

WOODED=====
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LANDS

— IN —

ONTARIO

AT .FROM

20 CENTS

TO

50 CENTS PER ACRE

ALL ALONG THE LINE OF RAILWAY

ALGOMA

AND

WESTERN ONTARIO

AN ACCOUNT OF LANDS, TIMBER AND MINERAL RESOURCES
ALONG THE LINES OF THE CANADIAN PACIFIC RAILWAY
BETWEEN OTTAWA AND LAKE SUPERIOR,
AND UPON THE NORTH SHORE
OF LAKE HURON.

In the Mattawan Valley.

It is well worth while to remember that the valley of the Ottawa contains large spaces of unoccupied good land, and a thousand advantages in the eyes of settlers who prefer an eastern location and forested surroundings to making their home upon the prairies of Manitoba or in the grazing districts still farther west. The first glance at this northern part of Ontario is, however, likely to be disappointing.

The Canadian Pacific Railway, in passing westward from Mattawa (a station at the confluence of the Ottawa and Mattawan rivers, 150 miles above the city of Ottawa) through the townships of Papineau, Calvin and Bonfield, runs for 25 miles quite near the Mattawan river, whose banks are very rocky and rough; and if he should base his judgment of the quality of the land in the townships named, on the appearance of such parts as are visible from the train, he would carry away very erroneous opinions concerning its value.

Papineau township on the south side of the angle formed by the junction of the two rivers, presents some good land, where, with ordinary industry, a large number of families could obtain an ample subsistence. The soil is for the most part clay, with clay loam and sandy loam. This township is well watered, creeks running in all directions; and it is not stony, as might be conjectured from the position fronting the rivers. A very good road runs from Mattawa to the western boundary of this township, along which are located already a considerable number of families who appear to be doing well. At the terminus of this road will be found a large farm in a high state of cultivation, on which is situated the depot of a lumber company.

Mattawa township is north of the river, occupying the triangle between it and the Ottawa river. The soil is of the same kind as in Papineau, and the township is well watered by streams and many lakes abounding in salmon-trout. Antoine creek runs through the township, emptying into the Ottawa three miles from the village.

Mattawa station is a thriving village of about 1,000 inhabitants, which is destined to be the future county town. All supplies, implements, etc., can easily be obtained there. A crown-lands agent is resident there, and will furnish all needed information, upon application, concerning the free-grant lands in his district.

West of Mattawa, on the northern side of the Mattawan river are the new townships of Orlig and Phelps, and west of them the older one, Widdifield. They can be easily reached by the Canadian Pacific Railway, or by the Mattawan river, by both of which they are bounded on the south; or by the Antoine river, which bounds them on the north. The land is of the best quality, and is heavily timbered—hardwood interspersed with pine. Moose and red deer are plentiful: salmon-trout and grey and black trout are in abundance. "A most important section of this district," says a recent correspondent, "is from the western boundary of Mattawan along the Ottawa to Eddy's farm on Seven League lake. Its continuous belt of hardwood extends from the Ottawa river southerly and southwesterly to the shore of Lake Nipissing. It is not claimed that it is all the very best of land, but it is quite safe to say there are excellent farms for more than two thousand settlers, vacant only for want of roads."

South of the Mattawan, east of Papineau at its mouth, are Calvin, Bonfield and Ferris in succession; south of Ferris is Chisholm; and the last three corner in Nasbonsing lake—a body of water about twelve miles long and two miles broad, and which abounds in the finest quality of fish. No finer land can be found in the district of Nipissing than that portion which surrounds the lake to a distance of several miles in the interior. A few farmers are located here and they are doing well. The writer saw two fields of Indian corn growing on the shores of this lake equal in quality to any grown in eastern Ontario. The soil is generally a yellow loam with clay bottom.

Calvin is thought well adapted for raising cattle, as there are numerous beaver meadows, some of them with hundreds of acres of the very best quality of soil, rich black loam, where any quantity of wild hay can be cut.

Bonfield is well settled, and contains some splendid farms and timber-mills, but many lots in the rear are still open. The soil is very rich, and hence, when first sown, imparts to all kinds of grain a growth of straw so heavy as to fall by its own weight. The second crop is generally regarded by the farmer as better than the first on this account. There are about 400 families settled in these two townships, and they generally express their entire satisfaction with the product of their farms. Clearing is comparatively easy, because the primitive forest has been destroyed by fire.

Reduced-rate second-class tickets to Algoma District, both single and return, are issued to bona fide intending settlers from any station on the Canadian Pacific Railway east of Smith's Falls. In order to procure these reduced-rate tickets, application must be made to the Colonization Agent of the Canadian Pacific Railway, 288 St. James Street, Montreal.



MAP OF THE SAULT STE. MARIE BRANCH OF THE CANADIAN PACIFIC RAILWAY AND THE ADJACENT COUNTRY.

AROUND LAKE NIPISSING.

Chisholm contains more open land, especially along the Wisawasa river, which rises twenty or thirty miles south of Lake Nosbonsing and falls into Lake Nipissing. Both Chisholm and Ferris have much grazing land.

This whole territory is most favorably situated for settlement on account of the fact that the Northern railway bounds it on the west and the Canadian Pacific on the north. There is already a ready market for all agricultural products in the many lumber concerns, as also plenty of employment in winter for men and teams. Schools are established wherever there are sufficient settlers within reasonable distance, and the religious bodies are represented by Roman Catholic, Church of England, Presbyterian and Methodist missionaries.

Around Lake Nipissing.

The village of North Bay, on Lake Nipissing, is an important railway centre, and a flourishing town of more than 4,000 population. Northward of this point a new region is opening for settlement on the borders of Lake Temiscaming, and in the valley of the Blanche river, which has recently been surveyed. It is asserted by persons competent to judge correctly that there is a great amount of land adjacent to Lake Temiscaming and in the valleys of its tributaries which is fit for cultivation. Some of this land has been under cultivation for years, and satisfactory results have been obtained therefrom. "The entire territory," says the *Nipissing Times*, "is rich in pine forests, the reduction of which to marketable forms will give employment to thousands of idle hands for many years to come. . . . The geological formation which contains the most valuable minerals found on this continent occurs in a large part of this territory, and doubtless will ere long yield its treasures to the diligent and skilled explorer. The great value of this territory is indicated by the vigorous efforts which are now being made to improve the navigation of the upper Ottawa by laying down connecting lines of steamers and railways between Mattawa and the Quinze rapids. It is moreover indicated by the formation of a company in Ontario to construct a railway between North Bay and James' bay by way of Temiscaming, for which a charter has been granted." The climate is said to be like that of the Ottawa valley, with the advantage of being tempered by a lake, navigable for 75 miles, and by a river navigable for 25 miles.

The Wahnapitae Region.

One of the districts open for settlement which hunters for free homesteads would do well to explore is that of Wahnapitae, which comprises the country adjacent to the Wahnapitaeing river, and lake, about forty miles west of Lake Nipissing and not far from the north shore of Georgian bay. The Canadian Pacific Railway runs through this region and a station, named from the river, Wahnapitae, is situated on the line near its crossing of the stream.

The country along the railway is broken and rocky, but some splendid tracts of land, free from rocks or rolling stones, and with rich soil, are to be found a few miles either to the north or south of the track. Most of the good land in the immediate vicinity of the town is taken up, but there is still unoccupied within a range of two miles what would make about fifteen farms of fifty to three hundred acres each.

By going beyond the town, however, and following the course of the river to the north or south, any amount of splendid land can be obtained, timbered with pine of fine quality, maple of large size, birch and other hardwood. Around the lake, too, which lies about sixteen miles north of the town, the rolling meadow-lands sloping up from the shores, interspersed with timber, offer charming localities for homesteads, to which excellent sporting facilities add a further attraction.

The town of Wapnapitae itself is an active little place, where work may be easily obtained by settlers who are not in a position to devote themselves entirely to their farms. A saw-mill is being erected which will give employment to a great many. The residents of the place are anxious to increase their number and are glad to furnish every assistance to settlers in taking up land; and in the local postmaster, who was the pioneer settler, strangers will find a willing guide, whose experience and extensive knowledge of the surrounding country enable him to supply all necessary information.

Sudbury's Advantages.

Sudbury, at the eastern terminus of the Algoma line, stands in the centre of the township of McKim. The village is rapidly advancing, through the brisk business carried on with railway employees, lumbermen and settlers adjacent; and already many substantial improvements are completed.

The mineral wealth of the vicinity is now sufficiently developed to justify very positive statements; enough has already been discovered to encourage further examination and lead to high hopes. Copper, nickel, silver, gold, tin, and probably bismuth, have been found in the ores already prospected, and doubtless other economic minerals will be brought to light. Soapstone and asbestos occur in some places, and mica is frequently met with in useful deposits. A branch railway connects the town with the Big Beaver copper lode at the point known as the Stobie mine, where two Ingersoll drills are worked by compressed air in making crosscuts through the hill. A second branch runs one mile to the Copper Cliff property, four miles southwest.

Everything has been done by the Canadian Copper Company in a substantial manner, which shows the implicit confidence they have in the permanence of the mines.

The Ontario Prospecting Company have done a good deal of work at points southwest of the Copper Cliff, showing that the lode is continuous. A second lode extends south to Sudbury, in which the ore is in a brighter quartz. The two lodes seem to converge on the property of the Ontario Prospecting Company.

SUDBURY'S ADVANTAGES.

Fine timber still exists in large belts on the headwaters of the streams flowing southward, and probably also upon the headwaters of the Moose. The burnt lands lying south of the green belt will yield a supply of pulp-wood and afterward be valuable for grazing.

The area of arable land in the vicinity of Sudbury is sufficient to support a rural population numbering several thousands, and much of the rocky portion will be suitable for grazing purposes when cleared. The slope of the country inclines gently southward, is easily drained, and the soil consists of clay or sandy loam, with frequent bluffs of rock, and many small lakes and rapid streams connecting the lakes.

The growth of timothy and red clover along the waggon-roads, and upon the railway embankments, is absolutely marvellous, and therein competent judges see good opportunities for stock-raising.

The "tote" road made to bring supplies to the contractors ahead of track-laying has been sown, by the droppings of horses, etc., with both grain and grass, so that without a break from Sudbury to Port Arthur there is an annual crop of grains, red and white clover and timothy, proving that apart from mineral and timber resources, the Lake Superior country will be a wonderful pasture country, equal, if not superior, to the best portions of the Eastern Townships of Quebec. There are also innumerable beaver meadows, which will furnish an abundance of hay for wintering stock, accompanied, even in the roughest part of the country, by considerable stretches of good level land, free from stone, for the home farm.

With the railway at the door, the lumbering camps, mines, etc., for markets and *free* land, stock-raising ought to pay as well in the Lake Superior country as in any portion of America. By securing a bit of land near a divisional point on the C.P.R., taking a contract for cordwood, ties, telegraph posts, etc., from the Railway Company, burning off the land from which the wood is taken, seeding thickly (without logging or regular clearing), and then putting on stock as soon as the grass takes, success will arrive in stock-raising and a valuable property will be secured. About \$3,000 of capital would be required to do this aright.

Near Chelmsford, which is the first station west of Sudbury, there are three townships named Rayside, Balfour and Dowling, lying east and west in a deadfall valley, into which there have already emigrated a large number of families. These lands are sold at fifty cents an acre, one-half cash and balance in two years, with interest, subject to conditions of settlement, namely: clearing and preparing for cultivation and crop, ten acres for every 100 acres; building a habitable house at least 16x20 feet, and actual residence on the land purchased for four years from the date of purchase. The soil is an excellent quality of heavy marly clay. At Sudbury is the government agent in charge of all these lands.



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North Shore of Lake Huron—Algoma.

The northern shore of Lake Huron, usually spoken of as Algoma, the geography of which is given in the accompanying accurate map, is a part of Canada little known, as yet, to the general public. This is due principally to the fact that it has hitherto been inaccessible, except by the infrequent steamers which cruised along the northern shore and among the islands of Georgian bay, and which are able to run hardly more than half the year. *

Now this is to be changed. The Canadian Pacific Railway has pushed its new line along that coast, to meet at the Sault Ste. Marie railways coming eastward across the northern peninsula of Michigan. The bridge across the "Soo" is finished. These railways have met, and there is a through line between Montreal and Minneapolis, which forms the most direct route from the wheat fields, and lumbering or mining districts, of the upper Mississippi and Northern Michigan and the American West to the Atlantic coast.

This road will furnish a thoroughfare to the Algoma coast, giving settlers an inlet for themselves, their goods, machinery and live stock, and an outlet for business or pleasure trips to the older parts of the Dominion, at all seasons, and a regular means of carrying their produce to the best market. It diverges from the main transcontinental line of the Canadian Pacific at Sudbury Junction,—a station 443 miles west of Montreal. Trending southwestward it passes to the valley of Spanish river at Nelsonville, and descends that pretty stream to its mouth, where there is a port called Spanish River, 50 miles from Sudbury. It then skirts a picturesque coast past Algoma Mills, Blind River, Kirkwood, Thessalon and Bruce Mines, where it reaches the entrance of St. Mary's river behind St. Joseph's island. Here the line bends northward and makes its way to Garden River, and thence, by a long curve, to the Sault Ste. Marie.

This region has been accurately surveyed and plotted into townships, and its characteristics are well known. Large districts of fine land, timber tracts and mineral belts invite the attention of persons who desire to change their homes to a more western locality, and yet wish to stay in a bush country.

The editors have therefore been at the pains to obtain from Crown land-agents and other gentlemen familiar with certain parts of this district, brief accounts of the nature and present resources of the country referred to. These writers are such well-known men as Thomas Froot of Sudbury, W. F. Nichols of Thessalon, John F. Day of Bruce Mines, and Charles P. Brown of Sault Ste. Marie; and from their trustworthy letters we have compiled the remainder of this article.

* Two fine steamers now make regular trips during the season of navigation from Owen Sound through the North Channel of Lake Huron, stopping at all landings on the Algoma shore and Grand Manitowish island, both going and returning. From June to November they proceed as far as Mackinac island and St. Ignace, Mich., giving an excursion of great pleasure to tourists, as well as of convenience to the people of that coast-region.

Snider and Neighborhood.

Snider township, lying just west of Sudbury Junction, is not yet in the market, but soon will be. It contains, especially in the centre and south, a fair proportion of good land, and embosoms some very pretty lakelets. Whitewater lake crosses its whole northern boundary, with large islands and promontories, and is a fine sheet of water, on which are several locations. West of Snider, Creighton and Fairbank townships possess the same general character and soil, with several large lakes and the Vermillion river winding through the northern part of Fairbank and western edge of Creighton; some fine cascades are to be seen upon it. Waters and Graham townships, on the railway, are chiefly included in the Whitefish Indian Reserve, and are unoccupied. The remainder of both townships is rather rough and hilly, with fine valleys, and good fishing in the Whitefish lakes and Vermillion river.

The railway branch crosses the Vermillion near the centre of a chute, or broken cascade, having a fall of about 12 feet, and affording a fine water-power. Just south lies an L-shaped lake, one arm about one mile and a half long, the other extending eastward four miles to receive the Sudbury river (formerly known as the Whitefish branch of the Vermillion). The united streams flow out of the southwestern corner of the lakes at another chute, and a succession of picturesque lakes and cascades leads us through Louise, Lorne and No. 98 to the point where it unites with Spanish river, on the eastern boundary of Merritt. A considerable area of good land may be found along the southern bank of this river.

On Spanish River.

Following the line of rail westward from Vermillion, we cross the southern half of Dennison, which is chiefly burnt land comprising areas of fine clay loam, beaver meadows and cranberry marsh, as well as some copper-bearing rocks on the fifth concession. The northwest corner contains some green timber, and touches Gordon lake on the upper Vermillion. Altogether, the Vermillion basin comprises a good deal of arable land, water-power, fine scenery, and prospective mineral value.

Drury, lying west of Dennison, is drained by the Spanish river, and Fournier's creek; the latter crossing it from northwest to southwest. It is nearly all green timber, being second growth of merchantable size, and the soil is sandy or a clay loam. The bluffs of rock are frequent but not continuous, and the area of arable land is greater than the average. The cost of clearing the heavy growth of wood will be the most serious consideration to the settler. A few good lots in Lorne and Nairn adjoin Drury; and then a lofty ridge of rock separates this last district from the arable tract on the Vermillion to the south of it.

Spanish river, which is navigable for thirty miles to craft not drawing over five feet, falls into an extensive and beautiful bay, land-locked by islands and projecting points from the main land, the communication to the eastward being through a narrow but deep channel, called the Petit Detroit, between the southern extremity of the peninsula and the eastern end of Aird island. From the Petit Detroit to La Cloche the outline of the coast is irregular, being indented by deep bays and coves, which in some parts are perfectly land-locked by groups of long, low and narrow islands running parallel with the main shore, and affording excellent places of shelter for all classes of vessels under almost any circumstances.

The hills bordering on Spanish river seldom attain a height of over 300 feet, but the banks of the river itself are frequently bold, precipitous and rocky. At the great fall a picturesque and imposing ruggedness prevails. A ridge of smoothly polished bare rock rises in rounded knolls, so steep in places as to be inaccessible, obstructing the south-eastern flow of the river and splitting it into two parts, of which one turns a little to the northward of east, while the other is deflected to a precisely opposite course. The latter, after running above a quarter of a mile, is thrown in a beautiful cascade over a precipice thirty feet high, and then turning abruptly to the eastward rushes violently for thirty chains in that direction, falling in a vertical sheet over three successive steps of five feet each, when it is again united to the other division of the stream in a wide pool of nearly still water.

Much of the country for some distance back from the north side of the river is flat or rolling land, and is almost everywhere covered with a luxuriant growth of red and white pine.

The extent and value of the pine forest in this region, the facility offered by the river for navigation, the water-power to be found on the main stream and all its tributaries, and the capabilities of the soil for raising most of the necessaries of life, all tend to indicate a probability that it is destined to become of commercial importance to the province.

The valley of the Wahnapiatae river contains many considerable tracts of flat land, much of which is of good quality, bearing hardwood and large white pine in abundance, but a great proportion of the flats are low, wet and swampy.

The Vermillion river is a fine broad stream with deep water and a rapid current, which, flowing generally southwesterly, empties into Vermillion lake, and thence running southerly, joins the east branch of the Spanish river about five miles east of Whitefish lake. The banks of the Vermillion river present a very inviting appearance both as regards soil and timber, the former being a rich alluvial deposit with a subsoil of reddish blue clay, and the latter principally fine and thrifty hardwood. Inland for a considerable distance from its banks the same appearance prevails, white oak, elm, and white ash being abundant.

The river takes its rise near the Height of Land, and unlike most of the streams in this country, is unbroken save by the one lake above spoken of.

Vermillion lake is a long, narrow sheet of water timbered to the water's edge with birch, poplar, maple and oak, and takes its name from the peculiar beautiful color of the foliage in the autumn.

Grain, root crops and Indian corn flourish here to perfection.

On the south side of the Height of Land, and coming down in some places to within a few miles of Lake Huron, the country, as before remarked, like that for a considerable distance north, is full of lakes. These are not generally very deep, one result of which is that the water heated by the sun's rays becomes much warmer throughout than the water of Lakes Huron and Superior. The climate of a wide belt of territory is so tempered and modified by the warm waters of the numerous small and shallow lakes, which cover probably one-third of the country, as to admit of the cultivation of many of the most valuable kinds of fruit.

East of the Bruce Mines, in the valleys of the Thessalon and Mississauga rivers, all kinds of crops flourish well. Spring wheat grows from four to five feet high and thick on the ground, yielding from twenty-five to thirty bushels to the acre. The oat crop is remarkably good, and yields from fifty to seventy bushels per acre. In this section of the country there is a good opening for stock raising, and stock farms with large clearances can be had at reasonable rates.

From May to Shedden.

The country between Sudbury and Salter, not yet offered for sale, might support a considerable agricultural population, and the mines likely to be developed, as well as the demands of the lumbermen, will furnish a good home market; while the railway and Spanish river afford ample means of export for any surplus.

Salter, Victoria and Shedden, on the line of the Canadian Pacific Railway, going westward from Sable river, all front on Spanish river. The township of Salter is partly prairie land with a soil of clay or sandy loam. The southern third of the township along its broken front is nearly all located by men who came up in the employment of the lumber firms. Some of them have been located 15 years, and several fine farms, yielding excellent crops, are to be seen along the river. A store and hotel already exist, and there is a post-office at the steamer-landing called Spanish River, on an island five miles southwest of the real mouth of that stream.

Victoria is nearly half located, chiefly by English-speaking farmers from Manitoulin. Nine miles of road have been constructed by voluntary labor, and the settlement boasts of a threshing mill, a hay press and a successful school. The lumber company have a farm of nearly 400 acres, cultivated by an intelligent English farmer. Several Indians on the reservation south of Victoria have good houses, and are showing signs of appreciating civilization in a practical way by good farming in summer and cutting sawlogs in winter instead of following the customary hunting programme.

LUMBERING INTERESTS AT SHEDDEN.

The Sudbury Land Agent is agent for Shedden, Victoria and Salter. These lands are sold at twenty cents an acre, cash, subject to the following conditions of settlement, viz.: Clearing and having under cultivation and crop ten acres for every hundred acres, building a habitable house, at least 16x20 feet, and actual residence on the land purchased for three years from the date of purchase.

Lumbering Interests at Shedden.

The railway connects with navigation at Shedden station. Spanish River mills are on the east end of Aird island, and form quite a village, with school, religious service, store, boarding houses, dock, etc., grouped round a mill capable of cutting 100,000 feet a day. It is the exclusive property of the Albany Lumber Company, and is managed on strictly temperance principles so far as their authority goes. The same remark applies. I think, to all the lumbermen on the Georgian bay; no man will sell liquor to his own employees for the sake of the profit on it—preferring to make his money by the increased efficiency and reliability of sober workmen.

At Moose Point, Buswell & Co. are establishing another mill and depot, about two miles southwest of Shedden station. In Spragge, on the estuary of Serpent river, Cook Bros. have another mill and depot, eight miles from Algoma Mills. There, too, the management are trying to improve the moral condition of the lumbermen.

Near Algoma Mills.

Lewis, Spragge and Long are not yet for sale, and do not offer much land for settlement. But every successive visit reveals to the traveller new valleys of fertility and beauty and advantages which will in time secure enterprising settlers. The whole region from Mattawa to Superior will be a good grazing country, and in addition to the known value of pine in the rear, the pulp-wood, minerals and other sources of wealth not yet developed, may render this district fairly prosperous. The lack of *capital* in the hands of settlers is the great barrier to rapid progress, which awaits this district when some men of means and energy shall direct their attention to its resources.

Algoma Mills is beautifully situated on a sandy plain between the Manitou channel and Lake Lauzon, with a mill stream running through it, and a lovely group of islands in front.

Striker township, extending from Algoma Mills to Blind river, is closely wooded with hardwood and hemlock. The rear of the township is considered the best land. Cobden is also stony in front with large clay flats in rear, and a large portion of it is held as Indian reserve. The mills and store at Blind river supply the settlers on the Mississauga and afford another centre of energy on the coast. A Hudson Bay Co.'s post and an independent trader do the business of the Indian reserve, and two mission schools help to improve the Indians, who are chiefly employed in hunting and fishing.

The Mississauga Valley.

Thompson, Bright, Gladstone, Wells and Parkinson are all pretty well occupied along the river by industrious settlers who have proven the country to be profitable for agriculture, and show by their snug farms and comfortable houses what can be done in Algoma. A government road and iron bridge over the river in Gladstone have done a good deal to assist and encourage the pioneers in the struggle inevitable to new settlers. Day has mills, church, stores and a fair settlement; and Kirkwood and Thessalon form a very prosperous community, having docks, mills, stores (including doctor and drug store), school, churches, etc., at the mouth of Thessalon river. The soil of Thessalon is chiefly heavy clay, while Kirkwood has a warm sandy loam, and both are well settled.

The government lands here are sold at 20 cents per acre, but settlers' claims of partially improved lots can frequently be purchased at from \$2.00 to \$20.00 per acre. The prices of produce have been very good, as heretofore there has been more than sufficient demand at home for all produce raised, since the lumbermen purchase from the settlers all the hay and coarser grains that they need. The quality of beef and mutton raised here is excellent; mutton, especially, being of a finer kind than that raised in more southern latitudes in the province.

The mineral resources of this part of the district have not yet been developed, but in the township of Wells gold will pay well for working. Kirkwood yields a first-class quality of slate, and silver ore has been found in the neighborhood. In lumber there is a great variety along this coast, the lofty pine abounding in some parts, while in others birch and maple predominate; fine specimens of black birch and bird's eye maple, suitable for the manufacturer, are found in abundance. In many parts a mixed timber of hardwoods, spruce, balsam, cedar and other woods, occurs, so that a furniture factory would find good material here.

This part of the country is pretty well supplied with government roads, and as settlement advances the government pushes these roads into the new townships. The climate is healthy, and the winters but little colder than in other parts of Ontario. The last two winter seasons have been delightful.

Coast Townships.

To continue the account westward, a large portion of Lefroy is white clay loam, easily cleared, and yielding a good return to the husbandman. The stranger who attempts to judge the value of the soil by his previous experience in Quebec or southern Ontario will find much to learn and *unlearn*, in northern Ontario. The character and quality of burnt land needs to be tested by local experience, and second growth timber differs so widely from the original forest that it must be studied. For

example, you sometimes find *red pine* on good clay, and tamarac on the top of hills; spruce and cedar on the mountain side, and balsam, poplar and white birch on nearly every kind of soil.

Bruce Mines is the outlet of a good farming country, and the people seem contented and prosperous. The good land extends back indefinitely and a large community will yet occupy the district and develop its resources. The summers are not so scorching in their heat as in Ontario, and the growth of grain and vegetables is very rapid. The seeding of grain begins as early as the last week of April. (Navigation opens about May 1st, and closes about Nov. 20th). The average yield of oats is from 30 to 35 bushels per acre, while wheat and barley run from 25 to 30, and peas from 20 to 25; both turnips and potatoes yield in excess of Ontario figures. Clay loam, sandy in some places, is predominating soil, but it varies in different localities, while each township is well supplied with the best of water. A great extent of partial prairie exists between Bruce Mines and the Sault which will furnish grazing and arable land with little cost, and of good quality.

Morin and MacMahon townships will give a percentage of 60 or 65 of farming lands, and should be put into the market for sale. A grant has been made by the Ontario Legislature to extend the roads into them. In Galbraith about 4,000 acres have been taken up and not yet paid for; while in Johnson, one-half that has been settled on has not yet been purchased, and a similar state exists in Coffin and Tarbutt, but good lands are yet to be obtained in each of the townships controlled by the Bruce Mines agency at 20 cents per acre. Lefroy, however, is all taken up.

Sault Ste. Marie.

In regard to the lands for sale by the Sault Ste. Marie agency, the following detailed information is furnished by Mr. C. P. Brown, the agent of Crown lands at that point:

Aweres.—The portions located as free grants in the north-eastern corner of the township are the best for farming purposes. The more southerly part is very mountainous and silver of excellent quality has been found. A chain of lakes runs through the township, which abound in trout, caught by the settlers in Tarentorus in winter by means of holes cut in the ice. A good deal of valuable pine yet remains.

Vankoughnet.—That portion southward of the Goulais river, and adjoining the free-grant tract in Aweres, is represented as excellent land. Valuable mineral is said to exist in this township. The lakes and rivers are teeming with fish.

Jarvis, Deroche, Etc.—Those portions bordering Vankoughnet and the northeast side of Aweres, are said to be good. The valley of the Goulais river in *Hodgins* is spoken of as good land, but *Anderson, Whitman, Chesley*, and other townships in that locality, are better fitted for mining than for farming purposes. Explorers say that they are pretty well timbered with pine.

General Facts.

"I think," remarks Mr. J. F. Day, "considering that so little was known of this district ten years ago, the evidence of comfort and extensive settlement to be found on all sides, amounts to unmistakable proof of its giving a good return for any labor or money expended on it, and that the colonization roads made in this district have not been in vain."

The lakes and streams of all this Algoma district abound with good fish—pike, pickerel, bass, trout and perch being the principal varieties. The game consists of moose, caribou, red deer, bear, fox, beaver, otter, fisher, marten, mink, muskrat, etc.; the wolf is very rarely met with, but the lynx rather oftener. Partridges and rabbits are numerous. The moose and the bear are the monarchs of the solitude, and afford rare sport to the enterprising hunter.

The facilities for reaching the district, the low price of lands, the abundance of fuel, and the large amount of lumbering and other works going on in different parts of the district, render it a very desirable place for men of small means, who have families to provide for, to settle in.

Gold and Copper Discoveries.

The construction of the main line of the Canadian Pacific Railway has led to the discovery of valuable copper mines in the neighborhood of Sudbury and other localities, in the development of which large sums of money have been invested and many men employed.

Similarly, the construction of the Algoma branch facilitated mining explorations which led to the discovery last summer of the celebrated gold mine in the township of Dennison, now owned by the Vermillion Mining Company.

It may be stated here, for the information of those interested in mining operations, that large areas of Huronian rocks extend from Lake Temiscaming west and south-west to Lake Huron, carrying galena, copper pyrites with nickel, and native or free gold and gold bearing quartz. From the Montreal river, by Lake Tamagamingue, Lake Wahnapiatae the townships of Blezard, McKim, Snider, Graham, Waters, Dennison, Lorne, Louise, Drury, Nairn, Baldwin, Merritt and other townships along and near the line of railway, valuable deposits of the above-mentioned minerals are everywhere to be found.

The *Journal of Commerce* of Montreal says: "In Lorne township, near Sudbury, about a mile north of Vermillion river, is a ridge of hills in which a well-defined quartz vein has been discovered. At the foot of this ridge the soil yields, not a color, but substantial gold. Between the vein and the rock on these hills a decomposed black mineral always yields a color of gold.

Crown Land Agencies

On the Canadian Pacific Railway and Algoma Branch between Sudbury and Sault Ste. Marie.

SUDBURY AGENCY—Thos. J. Ryan, Agent, Sudbury P.O. Townships of Rayside, Balfour and Dowling.

SPANISH RIVER AGENCY—Agent will shortly be appointed. Townships of Salter, Victoria and Shedden, at mouth of Spanish River.

THESSALON AGENCY—William L. Nichols, Agent, Thessalon P.O. Townships of Kirkwood, Day, Wells, Bright, Bright Additional, Gladstone, Thompson, Patton and Parkinson.

BRUCE MINES AGENCY—John F. Day, Bruce Mines P.O. Townships of Plummer, Plummer Additional, Johnson, Tarbutt, Tarbutt Additional, Galbraith, Haughton and Coffin.

SAULT STE. MARIE AGENCY—Charles P. Brown, Agent, Sault Ste. Marie P.O. Townships of Aweres, Korah, Tarentorus, Parke and Princee.

MATTAWA AGENCY—B. J. Gilligan, Agent, Mattawa P.O. Townships of Mattawan, Papineau, Calvin, Bonfield and Ferris. These are free grant townships.

STURGEON FALLS AGENCY—J. D. Cockburn, Agent, Sturgeon Falls P.O. Townships of Widdifield, Springer, Caldwell and McKim.

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◇ DESCRIPTION ◇

—OF—

LANDS FOR SETTLEMENT

—IN—

ALGOMA

—AND—

WESTERN ONTARIO

ISSUED BY THE CANADIAN PACIFIC RAILWAY CO.

MONTREAL, 1888