

that the people of this district might have a new outlet to the South. This extension would also tap the Vermillion Range, the output of which has already been referred to.

Ontario & Rainy River Railway.

As you are aware, the Ontario & Rainy River Railway has running powers over the Port Arthur, Duluth & Western Railway to Sand Lake, about sixty miles. This company proposes to extend this line to Sturgeon Falls, the head of navigation on Rainy Lake, a distance of about 135 miles, by way of the Atikokan River, if reasonable aid be granted them by the Dominion and Provincial Governments and such assistance from the local Municipalities as the enterprise is considered to deserve. The completion of the line to Sturgeon Falls, and a small expenditure on the Fort Francis lock would give direct communication, rail lake or river, from Port Arthur to Rat Portage, allow our people to get a fair share of the trade of the Huronian Gold District, the Atikokan Iron Range, the extensive pine forests of Western Ontario and Northern Minnesota, not to mention the trade caused by the increased settlement in the fertile valley of the Rainy River.

This is a question that is well worth the attention of your board and I may say that to a people who have already projected and built two railways and who always succeed in what they undertake, that is, when they make up their minds to it, such a project should be comparatively easy of accomplishment.

Canada's Canals.

From railway traffic to water communication is but a step. The statement recently made by the Hon. Minister of Railways and Canals, that the "Soo" lock would be completed by May 1st, 1894, and that within three years, the St. Lawrence system of canals will be completed so that a boat carrying 2,000 tons of cargo may clear from Port Arthur and without trans-shipment deliver it in Liverpool or any port in the world, is one that Canadians may well be proud of. Then, and not till then, will the people of the Canadian Northwest know what it is to have a method of transportation from Port Arthur to the sea, by which the product of their prairies can be carried at the rate of one mill per ton per mile, a rate which no railway on earth can commence to compete with: In other words, a rate from here to Montreal, including canal tolls, not to exceed five cents on a bushel of wheat. While I am personally of opinion that the enlargement should have been proceeded with upon the basis of a 20 foot channel, such as the Americans are building from Duluth to Buffalo, the half loaf is better than no bread and 14 feet of water is a vast improvement upon a scant 9. However, I hope to see the day when the deep channel will be carried through by the united efforts of the people of both nations and the St. Lawrence route made the outlet for the traffic, not only of Canada, but for the northern and north western States.

Fast Atlantic Service.

The establishment of a fast Atlantic service is a matter so important to the country at large, that this board should petition the Dominion Parliament to assist such a line in every reasonable manner.

Algoma Gold Fields.

Present indications are that the district of Algoma will soon be recognized as a great gold field; already from Sudbury to Rat Portage gold mines are being worked and it only wants capital to start one hundred mines, for every one now being developed.