

termination. If possible they should be renewed at once. There are many other localities in Canada at work on this same project, and the one which succeeds first will in all probability be the centre for iron manufacturing in this country. It is much better for both Port Arthur and Fort William to have this enterprise located somewhere in either Town than it is to have it 1,000 miles away.

Iron Mining.

Following up the question of making this an iron manufacturing centre, it is only appropriate to draw your attention to the question of iron mining. During the last five years, hundreds of thousands of acres of our iron lands have been located and patented. In the great majority of cases these lands have been bought from the Crown by Americans, in other instances large sums have been paid out to the original owners for what are believed to be very valuable iron properties; but I am sorry to say that we have not today in Algoma a single iron mine in active operation. Various reasons are given for this. The chief and only valid ones are that there is no furnace to treat the ore, and that with the present duty of 75 cents per ton on iron ore going into the United States, and ore at its present price, it is not possible to export it at a profit.

There are several different Iron Ranges in the District: The Gunflint, on the line of the Port Arthur, Duluth & Western, the Matawan—which crosses the Canadian Pacific about twenty-five miles west of here—and the Atikokan, about one hundred miles due west. I am informed, and have every reason to believe the information to be correct, that these ranges are geographically so situated that there should be plenty of ore found on them all, and the evidence from such work and exploration as has already been done corroborates this and proves the ore to be of a Bessemer quality.

A prominent plank in the platform of the political party now in power in the neighboring Republic was free raw material. We may therefore expect that when the tariff is revised, and it is bound to be soon, that iron ore will be put on the free list. In that case there is no reason why the exportation of Canadian ore should not commence immediately, for undoubtedly the District contiguous to Port Arthur is quite as rich in ore as is either of the neighboring States of Minnesota, Wisconsin or Michigan, which, during 1892 mined a grand total of 9,071,243 gross tones, of which 1,167,650 were mined on the Vermillion Range (Minnesota) and hauled by the Duluth & Iron Range Railway to Two Harbors for shipment by vessel.

Port Arthur Duluth & Western Railway.

The completion of the Port Arthur Duluth & Western Railway from Port Arthur to its Canadian terminus at Gunflint Lake, and the further extension of it for six miles to the Gunflint Lake Iron Company's mines, situated on the now famous Mesaba Range in Minnesota is a matter that we should congratulate ourselves upon. If the future of this line is to be gauged by the past and present of the Duluth & Iron Range Railway, and there is no reason why it should not be, then, we may reasonably expect that its operation will be of great benefit to this town and the district, generally.

Already a contract has been made extending over a term of years, for the transportation of 1,000,000 tons of American ore from the Gunflint Lake mine. This, the traffic from the Canadian ore fields, from the silver mines, from the hauling of sawlogs, ties, telegraph poles, etc., not to mention that caused by the large extent of rich agricultural land opened for settlement, should make the road a very profitable one, indeed.

Every effort should now be made to have the short gap between the present terminus of this and the Duluth & Iron Range Railway built, in order