

basis of a deal which he hopes can now be negotiated with a very important mining corporation in the East. The declaration of peace and the steady and very satisfactory rise in the price of copper, which, there is every indication, will continue for some time, are factors which will assist Mr. Hammell greatly in negotiating a deal. The early operation of the Flin Flon property would be a factor of very great importance for the whole district, not only from the point of view of mining development, but in many other ways, and every assistance that can be given by both the Federal and Provincial Government will repay the authorities very handsomely in the increased actual wealth of the province and the country.

If it be found advisable to develop the power for the operation of the mine and district from the Churchill River, and if a narrow gauge light-railway system were maintained in operation (as it should be) after the power development and transmission line are completed, the famous Sturgeon fisheries of the Churchill River and the very valuable fisheries of Reindeer and South Indian Lake could be tapped and for the first time made accessible to the markets.

Transportation and Power.

The Dominion Government, through the C.N.R., has specifically promised to build a railway from The Pas to the smelter. The Provincial Government has recently passed an act enabling the Government to operate and transmit water power, and should undoubtedly assist, if the opportunity arises, by supplying the power necessary to operate both the property itself and the smaller mines which would require the use of power. In an undertaking of the magnitude that the operation of the Flin Flon demands, a share of the burden of the initial capital, in so far as that is possible, should be carried by the Governments concerned in the spheres, such as railways and water-powers, in which they are more directly concerned.

Display of Ore Samples.

A display of ore samples from the northern district was recently sent to the International Mining Convention at Nelson, B.C., where there were represented a very large number of collections from the Eastern British Columbia area and the Northern States. Arrangements were also made to have samples from the other Manitoba fields represented, but the unfortunate tie-up of the express service made it impossible to send samples to the Nelson Convention in time. For the Northern Manitoba collection, two first prizes were obtained and two special diplomas. No other collection obtained two first prizes and only very few special diplomas were awarded at the whole convention. To the Mandy ore came one of the first prizes and special diplomas. To the Northern Manitoba Mining Co. at Herb Lake, came the other first prize and special diploma. Other prizes were obtained for gold and nickel and there is no doubt that the convention was impressed with the fact that Manitoba stands no longer on its reputation as a wheat-producing province alone. Mr. H. MacLeod was in charge of the collection and reports that a great deal of interest was taken in the collection and that many who are interested will personally examine the field in the month of August. A paper by R. C. Wallace was read on "Mining Development in Northern Manitoba" and the local papers were supplied with material relative to the work in this area. One of the most fruitful methods of stimulating interest and development in all mining fields in the Province will undoubtedly be

found in the display of good representative collections, fully labelled and with sufficient descriptive material, accurate in character, to convince all mining men and mining financial interests. With the co-operation of mining districts further south in the Province, this will be made a feature of all future mining conventions.

Special Correspondence

NORTHERN ONTARIO.

Boston Creek District—Government Blamed for Lack of Roads.

The failure of the Ontario Government to assist in the development of the Boston Creek mining district is uppermost in the thoughts of those citizens of Northern Ontario who possess a genuine sense of fair treatment to those concerns, backed by capital from abroad, which have chosen this district as the most attractive place in which to apply their efforts at mine development.

Early last spring, the Ontario Government, through Hon. G. Howard Ferguson, stated that a road was to be built for the accommodation of the mines in that district. The summer is now well advanced yet not a shovel of dirt has been turned. Instead, privately financed companies find it necessary to maintain their own roads, not only for their own benefit, but for the benefit of the entire camp.

In the Miller-Independence section of the district a lot of money has been spent, with very successful results. The Independence has alone spent about \$300,000, and will expend perhaps another \$100,000 before the end of this year, by which time it is expected to be treating ore at the rate of about 75 tons daily. This company is financed from the United States, chiefly from Dayton, Ohio. The Company has built its own road and has maintained it, and the Ontario Government, despite the fact that a large number of other property owners use this road, has not seen fit to even lend assistance in its upkeep.

In addition to the rich ore-bodies proven to exist in the Miller Independence section of the Boston Creek district, the area farther east, in the townships of Catherine and Skead, is attracting more and more attention. The mining companies operating in the Skead area are seeking a road to the Boston Creek station by way of the Miller-Independence mine. The distance from Skead to the Independence is about thirteen miles, and would necessitate the construction of a bridge across the Blanche River. They are asking the government to build the bridge and to advance two-thirds of the cost of building the thirteen miles of road. These companies would pay one-third of the cost. The road would pass through one of the most promising prospective mining areas in the north.

Within the next three months many carloads of materials will have to be transported over the road from Boston Creek station to the Miller-Independence mine, a distance of about three and one-half miles. Coal alone will average about one carload each week. Carloads of lumber, cement, machinery and supplies must be taken in before bad weather sets in. As a consequence, this company is obliged to prepare and maintain a road, not only for its own use, but for all the other mines in the district.