

the Grand Trunk Pacific Railway and the Canadian Northern Railway will have terminals there. It is nearer by rail to Montreal than any other important port in the Maritime Provinces. The railways taking grain and other farm products from central and Western Canada to St. John for export will be anxious to have return freights and would no doubt concede very low rates on finished products to an iron and steel company at St. John. St. John is the commercial metropolis of New Brunswick and is also well located for the distribution of its products throughout the greater part of Nova Scotia. With reference to the markets of the world, it is nearly 400 miles nearer to Liverpool than New York, and it is remarkably well situated for trade with Mexico, South America and South Africa. While not quite so near to world markets as Sydney, C.B., is, it has the advantage of having more established steamship lines. There is little doubt that it will in the near future have first class winter steamship services to Mexico, the West Indies, South America, and South Africa, as well as to England. It is not probable that the summer service will ever be equally good on account of Montreal competition.

It is almost certain that a large steel shipbuilding plant will be established in St. John in the near future and some of the ships of the Canadian Navy may be built there. In the days of wooden sailing vessels it was one of the greatest shipbuilding centres in the world, and in ownership of ships ranked fourth among the cities of the British Empire.

Limestone could be obtained near St. John; coal or coke could be brought by water from the Cumberland, Pictou and Cape Breton coal fields; iron ore might be

obtained from Torbrook, Londonderry, Arisaig and perhaps Newfoundland, as well as from the Drummond range near Bathurst in New Brunswick, and possibly some nearer point in New Brunswick. As already stated, Parrsboro, the port from which Springhill coal is shipped, is 82 miles from St. John, while the rail haul from the coal mines is 27 miles, and if Pictou coal were brought to St. John via Parrsboro the rail haul would be 132 miles, but this might be shortened by connecting Parrsboro and Truro. The water route from Pictou harbour to St. John is about 485 miles. The water route from Sydney, C.B., to St. John is about five hundred miles. The coal mines on the west coast of Cape Breton are somewhat nearer to St. John. Port Wade, N.S., from which the Torbrook ore is shipped, is about 40 miles from St. John. From the Drummond iron mines, near Bathurst, in Gloucester County, N.B., the rail haul to St. John via Moncton would be about 224 miles. The ore could be transported by rail to Fredericton, a distance of about 170 miles from the mines, and there transferred to boats running down the St. John River.

It has been suggested that blast furnaces might be constructed in the vicinity of the Bathurst mines or at Newcastle, getting coal from Cape Breton, Pictou County, or the Cumberland field. This would be a case of carrying coals to Newcastle in a new sense.

When other advantages are equal, it is more economical to carry iron ore to coal than coal to iron ore, for the coal is much more bulky and more difficult to handle. By converting the coal into coke the bulk is greatly reduced, but the coke requires much more careful handling in transportation than coal.

(To be continued.)

SUMMER ROUTE TO THE PORCUPINE.

(Written for the CANADIAN MINING JOURNAL by Hamlin Brooks Hatch.*)

At the present time, the question of the most feasible route into the new Porcupine gold fields is one of moment to mining men and investors who have interests in the new field. In other years in which any new mining country has been opened up in the winter months, men have been able to figure with some degree of certainty as to the time of the winter break-up. The spring of 1910 has been remarkable in Ontario, owing to the fact that the streams and lakes opened at least four weeks in advance of the time expected. Interested people who placed their faith in records of the break-ups of other years, and who therefore failed to get their supplies in over the good winter roads, are at present forced to devise a good freight route for the conveyance of all mining necessities. So the question of a good summer route into this new country is one of greater importance than it would at first appear.

There are at present four possible routes, two of which are being used now. It is the purpose of the writer to take up each separate route in turn, giving its advantages and disadvantages from both the passenger and the freight standpoint. The writer is himself familiar with two of the routes that will be discussed. The other two have been taken from the Government map of the district and are at present simply possibilities for the future.

Route from 228½ Mile Post.

The first route to be considered will be that starting from the 228½ mile post of the T. & N. O. Railway.

This can be termed the all-water route. The station name is Holland. There is one train a day arriving between 7 and 9 p.m., going north, and at 9 a.m., going south. There is a good clean stopping place at this point.

From the steel there is a three-quarter mile portage to Small Lake, at the head of Slim Creek. This portage is good travelling, it being part of an old lumber road. Just before reaching the lake there is a steep down grade. Coming out, the lumber road may be taken, which winds up over the grade, lessening the incline considerably. From this lake it is a short paddle to the mouth of Slime Creek. This creek, which is 10 miles long, is narrow and quite fast. The first six miles from the lake the stream is more or less choked with dead trees and debris, which necessitates the careful handling of the canoe. The last four miles is open and good. The time of going in through Slim Creek to the Frederickhouse River is two hours. Coming out it takes four hours. Slim Creek empties into the Frederickhouse River 1 1-2 miles below the Frederickhouse Lake. Here the current is very fast, and it is necessary to pull the canoe from the shore. It is possible to paddle some of the distance, but the last quarter of a mile runs like a mill-race and no one has as yet been able to negotiate it without resorting to tracking. The west shore is sandy and furnishes a good foothold for this work.

From Frederickhouse Lake it is possible to use