

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1996

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

- ☒ Coloured covers/
Couverture de couleur
- ☒ Covers damaged/
Couverture endommagée
- ☐ Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/
Le titre de couverture manque
- ☐ Coloured maps/
Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- ☐ Bound with other material/
Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- ☐ Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- ☐ Additional comments:/
Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured pages/
Pages de couleur
- ☐ Pages damaged/
Pages endommagées
- ☐ Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- ☒ Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- ☐ Pages detached/
Pages détachées
- ☒ Showthrough/
Transparence
- ☐ Quality of print varies/
Qualité inégale de l'impression
- ☐ Continuous pagination/
Pagination continue
- ☐ Includes index(es)/
Comprend un (des) index
- Title on header taken from /
Le titre de l'en tête provient
- ☐ Title page of issue/
Page de titre de la livraison
- ☐ Caption of issue/
Titre de départ de la livraison
- ☐ Masthead/
Générique (periodiques) de la livraison

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
☐	☐	☐	☒	☐	☐
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

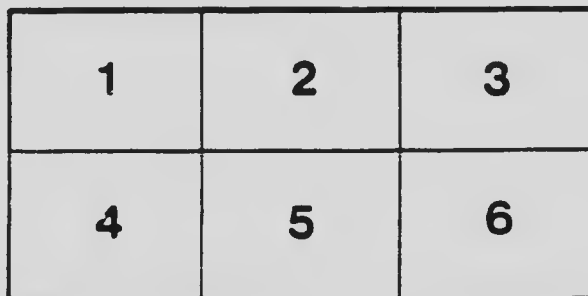
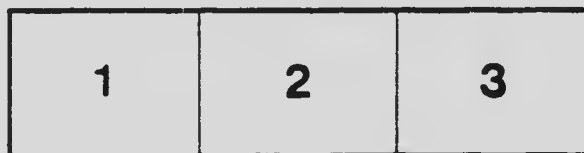
Archives of Ontario
Toronto

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol $\longrightarrow$ (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

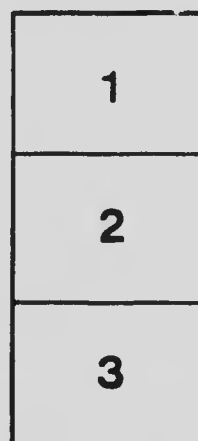
Archives publiques de l'Ontario
Toronto

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont le couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole $\longrightarrow$ signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



1.0



1.1



1.25



1.4



1.6



1.8



2.0



2.2



2.5



2.8



3.2



3.6



4.0



4.5



APPLIED IMAGE Inc.

1653 East Main Street
Rochester, New York 14609 A
Tel: 484-7130
116 288-5983 Fax

1915

**The Algoma Central & Hudson
Bay Railway Company**

25

FARM LANDS

**IN THE CLAY BELT
OF NEW ONTARIO**



**FARM LANDS IN THE
CLAY BELT OF
NEW ONTARIO**



Farm Lands in the Clay Belt of New Ontario



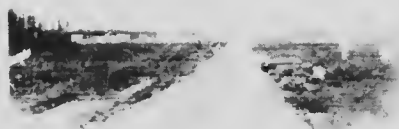
THE Algoma Central & Hudson Bay Railway Company is opening for settlement some 200,000 acres of farm lands adjacent to the line of railway in the Clay Belt of New Ontario. These lands will be sold on easy terms to actual settlers.

Location

The lands are situated on the Algoma Central & Hudson Bay Railway south of the National Transcontinental Railway and are wholly in the Clay Belt. There is an irregular line of townships extending along the Railway for 100 miles southward from the town of Hearst. The Canadian Northern Railway runs westerly through the district crossing the Algoma Central and Hudson Bay Railway at Oba, 50 miles south of Hearst. The position and extent of the Clay Belt in this district and the places of importance are shown on the accompanying map.

Surface

The surface is generally level, rising much like the prairies of western Canada, except that the land is wooded, well watered and much of it is well adapted for agriculture.



Looking west on the N. E. Railway, town of P.
the hotel on end

Timber

The timber is principally spruce on broad valleys, poplar white birch on low ridges. The spruce is mainly 12 to 14 ft. high but there are scattering white spruce trees large enough for lumber.

Soil

The soil is chiefly clay loam, free from stones. The loam is generally in beds, 3 to 4 inches thick, which are separated by seams of fine sand or silt scarcely $\frac{1}{4}$ of an inch thick. This seems to help the drainage of the soil, as water can be seen oozing out of the thin layer of sand along the river banks and in railway cuttings. The clay soil is covered in many places by a few inches of black earth. The roots of the spruce trees seldom reach below this, so that stumps can be soon removed after the land is once well burned.



Mattagami River near crossing of A. C. & H. B. Railways.
A small pond West of crossing is south of Mattagami.

Crops

All the usual crops of mixed farming have been successfully raised on a small scale at Hudson Bay Company's posts in the district for many years and excellent farms have already been opened in the Clay Belt, along the Timiskaming & Northern Ontario Railway. Hay, oats, barley, potatoes and root crops seem to excel. In the Lake St. John district of Quebec, which is shown at the eastern edge of the accompanying map, there is a population of about 60,000 in a thriving farming locality, and dairying and wheat-raising are successfully carried on.

Market

A market for pulpwood may be found at Sault Ste. Marie, Mattagami, or Abitibi, near Cochrane. Owing to the long distances that it must be carried by rail, the price will be low for some time to come, probably not more than \$2.50 per cord on the car at

station in the district to be settled. The farmer wherever located will have a ready market, especially near One or Hearst.

Hay, which will probably have to be sold by carters for the first few years, should find a ready market at any railway station in the locality, as well as oats, potatoes and all root crops.

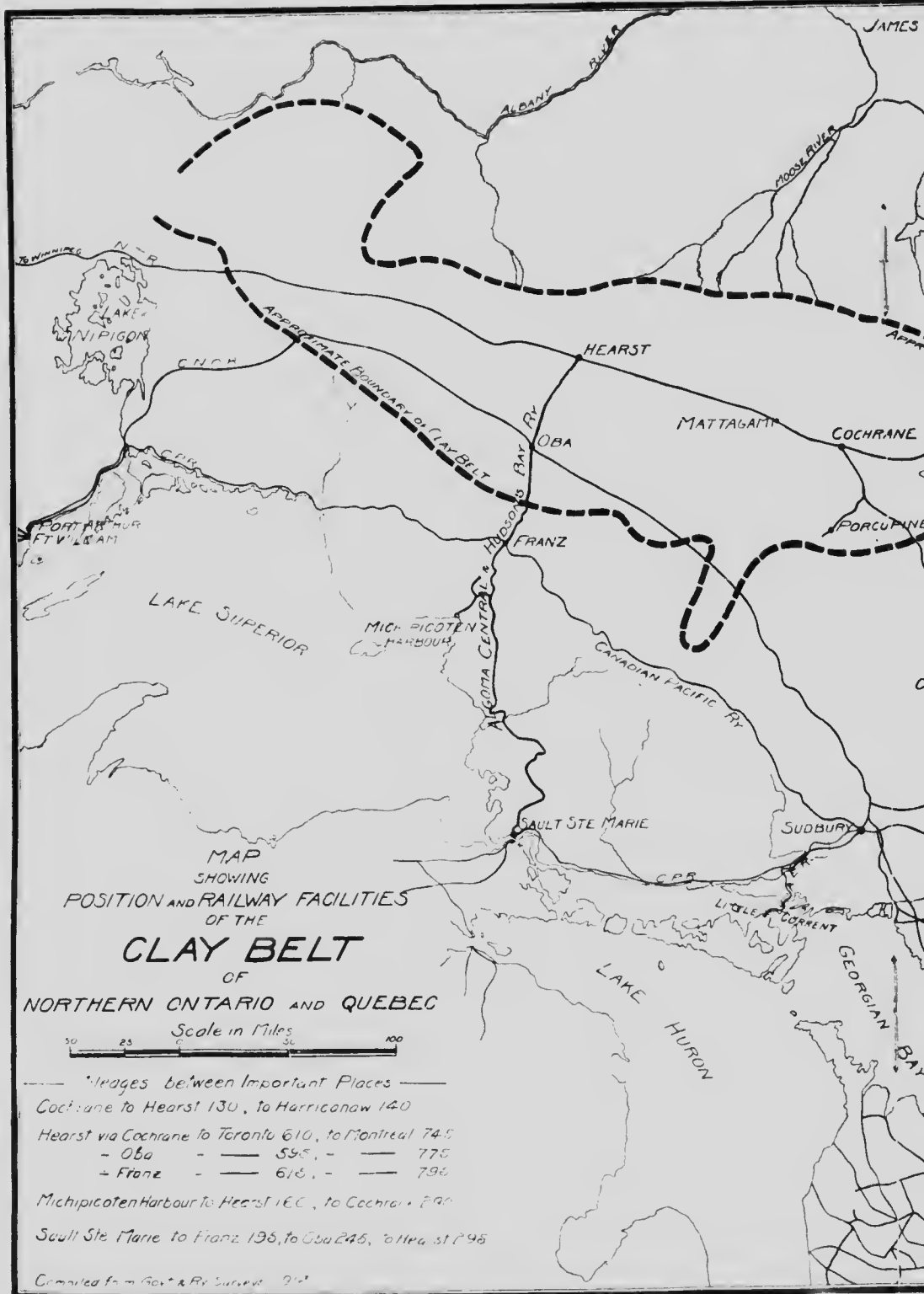
There is already a market for all these in the mining villages along this railway between Franz and Michipicoten Harbour, and in the supply depots for the extensive lumbering operations of the Lake Superior Paper Company, as well as in the numerous construction camps on the Canadian Pacific and Canadian Northern Ontario railways. Any surplus may be readily sold in Sault Ste. Marie and other lake ports where the average prices are quite as high. Fort William, Port Arthur, Sault Ste. Marie and Sudbury now get much of their farm produce from southern Ontario, which results in constant high prices. On the completion of the railways now under construction, the Clay Belt will be a ready source of supply for these rapidly growing cities.

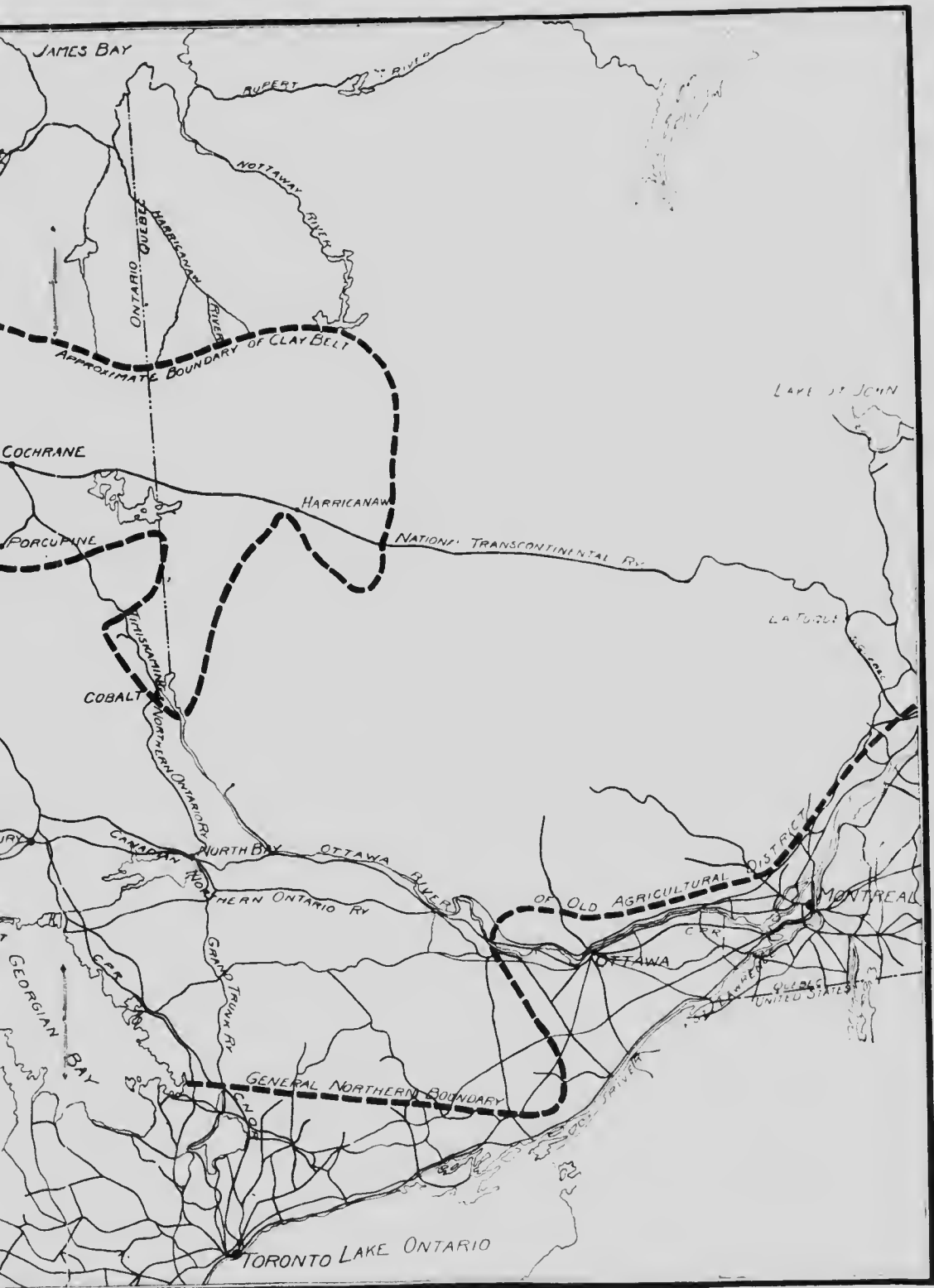


Spruce Forest
on the A. C. & N. B. R.
near Hearst

Farms

Farm lands in Ontario are divided into square blocks of 100 acres each. But to aid the first settlements a few miles of land near railway stations will be surveyed into longer and narrower farms so as to bring the houses nearer together. Thus from each station road will be made east and west (the railway running north and south) and the land will be divided into farms of about 100 acres each, a mile in length, the end of the farm fronting on the road. In this way 6 farm houses may be built on each side of the road in a mile and the first 24 houses will be within a mile of the railway station. This lessens the amount of road building, makes the clearing continuous from one farm to another along the road, and reduces the danger of forest fires, as well as improving the facilities for drainage and lessening the danger from frosts.







Railway right-of-way crossing
poplar ridge

Improvements

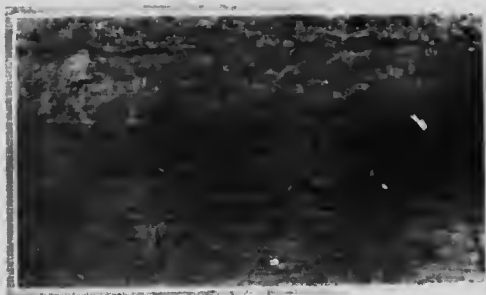
A limited number of improved farms will be offered to settlers. The improvements will consist of clearing, that is, cutting and burning the timber, without "piling" or removing the stumps, etc., on five acres of land and building house and barn. The improvements will be made in the autumn in order to have the farms ready for occupation in the following spring.

Opportunity to See the Land

In order that intending settlers may have an opportunity of seeing the land without expense, the work of improving farms will be done as far as possible by men interested in seeing the country. Suitable men, experienced in pioneer farming may receive employment in the work of farm improvement for two months, beginning about July 20th next. As stated later, regular wages will be paid for this work, along with provisions and travelling expenses. Engagement for this work will involve no obligation on the part of the prospective settler to buy, or of the Railway Company to sell the lands to a person so employed. But if the conditions are mutually satisfactory, sales may be made and the land occupied in the following spring.

Terms

The prices for the land sold before January 1st, 1914, that is, before the completion of the railway for regular passenger traffic, will be \$1.00 and \$2.00 an acre, according to location and quality. For unimproved farms, at least 25% of the purchase price must be paid at the time of the sale, and the balance in three equal annual instalments with interest at 6%, or earlier at the option of the purchaser. For improved farms, the cost of the land is the same, but full payment is required at the time of sale. The improvements, for which \$300.00 are charged, may be paid in six annual instalments of \$50.00 each with interest at 6%. Title to the land will be given only after all payments have been made and the con-



Bedded Clay Loam, shown in railway cutting

ditions of occupation, clearing and cultivation of the land that are required in the settlement of Government lands have been fulfilled. These are that the purchaser shall go into bona fide occupation of the land within 6 months of the date of purchase, erect a habitable house, not less than 16' x 20', clear and cultivate at least 10% of his land, and reside thereon for three years. Timber may not be cut for sale until the land has been occupied for at least six months.

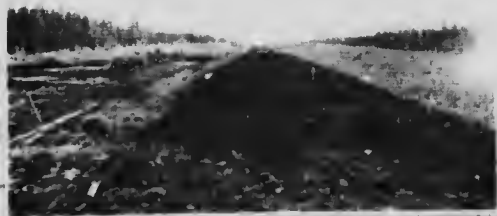
The wages paid for farm improvement will be \$1.50 per day of work on the land, with travelling expenses from their homes and return, providing they stay on the work not less than two months. Provisions and cooking outfits will be furnished by the Company free of charge.



View of timbered country, township of Franz,
near Oba.

General

Intending settlers, by engaging in the work of farm improvement, will have an opportunity of earning from 50% to 100% of the cost of a farm, and at the same time may learn fully the conditions of the district. Farms will be improved in groups of twelve as nearly as possible, and it is estimated that the improvement of



C. N. O. Railway grade near Oba

twelve farms may be made by 20 men in about two months, exclusive of time spent in travelling. It is desirable that the men of each group should be of similar language, etc., so that they may be congenial as fellow workmen and neighbors, and may more easily unite in the organization of schools, churches, etc., as the settlements grow.

The Algoma Central & Hudson Bay Railway is now completed between Sault Ste. Marie, Franz and Michipicoten Harbour and is operating a regular passenger, freight and express service between those points. There is also a freight service in operation between Franz and Oba, and the road is being rapidly pushed to completion as far as Hearst. The passenger service between Franz and Hearst will not be ready until after midsummer, but construction trains will be available for reaching the lands to be settled.

Inquiries regarding these lands may be addressed to,

J. A. DRESSER,
Manager, Lands Department,
A.C. & H.B. Ry.,
Sault Ste. Marie, Ont.



Moose at Mattawishkwin River, township of Templeton





THE MORTIMER PRESS
OTTAWA • MONTREAL

