north and south on Lake Temiskaming, and east to Ville Marie, on Quebec side. Population, about 5,000. Four large hotels, Temiskaming high school and two graded schools, town water system and sewers, electric lights, cheap power, sawmills, four banks, wholesale and retail stores, public market, attractive brick blocks and residences, telephones, is directly on the very edge of the great agricultural belt, which extends to the north and west, is advancing very rapidly; the most beautiful location for a townsite in Canada and a very progressive Board of Trade.

NEW LISKEARD.—On the T. & N. O. Railway, at the head of Lake Temiskaming; two large hotels, high school and graded schools, electric lights, water system and town sewers, five sawmills, iron foundry, large grist mill, splendid brick blocks, three banks, wholesale and retail stores, churches, public library, Board of Trade, telephones. Is situated in the great farming belt and has a wide extent of farming territory surrounding. Liskeard is growing very substantially and surely, and will be one of the coming towns of the North. Population, about 3,000.

NORTH BAY.—At junction of T. & N. O. Railway, Grand Trunk and the C. P. R. Is capital of Nipissing District; has two planing mills, lumber company, foundry and machine shops, two sawmills and one smelter. Has fine churches, schools, banks, brick blocks, attractive residences, excellent

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hotels and business houses wholesale and retail; water system, electric lights. Population, about 8,000. Is going ahead steadily.

*COCHRANE.—At northern end of the T. & N. O. Railway and junction point for the Grand Trunk Pacific. Is hardly over two years old, but has population of 2,000. Has churches, schools, Board of Trade, many stores and residences, hotels, fine railway station, electric lights, several banks. This town is in the centre of one of the richest districts in Northern Canada; has great agricultural possibilities in the surrounding country. Is close to Iroquois Falls, where many thousand horse-power of electricity can be generated and where a great pulp and paper industry will soon be located.

MATHESON.—On the line of the T. & N. O. Railway. Has banks, stores, churches, schools, many business houses, and is in the centre of a very rich district.

ENGLEHART.—A divisional point on the T. & N. O. Railway. Over \$200,000 has been expended in erecting a handsome depot, attractive parks and greenhouses, and homes for the railway employees. This summer the capacity of the round-house has to be enlarged owing to the increased amount of work. On all sides there is the best of agricultural lands, and this last session liberal appropriations have been granted to improve the roads and bridges in this vicinity.

Englehart has two well-equipped hotels and a number of stores carrying well-assorted stocks. A \$7,000 school has been erected, with three teachers employed this coming fall. The future prosperity of Englehart is assured, as its growth has been a steady and substantial one.

LATCHFORD.—On line of T. & N. O. Railway and Montreal River. Is starting point for the summer business up the Montreal River to Elk Lake and Gowganda. Has two saw-mills and is in the centre of a great lumbering country. Population, about 500.

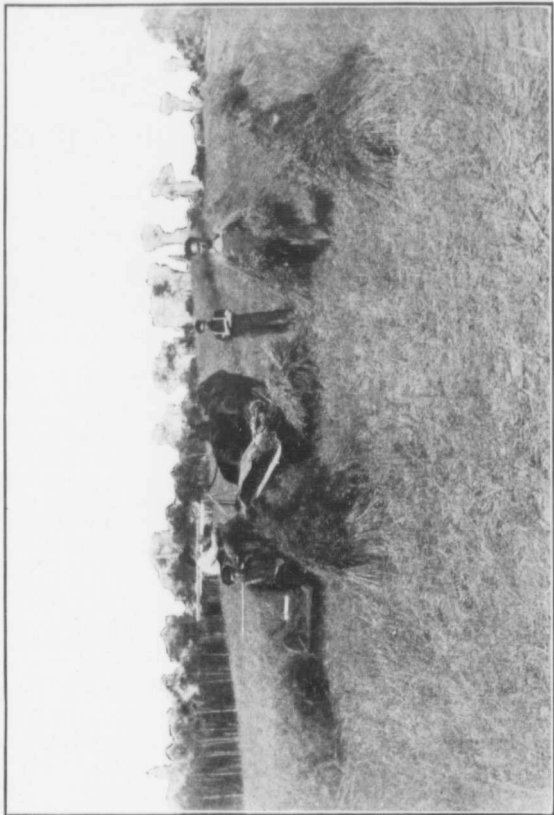
*PORCUPINE.—Thirty miles west of mile-post 222, on the T. & N. O. Railway. Looks like one of the great gold mining camps of the world. Has post offices, is installing lighting plants, has telephone system, and is growing very rapidly. Porcupine may have a population of 10,000 people before this year is ended. Will be a tremendously large industrial mining proposition, with thousands of men given employment.

ELK LAKE.—At the entrance to the Montreal River and Gowganda silver districts and the new gold district up the Montreal River around Fort Matachewan and Moose Lake; has a population of 1,200. In addition to being a mining camp the town is the centre of a great lumbering business

*Destroyed by fire, but rapidly being rebuilt.

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carried on by J. R. Booth and others. It is reached by road from Charlton and by boat from Latchford. There is a road through a fine agricultural country from Uno Park. The town is lighted by electricity and has telephone communication.



Field of Oats, Demonstration Farm, Monteith.

LETTERS

From District Representatives of the Ontario Department
of Agriculture to J. L. Englehart, chairman of the
Temiskaming and Northern Ontario
Railway Commission, Toronto.

A Country for Rich and Poor.

Petrolea, Ontario, Aug. 8th, 1911.

I am sitting in the office here trying to realize the future of Greater Ontario, the Ontario that lies beyond the rock barrier which your railroad has pierced and the chasm which your energy and perseverance has spanned. The sights that I have seen in the Northland show in a way that telling never could how well indeed you have been justified in your enthusiasm and love for the great land that lies to the north of Cobalt.

From the standpoint of the lover of unspoiled nature the ride from North Bay to Cobalt was exceedingly enjoyable. To the mind of the agriculturist it was a distinct disappointment. As I am a little of both, my feelings were quite mixed by the time we reached the famous silver mines.

Our first stop was at Liskeard. The character of the country had changed decidedly in appearance. There is just a touch of loneliness in all this country to the newcomer. I think it is the dead timber standing bare and gaunt against the sky-line. Residents seem to have become oblivious to this feature, as we in Petrolea have become used to the smell of the oil. Liskeard is a thriving country town, not unlike many in Old Ontario, and the farm lands and homes around are much like those in the newer parts of Lambton.

The soil is a grey clay loam much like the more friable clay loams of Lambton. The character of the buildings compares very favorably with those of many parts of Old Ontario. The log-houses resembled very much the home in which I spent the first twenty odd years of my life in Simcoe County. At Englehart the land is a sandy loam. If it were in Lambton we would be growing peaches on it. Some distance from the town towards Charlton the land becomes the grey loam again. Around the Falls of the Iroquois the soil is browner and more ochry in character. Its fertility is astonishing throughout.

The best evidence of the fertility of the soil is the abundance of clover found everywhere. It is literally everywhere. For the growth of plants four main compounds must be present in available conditions for plant growth; these are potash, phosphate, lime and magnesia, and nitrates. For

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the growth of the clover plants there must be present potash, phosphates, lime, legume, bacteria and an absence of acidity. Given these conditions, the clover will supply plenty of nitrates. And the clover grows there in every conceivable place. I saw it growing luxuriantly on black muck several feet deep. This shows that the muck is not "sour." The clover was growing on burnt lands, in the lawns, on the roadsides; it was a weed in the garden, and, of course, it was the farmers' main hay crop.

The crops of timothy, wheat, oats and barley were in the main above the average for Old Ontario. I saw timothy six feet high and some of the heaviest crops of oats it has been my privilege to see this year.

Nearly all this region will require more or less drainage, but the problem is simplified by the great number of runs, which are universal and which offer excellent outlets. Thus there will be very few long municipal drains to construct. The problem, then, is individual rather than communal, and any person who has lived in Lambton will appreciate this advantage in that many thousand dollars are lost while waiting for the construction of outlets.

The pasture going to waste everywhere suggested to me that a man might make money by bringing in herds of beef cattle and fattening them there, or by going into the dairy business. Once a few acres were cleared so as to provide hay for winter, dairying should be exceedingly profitable. In like manner sheep should be an excellent investment, and the man with a little capital to invest should be able to make money very fast.

This country has always been advertised as the poor man's country. I think this is correct, but I also think that it is essentially the place of opportunity for the man with capital. The whole country lacks in stock, and a man who had capital to invest in stock, who would go to North Ontario, can make money as fast as in the West.

Roots and potatoes thrive especially well and replace the ensilage which is being so generally used in Old Ontario. A country that produces clover and roots in the abundance seen certainly has all the essentials for successful beef, dairy and sheep production.

In the region around Liskeard it was astonishing to think that eleven years ago the country was almost solid woods, while now farm telephones are common, and in one place I saw rural mail boxes. The wealth of timber makes building very easy, and many fine barns and houses are being erected.

Compared with the more favored and fertile parts of Old Ontario, the New is limited somewhat in climate and the variety of its possible products, but many parts of Old Ontario offer little in advantage over the New. Compared with the West, I think New Ontario offers many advantages. First, a wealth of timber with which to build. Secondly, the

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wealth of clover, which the West lacks, and which means so much to the up-keep of the farm and allows such variety of occupation. A man going West must become a grain grower; the man going to New Ontario may engage in grain growing or stock raising of various kinds at his pleasure. Thirdly, there is abundance of demand for labor all winter, so that the men starting in can at all times earn money to keep a-going. Fourthly, home markets are provided by the mining and lumber camps for all the produce that is produced; the West has to look many thousands of miles away for her markets.

Clover is the strong feature of New Ontario, and in these days of high prices for seed good money can be made there in clover seed. I never saw more productive clover heads anywhere. Alsike seed seems to be produced in an astonishing quantity everywhere. Heads of clover plucked at random and shelled out in the hand gave a quantity and quality of seed seldom seen.

The farm at Monteith was a distinct disappointment. Almost the poorest crops seen in the country were found there. I am at present unable to state more than the fact, as I could not come to a conclusion about the cause. A few miles south some very fine crops were seen, oats and barley, with clover and roots in abundance. I was told that the season had been very dry, which might in part account for the poor crops at Monteith. I am under the impression that the work of clearing is given undue prominence on the farm. Five acres of good crop would have been a good demonstration, while the thirty or more acres to be seen was a disappointing experiment.

The attitude of the people was most kindly and interested. Everywhere people are optimists. I did not meet one "knocker" in the country. Everyone seemed happy and hopeful. The treatment accorded us was magnificent. The banquet at Englehart was a great surprise in that so new a country should have so complete an organization as the Englehart Agricultural Society.

The flower-beds and lawns at Englehart Station were magnificent, and certainly the emigrant from the Old Land or Old Ontario need not fear that he will leave behind him the pleasures of his flower-gardens and lawns. We saw lawns and flowers at the station which compared favorably with any we know in Old Ontario at this time of the year. Between Englehart and Charlton I saw lawns around farm houses that put to shame many farm homes in Old Ontario.

I can assure you that I shall do my best to turn the attention of intending emigrants from Lambton toward your country. I do not mean that I shall induce people to leave Lambton for New Ontario, but that I will advise the man who intends to move to see your great country ere he goes west.

S. E. TODD, B.S.A.



Lake Sesekinika.

A Railway in Advance.

Lindsay, Ontario, August 8th, 1911.

As one of the party of Agricultural Representatives who enjoyed the hospitality of the T. & N. O. Railway Commission, I wish to thank you for the splendid means of transportation provided, the thoughtful provision made for our bodily comfort, and the excellent facilities afforded us for viewing the agricultural, mineral and forest resources of the great north country.

The features of the country which struck me most forcibly were, the ease with which the land can be cleared, and the opportunities the settler has for securing work during the winter months, the luxuriant growth of cereals, roots, and clover, and the great advantage of a railway in advance of the settler.

D. A. McKENZIE, B.S.A.

Magnificent Crops—A Revelation.

Alexandria, Ontario, August 9th, 1911.

As one of the District Representatives who had the pleasure of a trip through the northern part of our Province, I wish to thank you personally for your kindness which made the trip possible.

It was a splendid trip in many ways, for it gave us a chance to see for ourselves the great northern country which we had heard so much about. One can hear or read a great deal about a country like that, but in reality it means little to a person until he really sees it for himself. Our recent trip, then, was an eye-opener to all of us, as none of the party had ever visited the north country before.

It is indeed a magnificent country, and one with a great future before it. In fact, when driving through some of the settled districts it was almost impossible to realize that only a very few years ago the whole country was a trackless forest. Speaking only of its agricultural possibilities, which were the one part of the resources of the country which appealed most to us, it seems to me that they are almost unlimited if the crops we saw there are to be taken as an indication of the country's possibilities. After travelling, as I did, over a large part of the older part of the Province on my way north, and seeing there the comparatively small crops which were produced there this year on account of the continued dry weather, and then to go north into our new country and see the magnificent crops grown there was indeed a revelation of the possibilities of the country.

Judging from the fine crops of hay and oats grown there, it is destined to be pre-eminently a stock-breeder's country,

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and as such is in no danger of the soil mining which is taking place in the West

Perhaps the only slight disappointment we had on the trip was the Experimental Farm at Monteith. Possibly we expected too much, but it certainly was rather disappointing, though it was no doubt due to the very dry weather which that particular section had this year. The crops on the high knolls showed the effects of it worst, and also of the ravages of the army worm, which did considerable damage there this year.

I wish to thank you again for having made the trip possible, and wish to assure you that I will do all in my power to advertise and exploit our northern country to prospective settlers.

H. D. MCKENZIE, B.S.A.

An Honest Impression.

Simcoe, Ontario, August 9th, 1911.

Such a pleasant recollection of my trip through the north-land of Ontario and the very generous treatment we received at the hands of your officials still remains fresh with me that I must forward to you my heartiest thanks. Messrs Parr and Lee were indeed exceptionally generous and painstaking in their efforts to make our sojourn pleasant, and that we might receive an honest impression of the wonderful possibilities of that great north country. We were greatly impressed with the great mineral possibilities, and with the great natural beauty of the Temiskaming region, but above all there remains a knowledge of the agricultural wealth of this wonderful clay belt beyond the height of land. I am writing a short account of my trip to our local papers, but our greatest work in securing settlers will be through personal contact with prospective homesteaders.

J. E. SMITH, B.S.A.

Agricultural Possibilities of the Great Northland.

PROSPERITY ON EVERY HAND.

The great Northland of Ontario is more widely known from its mineral possibilities than from its agricultural wealth, yet it was with the purpose of securing an impression of the great clay belt that twenty-two District Representatives of the Ontario Department of Agriculture recently visited

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the north country, examined its soils, noted its crops, chatted with its settlers, and came away fully imbued with the thought that we have here a heritage of wonderful opportunities for the present and for the future generations.

At North Bay the party were taken in charge by Messrs. Lee and Parr, of the Temiskaming and Northern Ontario Railway—the great artery which first tapped the mining region and the great clay area beyond the height of land, and which connects these with our Canadian West by the Grand Trunk Pacific at Cochrane.

Between North Bay and New Liskeard lies the highest of Northern Ontario. Here nature reigns supreme in hills, stream and valley. Bold, barren outcroppings of rock alternate with the scores of tempting lakes and network of pine and spruce forests. Surely this is the fisherman's dream, with its hundreds of tiny lakes ensconced in this primeval wilderness! This is the hunter's paradise! At Lake Temagami, summer resorts provide all the comforts and luxuries of modern life. This, too, is the region where the prospector has scoured the rocks in feverish search of nature's hidden wealth.

Cobalt, the famous silver city, restless and nervous with the mining spirit, nestles among the domes of barren, rocky hills. The little pocket of water lying at the foot of the town is Cobalt Lake. From its shores the shafthouses and mills of many famous mines may be seen rising here and there—Nipissing, Cobalt, La Rose, Coniagas, Tretheway, etc.

Soon after leaving Cobalt, the character of the country changes. We leave behind the rocks and the pines, and enter the first clay belt. Haileybury and New Liskeard, both situated on Lake Temiskaming, are at the southern doorway of this great expanse of arable land.

The first important stop was made at New Liskeard, a flourishing centre, beautifully located, and, like Haileybury, its sister town and rival, with every prospect of a bright commercial future. Here the line of the railroad was left, and for twenty miles the party drove north and west through as promising an area of rich agricultural land as can be found in any part of Old Ontario. The soil is invariably a clay loam, with a heavy covering of humus, too much of which has, unfortunately, in some cases been burned off in the clearing of the land. A heavy clay subsoil pervades this area, but the bulk of the land is sufficiently rolling to afford natural air and water drainage. In other parts, underdrainage will be required to give the best returns. But the productivity of these lands is fully established in the crops of the fifteen, twenty or thirty-acre clearings which go to mark the progress of the settler. The grain and root crops seemed scarcely affected by the dry season. Red and alsike clover abounds everywhere—in the meadows, by the roadside, in the choppings—in fact, it has become as a weed in this north-

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land. Its luxuriant growth only bespeaks the imprisoned wealth of the rich soil.

By way of Uno Park, the party proceeded to Milberta, where twenty-six hungry men were well fed on New Ontario products. This is one of the most prosperous and progressive districts of the north. Ten years ago Mr. Newton, the first settler, brought his family and possessions up the little Wabi River, and until the railroad crept parallel to his clearing he brought in his supplies but once a year. To-day he is in the midst of a district in which seven up-to-date barns have been reared this spring. There is a progressive Farmers' and Women's Institute, and modern methods of farming are in evidence everywhere. From Milberta, through six miles of prosperous farms and contented homes, the party proceeded to Thornloe, and thence by special car to Englehart. This is a divisional point on the T. & N. O., and the fine station, restaurant and gardens would do credit to many a larger town. The soil in the immediate vicinity of Englehart is a light clay loam, with a lighter subsoil. Evidences of its productiveness are on every hand. Garden truck of all kinds thrives abundantly. Potatoes and strawberries do exceptionally well. This town must have a prominent future. Most of the following day was spent in sight-seeing from the car window. At Matheson and Kelso glimpses were had of the great havoc wrought by the recent forest fires. Only part of Kelso remains to tell the tale—a few scattered shacks that appear to have been tossed by the wayside.

At Iroquois Falls, from which point a spur runs down to Porcupine, Mr. Pratt, of the T. & N. O. construction, gave all the members a substantial railroad dinner, such as would satisfy the cravings of an appetite which only this bracing climate can supply. A rich friable clay of great depth, slightly resembling that of the Niagara District, is predominant in this district. So far, however, little settlement has been made in this most promising area.

The entire country from Haileybury to Cochrane is timbered with valuable spruce, pine, whitewood, cedar and birch, and ever and anon the hum of a little mill marks the progress of the lumberman. There is an excellent market for the pulpwood, and the lines of piles at the sidings indicate the winter occupation of the homeseekers.

In returning to Englehart, a stop was made at Monteith to visit the Experimental Farm. Here some eight hundred acres of land have been set apart, though only about one hundred have so far been cleared. An interesting incident of the afternoon was a visit to a German settler near Matheson. Around the stout log shack of his homestead rustled as good a crop of oats as could be seen in old Ontario. A neat garden brightened their home, and four lusty children filled the doorway. This man had come direct from Brazil.

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and although the broad-shouldered housewife declared emphatically that the country was too cold, the man told the crowd he had come to Canada because she had always been sick. The ruddy tints of all indicated the healthy climate in which they now lived.

In the evening some sixty members sat down to a sumptuous banquet at the King Edward Hotel, the party being guests of the Englehart Agricultural Society. A spicy programme had been arranged, and the visiting agriculturists were privileged to get in touch with many prominent and successful farmers of the district, to secure their impressions of the country and catch some of their enthusiasm.

After a ten-mile drive through a rich but rolling country, Charlton was reached the next forenoon. This is the terminus of a spur line of the T. & N. O., from which the Government wagon road leads into Elk Lake and Gowganda. Charlton is in the centre of a rich farming and lumbering district, and one of the largest mills of this north country is located here. About the Charlton district the country is rolling, and on many of the outcroppings claims have been staked by the settlers. Two falls on the Blanche river provide an abundance of natural power waiting to be developed. One of these, at Charlton, is utilized in lighting the town.

Swastika Village absorbed the attention of the party for half an hour in a visit to the famous gold mine after which the town is named. Here a remarkable showing of gold was seen, discovered, it is said, by navvies wearing the precious metal smooth in sitting around at lunch. Arriving in Cobalt later in the day, visits were made to the La Rose and Tretheway mines, and at seven o'clock the party embarked for Southern Ontario points.

Now, What About It?

Northern Ontario is the land of opportunity for the ambitious sons of Old Ontario farmers; for the homeseeker without available capital, with nothing except his strong arms, his own intelligence, and a determination to succeed. Here he can shortly secure for himself that independence that is only possible to those who have broad acres of their own and a home where contentment and happiness reigns. To the poor man it is a land that offers labor in abundance and good wages. It provides a harvest for his reaping. It is not, however, a land for the slothful, the idle—for weak and spineless men. Pioneer life, as in the olden days, demands the spirit of our forefathers. It demands a type that is willing to endure some privation and disadvantages, if 160 acres of the best land to be found anywhere in the Dominion is to be called his own.

The great clay belt of Northern Ontario comprises approximately 16,000,000 acres of productive soil. The climate in this northern district presents no obstacle to successful farm-



Pea Field near Englehart.

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ing. Destructive summer frosts are unknown. The winters, it is true, are cold, but the air is dry, and the forest shelters from the terrors of the western blizzard. The markets for this great region are at its very door in the mining towns to the west and east and south. The T. & N. O. Ry. and the Government wagon roads are solving the great problem of transportation, and already many farmers are marketing their products at fancy prices in the mining camps near by.

The country, too, has an abundance of wood for fuel, building and construction purposes; spruce, cedar, pine, white-wood, poplar and birch. There is plenty of pure water everywhere. Natural waterfalls abound, which in time will supply the power for lighting and industrial development.

What kind of farming is this great northland likely to develop? Judging by conditions, one would say it will likely become a great grain, stock and dairy country. Fodder grows rapidly and luxuriantly. Timothy and clover excel anything seen in older Ontario. Oats, peas, barley and wheat are grown successfully, and the quality in every district was exceptional. For vegetables, field roots and potatoes, the country, with its long daylight hours, seems to be ideal. In twenty years Northern Ontario farmers will be producing beef, mutton, cheese and butter rivalling Old Ontario.

Here is a great unoccupied land, as fair as any the sun shines on—with natural water-powers, with mineral and forest wealth, a productive soil thus endowed by nature with all the conditions for the making of a great agricultural country.

Are our Ontario farmers who must move, or who are determined to move, going to pass for the wind-swept prairie of the west? Are the young homeseekers of this great province going to slight the opportunities of this great northland for the lure of other pastures? Should not the flow of the better classes of settlers from across the border be diverted in this direction by an up-to-date and vigorous immigration policy? The opportunity of advertising this great arable section lies with our Government. The public do not yet know of the great opportunities which are here offered.

Is it not time that the tide of immigration from Old Ontario should be turned to this new channel which offers so much; that this almost illimitable clay belt of ours shall in time be dotted with happy and prosperous homes in the building up of not a "new" Ontario, but a greater Ontario? To the prospective homeseeker we must say that the least to be expected before deciding your future, you shall carefully inquire about these new lands of our own province, only three hundred miles from Toronto, before you seek another. Finally we must admit that this "Land of Temiskaming" offers to-day as good prospects as anywhere in Canada for the man with either limited or sufficient capital who desires to follow farming as a business.—J. E. Smith, in *The Simcoe Reformer*.

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Recommended to Settlers.

Collingwood, Ontario, August 9th, 1911.

I take this opportunity of personally thanking the T. & N. O. Railway Commission for the very successful visit which the District Representatives of the Ontario Department of Agriculture were privileged to take through the northern portion of the Province. Since these Representatives are stationed throughout the whole of Old Ontario their visit to the newer portion of the Province cannot help but have a great effect in developing that new country. I, myself, have had a great many requests from people who are thinking of leaving this county and going to take up land elsewhere, and now, with the knowledge that I have of New Ontario I have no hesitation in sending prospective settlers into that country.

J. LAUGHLAND, B.S.A.

Justice from First-Hand Information.

Whitby, Ontario, August 14th, 1911.

I must say that I, as one of the party of District Representatives, feel delighted with the trip through New Ontario. The route was so planned that we saw the country, from an agricultural point of view, to the very best advantage. The North country certainly has great possibilities. We were all very favorably impressed, and we feel now, having first-hand information, that we can do the country justice when occasions offer.

J. H. HARE, B.S.A.

Fine Agricultural Possibilities—Dispelling Erroneous Impressions.

Morrisburg, Ontario, August 15th, 1911.

During the past few years I have heard and read much of Northern Ontario, and I now know its immense extent and its fine possibilities as one could know it only after having seen it and having travelled over it. As one primarily interested in agriculture, I cannot help but be impressed by the vast extent of rich clay land, with its fine agricultural possibilities. Its rolling surface and its many beautiful lakes and streams should make it, when it has once been settled, a most picturesque and charming country to live in.

Since my return I have been surprised at the large number of men who have come to me to make inquiries as to the nature, extent and possibilities of Northern Ontario. I have

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also realized, as I have never before realized, what very erroneous impressions men can form of a country which is being much talked about, and I am finding much pleasure in describing this country to them.

I should be glad if you would send me copies of any literature which you may have pertaining to this little-known part of our Province, as it will be of much service to me from time to time.

Wishing you all success in the development of the country in which you are so greatly interested, and again thanking you for the very fine trip which we had,

A. D. CAMPBELL, B.S.A.

In no Sense Disappointed—Will Rival Most Fertile Prairie Districts.

Perth, Ontario, August 16th, 1911.

Absence from the office during the past week has prevented my writing to you at an earlier date to express to you my personal appreciation of the trip through New Ontario, with which the representatives of the Department of Agriculture were recently favored through the courtesy of your Commission. Familiarity with your advertising matter setting forth the agricultural possibilities of the clay belt had prepared us to a certain extent for what we saw, and consequently to say that we were surprised would be rather wide of the mark. On the other hand; however, it is only fair to say that we were in no sense disappointed, for in the time at our disposal we saw sufficient to impress us with the fact that in a few years the agricultural development in Northern Ontario is bound to rival that of the most fertile districts of Western Canada.

Our trip was so arranged that we were enabled not only to see for ourselves the immensity of the area to be developed, but also to see what settlers in the country had already accomplished. The nature of the soil and the excellent condition of the crops, in what can be scarcely regarded as an entirely favorable season, were the best possible evidence of the inherent possibilities of the country.

Personally, I feel that as a result of the trip I am in a much better position than heretofore to speak authoritatively of the prospects for settlers in Northern Ontario, and in my official capacity here will be only too pleased to do what I can toward directing attention to the undeveloped agricultural resources of our own Province.

I am enclosing a few snap-shots as souvenirs of the trip, which perhaps may be of interest to you.

R. S. HAMER.

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Greatly Impressed.

Carp, Ontario, August 16th, 1911.

They (Messrs. Parr and Lee) left no stone unturned, making sure that we were acquainted with everything of interest, and made familiar with the conditions and possibilities of each section which we passed through.

Having spent the summer of 1910 in Algoma District at Representative work, the appearance of the country—that is, timber, etc.—did not impress me so much as it did those who had never been in the northern section of the Province. But I was greatly impressed with the development which is taking place in the clay belt, and could scarcely believe that such development had been accomplished in so short a time.

W. D. JACKSON, B.S.A.

Interesting Newspaper Reports.

Collingwood, Ontario, August 16th, 1911.

I am enclosing a couple of clippings giving accounts of impressions received while on the trip to Northern Ontario. I thought these articles might be of interest to you.

J. LAUGHLAND, B.S.A.

Possibilities Great for North Ontario.

Farming Lands of Immense Value, and Settlers Are Successful.

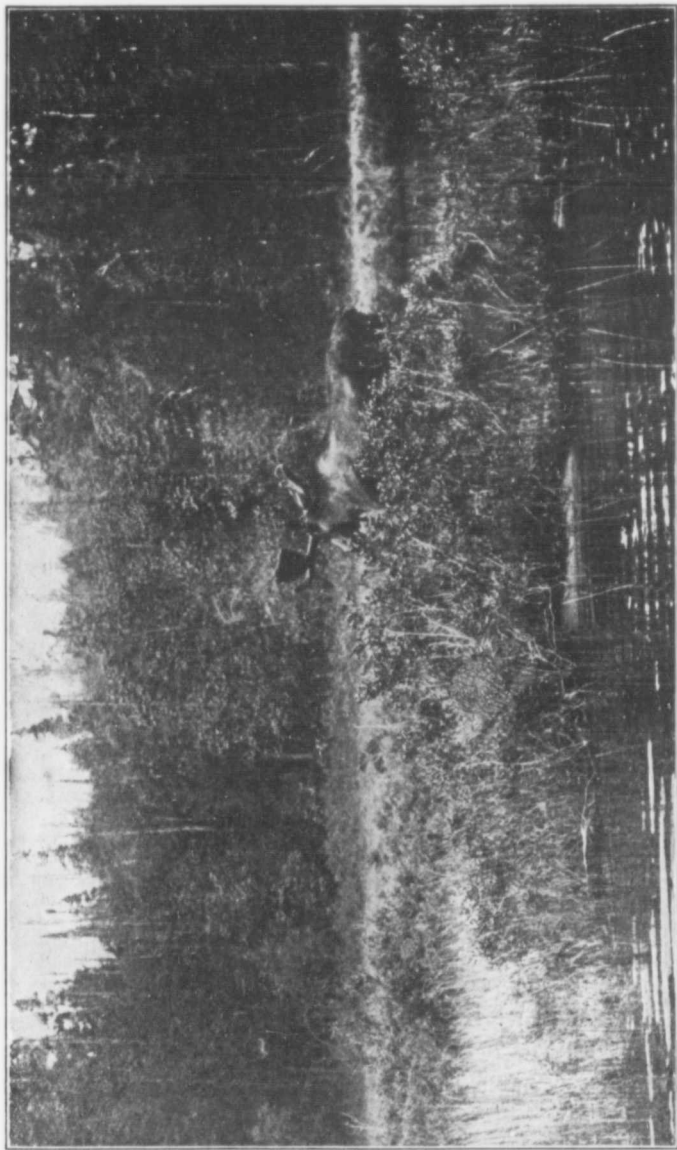
The nineteen District Representatives of the Ontario Department of Agriculture, with Mr. G. A. Putnam, Superintendent of Farmers' Institutes; Mr. W. R. Reek, of the office of the Deputy Minister of Agriculture, and Mr. T. G. Raynor, of the Seed Branch, Ottawa, visited Northern Ontario last week. Mr. J. Laughland, local representative of the Department of Agriculture, was along, and upon his return he was asked by The Bulletin to give his impressions of the country and its prospects. At the outset, he said, the trip was planned in order that the representatives might have first-hand information regarding the newer portion of the Province, and to the Temiskaming and Northern Ontario Railway is much credit due for making the trip the success that it proved to be. Mr. Geo. Lee, general agent, and Mr. A. J. Parr, freight and passenger agent, accompanied the party on the whole journey, and the arrangements they had made worked out perfectly.

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The northern portion of Ontario is new in a sense, but that title is scarcely a correct one. The construction of the T. & N. O. Railway by the Ontario Government for colonization purposes has caused wonderful strides to be made in the development of the north. This railway starts at North Bay, 227 miles from Toronto, and terminates at Cochrane, 253 miles from North Bay. There are branch lines from Englehart to Charlton, and from Iroquois Falls to Porcupine. At Cochrane the T. & N. O. intersects the G. T. P., which spans the continent from the Atlantic to the Pacific.

Of the principal towns on the T. & N. O., Temagami is the first one reached after leaving North Bay. It is seventy-two miles from the latter place and is located in the Temagami forest reserve. The heart of the nature-loving person should surely be satisfied at this place, surrounded as it is by numerous lakes which make the country beautiful beyond description. A fine large station house and two hotels, as well as other substantial buildings, have been erected at Temagami. The famous town of Cobalt is situated 103 miles from North Bay. It is not my purpose to describe this town, except to say that evidence of great wealth there surely is. Silver was observed in some waste rock from the mines which had been laid down for pavement on the street. There are now about 10,000 people in Cobalt and vicinity. Two miles farther on is North Cobalt, consisting mostly of miners' dwellings. Another two miles and Haileybury is reached. This is a thriving town on Lake Temiskaming. As the train passed through the town passengers could observe automobiles on the streets. This surely dispels any thoughts that might be entertained of these northern towns being denied the advantages that the people of Old Ontario enjoy. Five miles from Haileybury brings us to New Liskeard. This is a prosperous town with a population of three thousand. From this place for forty miles north and to the boundary of Quebec on the east and the Montreal River on the west there is a splendid tract of farming land. North of this productive belt, which has all been located by settlers, there is a stretch of broken land extending for twenty-five miles. In this section are located the mining towns of Dane and Swastika, and on the stage road twelve miles east of Dane is the famous Larder Lake district. At Sesekenika, 175 miles from North Bay, the height of land is reached. This place is not so far above sea level as places nearer North Bay, but it is from here that the rivers flow south into the St. Lawrence and north into Hudson Bay. At this point another section of good agricultural land starts and extends northwards for eighty miles to Cochrane. In this belt are located the towns of Matheson and Monteith. The latter place is 218 miles from North Bay and is the location of the experimental farm for Northern Ontario.

The crops on this farm were disappointing. However, the official in charge explained that the weather had been very



Moose in Swamp.

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dry, and this, no doubt, caused the shortage in the crops, as on the lower parts of the farm the crops were good.

The soil in Northern Ontario gives evidence of wonderful fertility. In every clearing grass is growing luxuriantly. Timothy was seen which measured six feet two inches in length. Alsike clover is growing everywhere along the roads, and on examination the mature seed proved to be an excellent sample. The soil is clay loam, and in some cases runs to a sandy loam. In the clay belt there is an entire absence of stones.

The climate is very healthful. When the traveller from the south gets a sniff of the northern ozone he feels like a new man. As proof of the statement that the climate is healthful to live in a case might be cited of an Indian lady at Englehart, who is the mother of twenty-two children, and who last year, at the annual sports, won the ladies' foot race.

Almost all crops that grow in Old Ontario were seen growing in the north. In the newer country the season is not quite so long as in Old Ontario, but, as suitable varieties of crops are selected, and as the forest is cleared away, there will be no difficulty whatever in the way of getting the crops to mature. Fall wheat, spring wheat, oats and barley were seen growing luxuriantly. The leguminous crops, as the clovers and peas, appear to make phenomenal growth in the north. Roots and vegetables do well, too. Patches of corn were seen, but appear to have been sown too late to make good growth.

A feature of New Ontario is the excellent market for all that farmers can produce. Railway construction work, mining and lumbering create a good demand for farm produce. One farmer at Milberta said he sold oats at 80c. per bushel, potatoes at \$1.50 per bag, fresh pork at 18c. lb.

The party was given a banquet at Englehart by the Agricultural Society. Farmers came in for twenty miles from the surrounding country, and every one of them was very optimistic and expressed their belief that there was a great future for Northern Ontario.

The party returned filled with enthusiasm for Northern Ontario. It certainly is the land of promise, the land for the settler. Old Ontario still needs more labor on the land, but any one thinking of going to a new location would do well to go and see this country before going elsewhere.—The Bulletin.

Our North Lands—Easy to Clear.

In order that the District Representatives of the Department of Agriculture be equipped with first-hand information regarding Northern Ontario, these men, with Mr. G. A. Putnam, Superintendent of Farmers' Institutes; Mr. W. R. Reek, B.S.A., of the Office of the Deputy Minister of Agri-

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culture, Toronto, and Mr. T. G. Raynor, of the Seed Branch, Ottawa, took a trip to Northern Ontario last week. The T. & N. O. Railway Commission co-operated in making the trip a success, and great credit is due to the Commission and to the officials of the railway, Messrs. Geo. W. Lee, General Agent, and A. J. Parr, Freight and Passenger Agent, for the success of the journey.

To get an idea of the extent of the Northland, a few figures might be given. In Old Ontario there are about thirteen million acres of agricultural land, which is the basis of our prosperity. In the northern portion of the Province there are over sixteen million acres of farming land. North Bay is 227 miles from Toronto. This is the starting point of the Temiskaming and Northern Ontario Railway, which extends northwest 253 miles to Cochrane. This road is owned by the Ontario Government, and was built for the purpose of opening up the northern country. It now has branches from Englehart to Charlton and from Iroquois Falls to the Porcupine gold-fields. The party were accompanied from North Bay to New Liskeard by the railway officials. At this point rigs were waiting, and a drive was taken through the farming country from New Liskeard to Thornloe. Again the journey was taken by train as far as Englehart, where the night was spent. The next day a special train took the party to Iroquois Falls, where dinner was partaken of in a construction camp. Those who were there and saw the spread that was put before the party in that far north camp can express nothing but praise for the evidences of prosperity and comfort. After visiting the country around the Falls, the party returned to Monteith, which is 218 miles from North Bay. At this place is situated the experimental farm for Northern Ontario. This farm comprises eight hundred acres of land, one hundred acres from which the timber has been cut down and over twenty acres are under crop. The crops on the farm were rather disappointing, but the man in charge explained that the season had been a very dry one, and no doubt this accounts for the short crops. Over on the lower portions of the farm the crops were certainly good.

After leaving Monteith the next stop was made at the farm of a graduate of a German agricultural college, Mr. Dahl. This man is combining his scientific knowledge with his practical training, and is making a great success of farming in Northern Ontario. After exchanging ideas with this man and noting the optimism which he possessed, the journey was continued back to Swastika. This station is 164 miles from North Bay and is one of the mining districts. After visiting some of the mines, the journey was continued to Englehart, where the night was spent. The next day a drive was taken for fourteen miles through the country from Englehart to Charlton. On this drive were seen wonderful evidences of prosperity. The land around Englehart

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has all been taken up, and a considerable portion of the forest has been cleared away, and grain crops are growing in its place. Some splendid buildings were seen, buildings which would be a credit to the older portions of the Province. In front of some of the houses on the farms were beautiful lawns. Lawn grass had been sown and a lawn mower had been used on the lawns. It was rather a surprise to see those so far north, where one usually thinks of timber and Indians. On reaching Charlton, the train was taken to Englehart and the journey was continued to Cobalt, where the silver mines were visited, and then the train taken for the south again. It took four days to complete the trip, and those who were along would like to have spent four weeks in such a country as Northern Ontario.

To locate the areas of agricultural land we find a clay belt starting at Haileybury, 107 miles from North Bay. The country between North Bay and Haileybury is somewhat rough. The district around Temagami is noted for its numerous small lakes and beautiful scenery. It is the paradise of the tourist who is in search of recreation and sport. At Cobalt the land is very rough and rocky, but when we consider how much silver there is within the rocks we can appreciate its value. Two miles from Cobalt we find North Cobalt, and it is here that the agricultural land starts. Between Cobalt and Haileybury, a distance of about two miles, there are a great many market gardens. From Liskeard for forty miles north there is a splendid tract of farming land. It extends east to the Quebec boundary and west to the Montreal River. Following this there is a tract of twenty-five miles of broken land, the district in which is located the mining districts of Dane and Swastika. There is a wagon road east from Dane a distance of twelve miles, to Larder Lake, another mining centre. After leaving this broken land, we find a stretch of splendid land all the way north to Cochrane. This is the terminus of the T. & N. O. Railway, where it joins the Grand Trunk Pacific, which joins Moncton on the Atlantic with Prince Rupert on the Pacific. There are no more lines of railway north of this, but there is still over one hundred miles of splendid agricultural land on towards James Bay.

Farming in Northern Ontario is different altogether to what it was in Old Ontario when it was being first settled. There was not a railway in the older portion of the Province to enable the settlers to market their produce; but in the north the railway went in before the settlers, and now farmers going in there have splendid means of transporting their effects into the country, and to ship out any surplus produce that they have. It is scarcely necessary, however, to ship anything that is produced on the farms, out of Northern Ontario, for there is a splendid home market. The construction camps, the lumber camps and the mines require a great deal of the things that are produced on the farms.

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One farmer said that he sold his potatoes for \$1.50 a bag; his oats for 80 cents a bushel, and fresh pork for 18 cents a pound.

Western Canada has a great deal of land; however, before leaving Ontario, every person who is looking for a new district in which to locate a farm should first visit Northern Ontario. This is the land for the man with small capital. The settler can get plenty of employment at good wages during the seasons that he is not engaged on his farm. He also has the timber, which he can dispose of, and which will bring him in a neat sum of money.

The climate of Northern Ontario is not as rigorous as it is often thought to be. Cochrane, the most northerly town on the T. & N. O. Railway, is almost on the same parallel of latitude as Winnipeg, so that most of the farming land is as far south as the provinces of Manitoba and Saskatchewan. The timber and the influence of the salt water of Hudson Bay help to prevent extreme temperatures. Almost all kinds of crops which are grown in Old Ontario were seen growing to perfection in the north. Of course fruit, and possibly corn, cannot be grown there to perfection until suitable strains have been selected for the district. Farmers who have been on the land north of Liskeard for several years say that their crops are never affected by frost now, although before the bush was cleared away the frost did come earlier in the season. The soil is ideal clay, and in some places clay loam, even running to a sandy loam. One man at Milberta said he had taken clay from the bottom of a fifty-foot well, and crops would grow just as well on that as they did on the surface soil. There is a great deal of humus in the top layers of the soil; in fact, in some places the black humus can be noticed to the depth of from several inches to a foot. The roots of the trees seem to grow just in this loose humus, and when a fire has passed over and burned out a great deal of that humus and killed the trees the roots will be almost altogether out of the ground. This makes the land very easy to clear, for after the timber has been removed and the stumps killed and burned over, they can almost be removed from the field by hand. The soil is likely to retain its fertility, as primarily the country where stock-raising, the production of beef and dairy products, along with the growing of grains, will be the chief occupation of the farmers. Where the finished product is sold in the form of meat and dairy products the land is bound to retain its capacity to produce good crops, because there is very little sold from the farm to carry away the ingredients of the soil that the plants require for their food. Something very noticeable was the amount of clover which is growing along the railway and along all the roads wherever settlers have gone and taken clover hay with them. The seed has become scattered and the crop has grown and flourished wonderfully. The land seems to be especially adapted to

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the growing of leguminous crops. One could wish to see nothing better than the peas that were growing on the experimental farm at Monteith. In other sections of the country, where clover has been sown, it showed an excellent catch. It also withstands the winter well.

One who has visited Northern Ontario would almost think it impossible to say too much in praise of that country. Farmers who have been located for ten or twelve years are very hopeful for the future of the country. At Englehart the visiting representatives were banqueted by the Agricultural Society. Farmers for as far as twenty miles were present at that gathering. Every one of them had nothing but words of praise for New Ontario. That title, New Ontario, is scarcely a proper one to use, for while the country has not been settled long, it isn't going to be New Ontario very long. Meeting such an enterprising, progressive lot of farmers as were present at that banquet, would make one feel that they were not altogether in a new country. To the man of limited capital, but who has a considerable amount of backbone, I would say go to Northern Ontario, for there are certainly great possibilities in that country. A very few years ago there were not more than two thousand people in Temiskaming, and at the present time there are over ten thousand people in the vicinity of Cobalt alone. Such an influx of settlers and such permanent improvements as they are putting on their farms speak well for the stability of the country, and with such splendid resources in the rich soil, in timber, and the mines, there is sure to be nothing but continued progress.—The Collingwood Enterprise.

Crops, a Revelation.

Sterling Quality of Settlers. Making Good.

Galt, Ontario, August 17th, 1911.

There are a few things with regard to North Ontario that stand out very prominently. One is that it is essentially a mixed farming country, and the soil will never be "mined," as in the West. Another is the success with which the leguminous crops can be grown. Even on the Monteith farm the peas were the best crop they had.

It will not be long before the farmers will have abundance of live stock, which I am sure could be cheaply raised up there.

These facts make it comparatively easy for the farmers to maintain the original fertility of the soil without decreasing their income, and the farmers of that district now have it in their power to have a perpetually fertile country.

The right kind of District Representative could do much to induce proper system of farming, to insure such a result.

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Two other things struck me very forcibly. One was the sterling quality of the men on the land. If you can fill up that country with the kind of men already there, there can be no doubt as to its prosperity. The second—and I know you will smile when you hear it—is the abundance of healthy children. One lady told us that at an Institute meeting there were seventeen women and fourteen babies. It is true they are small now, but, like everything up there, they will grow.

The crops of oats and samples of other grains and timothy that we saw certainly were a revelation, and could leave no doubt as to the desirability of such a farming country.

The way in which the men on the land are making good dispelled any doubts we might have had.

This is not said from any sense of duty, but because we ourselves saw it to be the truth. The farm at Monteith showed a disappointing crop this season. The result, we gathered, was from various reasons.

Another drawback appeared to me the excessive number of veteran claims, unimproved, along the railroad, forcing the improved farms farther back into the country. Time will, I suppose, remedy this.

It would make my letter too long to speak of the many other things of interest we learned and enjoyed—the banquet at Englehart, the dinner at Iroquois Falls, the visits to the mines, the drives through the country, and the talks with individual farmers. The whole trip, however, left no doubt in our minds that we could, with perfect good faith, recommend the country to any young men starting out, not only for what is already there, but for the unlimited possibilities in store, and you may rest assured that we will use every opportunity to speak the good word.

Again expressing to you, not only as Chairman of the Commission, but personally, my appreciation of your kindness, I remain,

F. C. HART, B.S.A.

Wonderful Crops.

Enthusiastic Settlers.

Orangeville, Ontario, August 18th, 1911.

While I do not know you personally, yet I feel that after the excellent trip that we, the District Representatives, had through Northern Ontario, I am justified in writing you and expressing my appreciation of the manner in which we were treated. The North country is truly a great one, more especially the clay belt; and it was a surprise, and a very pleasant one, to see the wonderful crops which were growing in such abundance. It would appear from my observation that all that has been written about the district is true, and that

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much more might be told in regard to it and its possibilities. The possibilities of the country are wonderful, and all that is needed to make the district what it should be is the right class of settlers to go in and clear the country, and it would seem to me that great care should be exercised in the class of men who are induced to settle there. A selection of this kind might delay to some extent the progress of the country, but what would be lacking in that direction would be more than compensated for by the character of the citizens. Nothing could be more marked than the enthusiasm of the farmers and settlers of the localities through which it was our privilege to drive.

After what was seen in that country I will have no hesitation in bringing it to the attention of those people who intend leaving their present location, but, as you can easily understand, it is my work to keep as many as I can in my own county; yet to those wishing to leave I will be ready to point to Northern Ontario as a desirable location.

H. A. DORRANCE, B.S.A.

Did Not Realize Half the Truth.

Possibilities of a Great Country.

Newmarket, Ontario, August 21st, 1911.

The arrangements made by them (Messrs. Parr and Lee) for our seeing this vast country, although I realize that we saw but the fringe, were very complete indeed, and I realize that had we not been in such capable hands we would have seen but comparatively little.

We have the possibilities for the making of a great country up there. I had read of it and had been told of it many times, but I did not realize one-half of the truth until I saw it on our trip. Where clover will grow to such perfection as we saw it growing wherever we visited in that northern country, there is no need worrying about the future of it as an agricultural country.

Although our trip north will not be followed by an immediate rush of settlers, still our influence among intending settlers, from whom we have numerous inquiries, cannot help but have good results, and undoubtedly many will be directed to Northern Ontario.

W. E. J. EDWARDS, B.S.A.



Cutting Grain on Farm near New Liskeard.

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Abundant Crops for Generations.

Land Easily Prepared.

Picton, Ontario, August 26th, 1911.

The trip recently taken by the Representatives of the Ontario Department of Agriculture over the T. & N. O. Railway through Northern Ontario was much appreciated by every member of the party. Personally the trip will be a most delightful remembrance, as an opportunity was given to see a part of the Province of which I knew practically nothing. Every one of the party was astonished to find such a great tract of first-class agricultural land throughout the district. The mining sections were very interesting, and gave evidence of remarkable development. The great clay belt appealed to every one of our party, and we were all convinced of the suitability of the whole section for general farming. Spring wheat, oats, peas, barley, timothy, red clover and alsike were all found to be producing heavy crops. At the Experimental Farm at Monteith I saw a field of peas the most heavily loaded I have ever seen. Peas seem to yield remarkably well on the soils around Liskeard and Englehart. I think the character of the soil, and particularly the climate, are responsible for the heavy crop of peas. The extent and success of root growth (mangolds and vegetables) was not anticipated. The growth of potatoes was remarkable. Many farmers told us of the yields they were obtaining, and it certainly shocked us from the older sections of Ontario.

At every opportunity we talked with business men at the various places we stopped, and with farmers all along the line. One thing that struck me was the enthusiasm of all the settlers. Every person we met with was enthusiastic over the possibilities. The farmers have every reason to be enthusiastic when they can raise such large crops of cereals, hay and roots as we had the pleasure of seeing. The soil is at present fertile, and is of such a nature that if given half a chance will produce abundant crops for generations. Another exceptional advantage in a new country is the ease with which land can be made ready for crops. Taking everything into consideration, I am convinced that on the average this land may be made ready for crops as readily as that of the Prairie Provinces. The most regrettable fact of all is that so many from older Ontario should go to the West and pass through a section of their home Province which offers, I think, better possibilities.

It was suggested by one of the party that each of us should write you our opinion of the country. At this time a suggestion may not be out of place, and I take the liberty to suggest that agriculture should receive more attention in

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that district. The district has an abundance of rich soil and its ability to produce crops has been proven, but there seemed to be a lack of any organized instructional force to aid the farming community. Every farmer must rely upon his own personal knowledge to guide him. There is no doubt that this latter method is best, provided he possesses knowledge. The Agricultural College and Experimental Farm at Guelph is not near enough to these people. The Experimental Farm at Monteith could be made a centre from which best methods in farming could be demonstrated, and also for the dissemination of useful and valuable information. In this connection the Experimental Farm at Monteith was somewhat of a disappointment. It may be due to the fact that it is a young institution, and also that the weather conditions had a particularly bad effect upon the crops during the past season. Possibly, as the Experimental Farm develops, it will become a much more effective agricultural educational centre.

I am enclosing a few snap-shots taken during the trip.

A. P. MacVANNEL, B.S.A., M.S.,
Specialist in Agriculture.

Land Cleared with Comparative Ease.

Excellent Fields of Grain and Roots. High Prices for Farm Produce.

Markdale, Ontario, August 28th, 1911.

While the appreciation felt by the District Representatives with regard to the opportunity afforded them by the T. & N. O. Railroad to visit the Great Clay Belt has been expressed, I should like to add something in a general way with regard to my own impressions of the country.

We had every opportunity to acquire a true conception of the opportunities, difficulties and successes connected with the life of a settler in the Clay Belt. The comparative ease with which land can be cleared was a surprise indeed, and contrasted strangely with the mental pictures that I have entertained with regard to the gigantic task that faced our forefathers in Old Ontario. The certainty of having soil wonderfully fertile and absolutely free from stone when the forest is removed should encourage the rapid settlement of the immense stretch of land opened up by the T. & N. O. I never expected to see such fine farm buildings, such excellent fields of grain and roots, and so many indications of accumulated agricultural wealth. This is not to be wondered at, however, when it is realized (1) that the forests supply building material and offer an immediate source of revenue to the new settler, (2) that the soil cannot be surpassed for cropping, and (3) that farm produce commands high prices.

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You and the officials of the T. & N. O. are to be complimented on the excellent type of settlers that you have in your district. Most assuredly they are not lacking in confidence and enthusiasm, and I do not think there is anything that should prove more inspiring to you in your efforts to further the peopling of one of the very best districts in our splendid Province.

H. C. DUFF, B.S.A.

Cannot be Surpassed.

Land Easily Cleared. Crops Far in Advance of Old Ontario.

Orillia, Ontario, September 2nd, 1911.

I have returned from a trip of inspection of the country north of Cobalt, and find conditions very favorable for settlement. As far as soil, climate and water are concerned it cannot be surpassed under the sun; but I find that owing to so many Veteran Lots it is hard to settle a block of settlers in any one place that I examined; and would respectfully suggest that some arrangement should be made to compel the owners of those lots to either settle upon them or forfeit their claim, as it is holding back the settlement of the country.

The location that I have selected for the men whom I am interested in is in the Townships of Sharp and Savard. The soil is No. 1 and well timbered, well watered and beautifully located; the steamboats run daily from Charlton to the Township of Sharp, and roads are now built into the township. There is a sawmill in Savard Township which cuts lumber for settlers, and all houses are comfortably built; there is a post office with a mail service of three mails a week, so that settlers are not going into the wilderness on the start.

I have carefully looked into the conditions as they now exist, and find them as follows: In the Township of Armstrong, which has been settled about five years, I found the very best of roads, and a rural telephone system running out to the farm houses; the land is smooth and level, free of stones and very easily cleared, as the roots do not reach into the ground very far, owing to the timber standing so close together that they protect each other and do not require much root to resist the winds; I saw barns as large as could be found in Simcoe County, and all well filled, and in some cases to the overflowing, with stacks outside; timothy hay six feet two inches high, and second-crop clover two feet six inches high, with an abundance of seed just

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about ripe. Fall what, spring wheat, barley, oats, peas and vegetables, all far in advance of anything I have seen in older Ontario. I have travelled through Manitoba, Saskatchewan, Alberta and British Columbia, but did not see anything that could compare with this new country north of the Silver City of Cobalt; there the settler has a hundred chances to the one he has on the prairie; he is an independent man the day he gets his location on a hundred and sixty acre lot, well timbered and good soil, even if his only possession is a good axe and a stout arm; he can chop his way through life as he gets a good price for his pulpwood and logs and can make a good living while clearing up his farm, and at a time of year when his prairie brother is denned up and trying to keep himself from freezing, and sometimes he is kept busy even doing that. The towns and villages are in a very flourishing condition, one town, only seven years old, having a sewerage system installed, cement sidewalks, electric lighting, electric street railway, in fact, everything that goes to compose a city. The progress that has been made on the farm, in the village and town, surpasses anything in the world, and I am surprised that more is not known about the agricultural wealth of our New Ontario. If it was known we would see people going North in place of West, and I would say, Go North, young man; your chances are a hundred to one there against any spot on the face of the globe.

I have selected thirty-five lots for the men that I intend to get to go into this country, and will have some of them go right there and see for themselves. They are all good, sturdy Canadians, who know how to work and clear up bush land, and all have means of their own. I will not rest satisfied until I have planted a colony of these men on that soil. Yours truly,

J. I. HARTT.

A Safer Investment than a Great West Farm

O. A. C., Guelph, Ontario, August 12th, 1911.

Now that the trip of the District Representatives to the Northland is over, you will, no doubt, be interested in the impressions made. I shall not attempt to speak for any other than myself, but know that one and all enjoyed and appreciated to the full the provision made for us. I have reason to appreciate this more, perhaps, than any other, being in a sense an outsider, though never being allowed to feel so for one instant.

I feel that too much cannot be said for the advantages of that country. Within easy distance of older Ontario; with supplies of wood so abundant; with the market at the door, and the mineral wealth that no man dreams about as yet, I feel sure, to keep that market growing; with a soil that I have seen surpassed nowhere, and I have seen a little of the agriculture from Nova Scotia to Manitoba; and with the added advantage that, as yet, the mixture of humanity which is scattered so promiscuously through the better parts of our West, and with whom our people cannot associate, have no foothold—it is a country for the ambitious farmer to live a splendid life. I have not seen a more promising outlook for any business than I thought I saw for a dairy business in that country. I have great faith in the possibilities of my own home province, Nova Scotia, and, naturally, I am not in the business of turning any one's steps from there, but I am satisfied that, for the man who will work, I can say that a New Ontario farm will prove a far more **safe** investment than a farm in the West, besides affording him a chance to make a good living while he is developing his farm to a profitable condition.

Further than this, life is more than work, eat and sleep, and many of the places through which we passed afford a chance for a life that the Western farmer must, and does, leave his farm to find.

B. H. LANDELS,
Truro, N.S.



Pressing Hay on Farm near New Liskeard.

Prominent English Financier Says Northern Ontario is Farming Country Par Excellence.

Toronto, Aug. 17.—Mr. William Bloomfield, of London, who is the head of one of the largest financial firms in England, was in the city for a few hours, before departing for New York, homeward bound, after a most exhaustive trip over the entire Dominion. Mr. Bloomfield is well acquainted with Canada, but this last tour has served to convince him to his complete satisfaction that Northern Ontario is the finest farming region in the world, bar none.

"The Prairie Provinces are not in it for a moment with Ontario," he told a reporter. "I have devoted a great deal of time to studying Manitoba, Alberta and Saskatchewan, and am greatly impressed with their possibilities, but they amount to very little in comparison with the impression I have received of the possibilities of the northern part of this province. One great advantage that particularly struck me lies in the fact that while a farmer in the West can work and make money only during the spring, summer and autumn, he can be earning a good living the year round in the Northern Ontario agricultural belt. All through the area, you know, there is an average crop of ten cords of pulp wood to the acre; the farmer can spend the winter in cutting this and taking it to the railway, and he will get \$3 a cord for it and at the same time be helping his summer crops by clearing the land for the spring planting.

"Another thing which made a great impression on me was that in the West they are simply mining the soil for the sake of wheat alone; they are mad on wheat and are exhausting their fertile ground to get as much of it as they can raise. Now it is general or 'mixed' farming that spells true prosperity, and Northern Ontario is the country par excellence for mixed farming. I consider that this area can grow the finest tubers in the world without depleting the fertility of the soil; at any rate, I never saw such tubers in my life as they have grown in Northern Ontario this season. Among the other great resources I may mention the limitless water powers in which the country abounds, and the vast forests of spruce, of the finest sort, which in itself is bound to lead to the erection of huge pulp mills all over the district.

"During my visit to the West it seemed to me many of the people were inclined to be too self-satisfied with their own country; they are inclined to look upon their province as the only great farming region in America, and to ignore everywhere else. It certainly opened their eyes a bit when I started in to quote bare facts to them, pointing out, for example, that the Government returns show the total field crops of Ontario last season to have exceeded in value those of Manitoba, Alberta and Saskatchewan, combined, by more than \$47,000,000."—The Cobalt Nugget.



Cobalt Station.

VISIT OF TORONTO BOARD OF TRADE.

Cochrane, June 16.—The splendid tone of the speeches made during the trip of the members of the Toronto Board of Trade to Northern Ontario and the emphatic declarations given utterance, demonstrate that a new day has dawned for this district and for Southern Ontario as well. The business men of Toronto are at last thoroughly awakened to the importance of the great natural resources of this immense Northland, and the neglect and indifference of the past will give place to a strong and powerful interest in the country—an interest which will mean more for the advancement of both Northern and Southern Ontario than anything that has happened since the building of the Canadian Pacific, which gave Ontario manufacturers' goods an easy entrance into the great markets of the south.

The one hundred or more delegates who formed the party that this week devoted so much of their valuable time to getting acquainted with the possibilities of the north country have been profoundly impressed with what they have seen since they entered its gateway, and have seen the limited area that could be brought to their attention along a very narrow strip on either side of the railroad. Should they have gone back into other sections they would have been more profoundly impressed with the extent and importance of the practically undeveloped places of the Province. While the visit was all too short and the places visited but too few, the time was well spent and sufficient was seen to make a complete case and convince the visiting delegates that Northern Ontario is well worth the serious attention of the business interests of Toronto and the other industrial centres of the province.

A great and mightily important task has been accomplished when the business men of Toronto have been brought here and have been forced to the conclusion that Northern Ontario is surely worth while. Results of vaster importance will follow the visit of these Toronto business men than has been accomplished since the T. & N. O. Railway was first built to open this immense country.

The Toronto business men are convinced that they have neglected opportunities for business here, and coupled with that conviction is a sentiment that a great province-wide programme of development for Northern Ontario is the best thing that Ontario can devote serious attention to for the next number of years. Not only has it been shown that Northern Ontario has great natural resources and is being gradually developed, but the growing belief has been fostered that a practical programme will have to be adopted to assist

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that development, and that the money which may be poured into this country to carry it forward will come back to the people of Ontario with a thousand-fold increase.

It has been shown that it is not enough that Northern Ontario has 16,000,000 acres of land fit for cultivation, but it has been demonstrated that money must be spent in putting the agricultural lands in proper shape for settlement and cultivation. Some huge scheme must be worked out which will provide the money to open up and partially clear these lands, and provide roads and public works under an arrangement whereby the money will come back to the Province, which will be asked to furnish it for that purpose.

This is the true solution of the problem, and business Toronto, through its aggressive Board of Trade, will be converted to the great task of improving the balance of the Province. It is the same conviction that to this purpose all of Ontario must be dedicated, and the start has been made right where it should be, in the commercial metropolis, in the money centre from which millions have been pouring for the past twenty years for the development of the Canadian West, to the local extension of Ontario's more attractive offerings in the hinterland of her own Province. The entering wedge has been driven home, the first great blows have been struck and the response is true and decisive—just what sturdy Canadian manhood and national progress should respond with, arranging the declaration of a birth to new convictions and a determined programme of advancement along the lines best calculated to develop Northern Ontario, not only in the interests of Northern Ontario, but for the welfare and progress of the entire Province.

Three Great Addresses.

Kelso, June 16.—The three significant notes in the magnificent gathering at Cochrane last night were the straight-from-the-shoulder speech of Chairman Englehart, the boldly-outlined development policy suggested by President R. S. Gourlay, of the Toronto Board of Trade, with the frank, public-sentiment-creating address of Managing Director J. E. Atkinson, of the Toronto Star. These addresses—great epoch-making declarations they may be called—should make the heart of Northern Ontario glad with the forecast of great things to follow, and will awaken interest in Old Ontario in the magnificent developments that will come to assure Ontario her supremacy as the controlling factor in the broad empire of Canada. There was a meeting of the north and the south, a bridging of the chasm of suspicion and estrangement, which will forever put to silence all further talk of separation or trade diversion from Toronto to some more friendly sources.

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Chairman Englehart, in all his tremendously important administration of T. & N. O. affairs, never made such a frank, positive, open-hearted declaration of railroad policy as he made on this occasion. His address was taken not only as an evidence of a more open-door programme as far as information for the people of Ontario regarding the people's railway is concerned, but as a straightforward declaration of a vigorous, aggressive, go-ahead programme for the T. & N. O. which will make that road one of the greatest railroad systems of Canada, and which will not only open up a narrow stretch of the Temiskaming country, but network the entire country with a magnificent railway system from Lake Nipissing on the south to Hudson Bay on the north, and from the Quebec boundary on the east to the outlet via the Canadian Northern on the west. Information was given out that cannot be published, but which assured the business men from Toronto and the representatives of the north that the railroad development of the north will be the leader in the development of Northern Ontario in the interests of all Ontario.

Mr. R. S. Gourlay announced a great policy of development of the agricultural lands of the north by the Government's preparing a portion of the farms ready for settlers and selling the same at a proper price, thus making it possible for thousands of settlers to be accommodated and enabled to go on the partially improved farms with every chance to make a living and support their families, and the declaration was cheered to the echo. Mr. Gourlay pledged the support of the great Toronto Board of Trade to this object, and there was not a dissenting voice from the Toronto business men present.

Mr. J. E. Atkinson advocated an educational, public-opinion-forming policy for the newspapers of Ontario to carry out, which will give to the people of the entire Province a fair and truthful statement of affairs, conditions, resources and possibilities of this north country, and which, if carried out, will mean the hearty support of all sections of the Province in making Northern Ontario better understood and more fairly appreciated. It will mean the building up of powerful public sentiment in favor of Ontario, her great hinterland, as the best and only assured method of holding for this Province her commanding position in the affairs of the nation. Mr. Atkinson announced a complete conviction to the idea that it was the duty of Old Ontario to develop this north land by devoting money to that end and diverting the revenues of this district to making possible its further development, declaring that all money so expended would come back to Old Ontario with more than 100 per cent. increase. He declared that it was good business for Old Ontario to expend immense sums to open up and settle this great country. Other speakers touched upon great topics.—The Cobalt Nugget.



Newly Graded Road.

The Belated North.

Cobalt, Porcupine and the Clay Belt had to wait for the Temiskaming and Northern Ontario Railway, and for the National Transcontinental and the Canadian Northern lines now being driven through the North country. Through these agencies we are adding and are about to add to our Provincial heritage an empire as large and perhaps potentially as fruitful as all of that Old Ontario which lies south of the Canadian Pacific Railway.

This, at any rate, was the conclusion forced upon the Board of Trade excursionists who toured the North country last week. A rich land lies at our doors. The present generation may go in and possess it commercially, and judging from the enthusiasm displayed by the delegates, there is no likelihood that Old Ontario will wander another forty years in the wilderness of inaction. From beginning to end the trip resolved itself into a procession of interesting disclosures. From North Bay the travellers were in charge of Mr. J. L. Englehart and Mr. Fred Dane, Commissioners of the Temiskaming and Northern Ontario Railway, and the efficient staff which under them make the Provincial line a godsend to the new regions in process of development.

As the fine train of eleven Canadian Pacific Railway cars rolled its length up the long incline extending from a few miles beyond North Bay to the Height of Land, the forest primeval hemmed it in on all sides, with here and there glimpses of beautiful chains of lakes, the natural playground of a continent. Temagami, the largest of these, already has its comfortable steamers and hotels, and its island cottages. Latchford, with its lumber piles, was one of the first points of interest passed, and then came Cobalt, where the visitors inspected the glittering mines that in six years have yielded \$50,000,000 worth of silver and placed Canada in third place amongst all countries as a producer of the white metal. Ten thousand people reside within two or three miles of Cobalt post office. It is a camp which has materially contributed to the upbuilding of handsome new residential districts in Toronto.

Haileybury and New Liskeard are both smart towns situated on the shores of Lake Temiskaming. Both have fine residential areas, both derive much of their wealth from the Cobalt mines, and both have behind them a promising agricultural district. In a drive through the country adjacent to New Liskeard the visitors were surprised and delighted at the luxuriousness of the growing crops. In this district wheat, oats and potatoes are just as far advanced as in York County, and perhaps none of the tourists had ever seen anywhere such magnificent fields of hay and especially of clover.

Englehart, with its handsome station and park-like appearance, and Swastika, with its partly developed gold property, and its fresh free gold discoveries alongside the track,

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lead to milepost 177, near which the Height of Land is crossed. From this point the waters flow south-east into the St. Lawrence River or north into Hudson Bay. Matheson, with its agricultural belt, the Government Farm at Monteth, and Iroquois Falls attracted favorable attention. It is from the latter point that the first train into Porcupine Camp is to start on Dominion Day. Twenty-eight miles farther north the travellers reached Cochrane, the present terminus of the Provincial Railway, where they were switched on to the National Transcontinental, theirs being the first passenger train to traverse any portion of that line. Situated in the heart of the Clay Belt, and surrounded by forests and waterpowers, Cochrane is assured of an important future. Already its population numbers nearly 3,000. The tableland of rich, black soil, which extends from Lake Abitibi for 350 miles towards Lake Nipigon, with a width of from 50 to 150 miles, is quite as assured of agricultural prosperity as was Southern Ontario a hundred years ago. The problems to which Toronto and other manufacturing and wholesale centres will now devote their attention are those of settling the Clay Belt and of capturing its trade for themselves.—The News, June 19, 1911.

Temiskaming Country—No. 1, Cobalt, Liskeard and Haileybury.

Cobalt represents the production of \$50,000,000 in silver and the promise of how much more?

Cobalt believes in the possibility of a far richer yield than another \$50,000,000. The Board of Trade excursionists left a town where they had been magnificently entertained by a kindly, progressive and hospitable people, with best wishes for the long life of a camp that has rendered a great service to Canada. The visitors all subscribed to shares in Cobalt's hope of an output far exceeding another \$50,000,000.

First Sight of Clay Belt.

A long line of carriages awaited the arrival of the Board of Trade train at New Liskeard, or "Liskeard," to quote the name preferred by the people. They feel that the present greatness and future possibilities of the town are such as to demand recognition of the truth that there is only one Liskeard on earth, and its happy whereabouts is on Lake Temiskaming.

A Syrian Led the Line.

The carriage at the head of the procession was hitched to the finest team of horses in sight. The driver and owner was Peter Farah, a Syrian. Mr. Farah came to the Temiskaming country with nothing eleven years ago, and is now the owner of a hotel, stores, farms, town lots, lives in one

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of the finest houses in Liskeard, a red brick mansion, richly furnished. It was an education in the possibilities of the Temiskaming country to listen to the vivid idiomatic English of Mr. Farah's answers to J. L. Englehart's questions.

"There are 77 binders and 140 mowers in the country round Liskeard.

"Farmers before did not have the courage to build houses. Now they are getting money out of the ground and they are putting up houses.

"It's a good country for anybody who is not afraid of work."

The Town of Liskeard.

"It's a good country for anybody who is not afraid of work"—J. L. Englehart repeated the words as the spirited horses pranced over the road between fields as fair to look upon and as rich in the promise of a harvest as those—

"Fields beyond the swelling flood,
Stand dressed in living green."

Peter Farah's answer to a question as to the quality of the roads round Liskeard was eloquent in its brevity:

"I drove Dr. Reaume thirty miles in two and a half hours over these roads."

The end of a two hours' drive found the whole assembly back in Liskeard, viewing the town and waiting for the boat to Haileybury. The rich soil, the growth of the crops, put a song of praise to the Temiskaming country on the lips of every visitor.

"I thought the clay belt was a good deal of a fake, but there's no mistake—it's a great country.

"The land round here's as good as there is in Old Ontario, and that means in the world."

Liskeard is a beautiful town, equipped already with as many, if not more, conveniences than the ancient communities of the older Ontario supply to their people. But Liskeard also retains certain attractive, elemental, eloquent crudities of youth and these made their own appeal to Canadians who spent their "airy days" in rising towns on the edges of unbroken forests within fifty or seventy-five miles of Toronto.

On to Haileybury.

The Board of Trade pilgrims went from Liskeard on a fine steamer of the line that traffics between the well-settled and fertile shores on the Quebec side of Lake Temiskaming, and Liskeard and Haileybury, the great ports of the Ontario mining country. The voyage over Lake Temiskaming was a delight. Haileybury welcomed the visitors to view the splendors of her destiny as one of the great capitals of the southern Clay Belt, and Cobalt's chief high class residential suburb, Haileybury, also touches the visitors with the charm of youth without wounding their



New Liskeard Station.

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feelings with the jagged edges of the raw, rough and crude town that has been hewn out of the wilderness. The band was on the street in front of the hotel, and charmed all ears with its efforts. The solo of the piccolo player, and the work of the artist who "triple-tongued" on his cornet were loudly applauded, and recalled the days when every thriving town in Ontario was full of musicians. Eric Armour, K.C., officiated as drum major in front of the band, as the Board of Trade, headed by President Gourlay and Vice-President Somers marched to the rink. There the associated Boards of Trade of Haileybury, Liskeard and Cobalt spread a banquet that was served by the ladies of Haileybury. The banqueting hall was a rink greater in extent and superior in equipment to any rink that has yet been built in Toronto. The materials of the banquet were luxuriant in quality and variety. Every true Canadian heart rejoiced amid the evidences of prosperity with which the fair women and brave men of Haileybury crowned a great day in the Temiskaming country.—Toronto Telegram, June 20th, 1911.

Marvellous Development.

COCHRANE, June 17.—(Special.)—At the time Sir John A. Macdonald introduced the resolution in the House of Commons calling for the construction of the Canadian Pacific Railway, a discussion arose over the question whether the line should run north of Lake Nipissing or be carried thence southerly through the valley of the French River. Northern Ontario was a myth, an unknown, rock-ribbed land—extending beyond the divide to James Bay—"unloved and unwept."

But somehow a change was brought about. A vision came; the lone land possessed wealth. The value of the forest was only part. The rocks contained treasure and vast stretches of fertile land promised sustenance for millions.

This was some of the story which the hundred odd members of the Toronto Board of Trade, who are touring Northern Ontario, heard last week.

How to open up this new country was the problem. Colonization roads were built. But they were inadequate. There was an agitation for a railway, and the railway was finally built. The mining development which has followed the construction of the Temiskaming and Northern Ontario Railway is well known. Cobalt came into existence, and its fame is established. Gold was found and Porcupine has great promise. And now the land, that which is known as the clay belt, what of it?

More Transportation.

As transportation was the primary factor necessary to development, so transportation still remains the most important thing to be done. The T. and N. O. has done and is

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doing good service. For 253 miles the railway winds ribbon-like through the hills, bridging valleys and on over the level stretches of rich arable land to Cochrane, meeting the line of the National Transcontinental, which itself traverses the heart of the clay belt a distance of nearly one thousand miles. On the T. and N. O., fourteen passenger trains give a daily service, and through freight trains from North Bay every twenty-four hours to carry supplies into the new country. But this is not enough. There is an urgent need for more railway construction. The line will have to be extended from Porcupine to Gowganda, and eventually be continued to Sudbury.

To Hudson Bay.

An extension to James or Hudson Bay will be a primary question in the near future. Fortunately, in this respect the commission is seized with the necessity for prompt action. An exploration party is in the field, and will endeavor to discover a suitable port on James Bay. Difficulty, however, is found, owing to the presence of silt or mud, which the northern rivers have poured for centuries into the bay, and the port may be found this side of the Nelson River. In that event, the Ontario Government will have another strong argument with which to support its claim for a port on Hudson Bay, when the matter of the extension of the boundaries of Ontario and Manitoba is up for final adjudication.

Colonization Roads.

Continuing their search for information, the Toronto travellers were impressed with the necessity for larger grants for colonization roads. In this country colonization roads are second only to railway facilities. Settlers must have means of ingress and egress. From Englehart northward no settlers are situated at a distance of more than four or five miles from the railway. Without colonization roads it would be futile to look for any large or permanent settlement in the clay belt with its unrivaled possibilities for sustaining an empire of ten millions of people.

Prepared Farms.

With such resources to draw upon, the 75,000 people now living beyond North Bay can be said to have not touched the prize of the great heritage stored up for the people of the province, while the 3,000 settlers are almost lost in the vastness. Twenty million acres is the area computed, nearly all of which is possible for settlement. What of settlement? Every man cannot clear a farm economically. Time and labor and skill are required to do this work successfully. The suggestion was made at a banquet given to the Board of Trade members this week that the government might



Beginning a Road.

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advance the price of homestead lands from fifty cents per acre and have the land partially cleared. The suggestion is worth while, and the government might even go to the extent of having prepared farms, as in the west.

Government and Railway Co-operate.

From time to time mention has been made of co-operation between the Grand Trunk Pacific and the Ontario Government in a large immigration scheme for the new country. East and west from Cochrane the rails are being rapidly laid. In another year the line will be through to Superior Junction. Whatever the basis of this scheme may be, plans should be organized this year to take effect in this new construction as soon as the line is opened for traffic.—Toronto World, June 18th, 1911.

New Ontario—Up to the Ontario Government.

We are strong believers in New Ontario. We are patiently waiting for the completion of the Grand Trunk Pacific (twenty months away) and the Canadian Northern (two years or more away), both of which will traverse the great clay belt.

But in the meantime the Temiskaming and Northern Ontario Railway (owned by the province) is already in the clay belt. But the clay belt is being settled slowly, very slowly, outside of mining. The Ontario Government must find the way of opening it up. They must find a by-policy of development. Outsiders will not do it for them.—Toronto World, June 20th, 1911.

Toronto Business Men Enthusiastic over North.

Enthusiastic is a spiritless word to express the feeling that the members of the Toronto Board of Trade now have toward the north country of Ontario. The party of 120 returned to Toronto yesterday morning after a trip of five days, in which they covered and inspected all the country from North Bay to Cochrane and from Cochrane twenty miles east and west on the Grand Trunk Pacific.

"The people up there want the best of everything, and are willing to pay for it. Second class goods will not suit them."

Cobalt, New Liskeard, Haileybury, Cochrane, Matheson, Swastika, Charlton, Englehart, and Lake Temagami were the most important points visited by the party.

"One thing you will never be able to do again," said a member of the board, "and that is to believe that this is the 'never-never country.'"

This is the sentiment of the whole of the hundred and twenty business men. Conviction gave place early to en-

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thusiasm and keyed to that pitch the whole company were from the moment they left New Liskeard after seeing the farming country there.

By actual measurement in the latter days of May and all through June the grass grows at the rate of an inch a day. By a scale a Government expert discovered that in four days some timothy gained six inches in height. It was this phenomenal fertility that most impressed the visitors, and before the trip was over, true to the commercial instinct, there was hardly a man on board who had not laid plans to capture and maintain a market for wares in Northern Ontario.

Stumping is Easy.

The comparison was always with the west. At the experimental farm at Monteith stumping was in progress when the Board of Trade party arrived. Two horses were tugging at a big stump. Three strains and out it came, leaving not one of all the dozens of branch roots behind. The tree was, comparatively speaking, sitting right on the top of the ground.

"Look at that," said Mr. R. Home Smith, the Chairman of the Northern Ontario Committee, "now I know the west and the coast, and I tell you that you could clear half an acre of these Jack pine and spruce while you are grubbing up one of the white pine stumps on the Pacific coast. It is a heart-breaking job out there with the roots going straight down for feet and the solid stumps to be taken care of. And then where did you see a miss in all of the crops around New Liskeard? The west may be all very well in the good years, but it has its bad streaks. Here in the fields you could not find one bare patch in all of the farms we visited."

Province Too Much of a Strip.

Senator Jaffray went everywhere and saw everything. From the time the Pullman train reached Cobalt till the party was speeding back over the C. P. R. he lost not one single detail of interest. He said at the Haileybury banquet: "I feel ashamed I have lived so long in Ontario and knew so little of this country. It is of the greatest importance that the Province should be widened. We are too much of a strip, too much of a rib. This northern country is capable of holding a population equal to that of old Ontario, and of finding a means of livelihood for that population."

"Two million, three hundred and fifty thousand pieces of timber are taken out of Lake Temiskaming every year," said Mr. George Rochester, a recognized authority on the lumbering industry, "at a cost of over a million dollars."

"I have travelled all over the British Empire," said Mr. Cockshutt at the meeting at Haileybury, "and I can truthfully say that I have never seen so much in one day before."

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Verily, silver is of no account in Cobalt, and out of your iron hills ye dig brass."

Another man who has retained vivid memories of his early days on the farm put the general impression very neatly. "Oh, yes, I had heard much of the great clay belt, but everything is boomed nowadays. It's all they claimed for it, though, and more; as far as I can see it is better land than old Ontario. Here you have ninety-nine per cent. good farming land, while back in the old country we had only sixty or seventy."

A bearded man in worn shoebacks stole a ride on the special near Cochrane. He was an electrical engineer who had grown tired of wandering around the world seeing all men's lands and having none of his own. So for the past three years he has done his settlement duties on a hundred and sixty acres a mile back in the bush from the Trans-continental line. In the summer he has to carry all he has in the worn old packsack over the trail he cut out in the winter months. There are many of his kind hidden back in the bush.—The Globe, June 19th, 1911.

Toronto Board of Trade is Highly Impressed with its Possibilities.

The excursion left Toronto last Tuesday evening and went as far as Cochrane. There was not one hitch in the programme and not one untoward incident. Every man in the party returned to Toronto highly impressed with the resources and potentialities of this great northern hinterland. "There seems to be something in the air and in the earnestness and faith of the people up there that impresses one with the future of the country," was the manner in which one prominent business man put it.

Is Great Country.

It was the general concensus of opinion of the party that a great country is in the making in Northern Ontario, and from true economic reasons, apart from patriotism and sentiment, that it behooves Toronto to nurse its trade and assist in its development. The trip will serve a useful purpose in making known at first hand the importance of this district as a trade tributary to Toronto.

Mines a Revelation.

There were a number of business men in the party who had not paid much attention to mines or mining who expressed astonishment at the equipment and evidence of solid worth at some of the big properties. The manner in which the ores and concentrates were handled was a revelation to many, and the solid and permanent character of the under-workings showed them that mining is a regular business,

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requiring much technical skill, application, and courage. At the mines the visitors were given the same fare as furnished the miners, and they found it plain but wholesome, tea from a tin cup not tasting half bad, while meat eaten from an agate plate was just as sweet as from china.

Fine Farming Land.

In and around New Liskeard the visitors were shown as fine farms as are to be found anywhere in Canada. This is just at the gateway to the great clay belt of which so much is expected. The farmers here are all well-to-do; the most of them have good buildings, the latest machinery, and money in the bank. It was stated by a resident of New Liskeard that in buying machinery the majority of the farmers paid the money down on the spot in order to take the cash discount. Every settler encountered was a booster for New Ontario. In the most instances they were found to be men from Old Ontario who had withstood the temptations to be stampeded to the West. On every hand was heard warm encomiums for the Temiskaming and Northern Ontario Railway and high praise for Chairman Englehart and the other members of the commission.

Englehart was found to be a bustling town of about 700, and the Town of Cochrane, with its fine wide streets and excellent sanitary arrangements, impressed the visitors very favorably.

On the return trip the visitors were treated to a sail on beautiful Lake Temagami, with luncheon at the Temagami Inn. The Government was highly commended for its policy in keeping the Temagami district as a national park, although it is stated that the immense quantity of standing pine forests made the mouths of several of the big lumbermen in the party fairly water. The islands with which the lake is studded are also being retained by the Government for park purposes.—The Mail and Empire, June 19th, 1911.

Terms of Settlement.

The townships open for sale are subdivided into lots of 320 acres, or sections of 640 acres, and according to the regulations now in force a half lot or quarter section of 160 acres, more or less, is allowed to each applicant. The price is 50 cents an acre, payable one-fourth cash, and the balance in three annual instalments with interest at 6 per cent.

The applicant must be a male (or sole female) head of a family, or a single man over 18 years of age.

The sale is subject to the following conditions: The purchaser must go into actual and bona fide occupation within six months from date of purchase, erect a habitable house at

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least 16 x 20 feet, clear and cultivate at least 10 per cent. of the area of the land, and reside thereon for three years.

The intending purchaser should make application to the Crown Lands Agent in charge of the township in which the land is situated, and file the affidavit required, which will be sent to the department. If the land is vacant and open for sale the applicant must, upon notice from the Agent, pay the first instalment of the purchase money, for which the Agent will give him a receipt. The applicant has then authority to go into possession and commence the settlement duties.

At the expiry of three years from the date of sale, and upon payment in full of the purchase money and interest and proof of the completion of the settlement duties required by the regulations, the purchaser is entitled to a patent for his land.

For further particulars, apply to

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