

rock, barren sand and swamp. A man who knew land would not touch one of these, but some of the homesteaders who came from the city were fooled. Some of these lots were well timbered, and the condition of the under-lying soil was not apparent to the inexperienced eye. It may be wondered why such land was made open for homesteading. I presume that it was a slip-up by government employees who found it more comfortable to sit in camp and write out reports on land they had not examined, than to travel through the bush examining such land. Whatever the reason much land in some localities was made open for homesteading that had better have been made open for claim staking.

THE LOTS AND THEIR OWNERS

As we start from the shore of the Blanche River and go south down the boundary road between Dack and Robillard we first have the south half of lot 1, concession 4 on our right. I believe that there was a team of horses fell through the ice of the Blanche River right at the Boundary in the early days, but I do not know who the owner was. In or about 1912 30 acres of this lot was registered in the name of a Mrs. Hawkesworth, 18 acres belonged to a Trust Company, and the remainder was on the north side of the river. In 1904 or 1905 there had been a saw mill operating near the west end of this property. My father, Oswald Attwater and a friend, Jim Wylie worked there. I believe that the mill belonged to Hawkesworth. He died soon after this, and at his wish was buried up on top of the hill on the north side of the river near the Dack boundary. There used to be a spruce tree, planted at his request, growing over his grave. He had some belief that he would live again in the growing tree. If the tree is still there it will be large, but I have an idea that it is gone.

At about that time, probably in 1904, part of the lot was laid out in town lots. A town was planned, and it was to be called Broadview. At that time there was little of anything at Charlton. But Broadview did not materialise, and the town was built at Charlton, probably because the railroad could reach there more easily.