

These enterprises must not be allowed to drop at this stage. The Port Arthur, Duluth & Western line requires provincial aid for the remaining 35 miles, and both the Rainy River line and a proposed branch of the P. A., D. & W. from Sand Lake to Atikokan requires subsidies from each government, so that they may be extended without delay. It was unfortunate that so much of the summer had elapsed before an agreement could be concluded for the building of the railway; however a start was made by the contractors, Messrs. Middleton & Connec, about the first of September, and although they were seriously delayed for the want of permission to make the crossings over the C. P. R. here and at Fort William, and by the scarcity of rails, still the work accomplished, viz., grading, bridging, tracklaying and ballasting of about 20 miles to Stanley Station, the point at which the government road to the silver mines crosses the Kaministiquia, was of itself a wonderful feat to have been accomplished in that limited time.

The final location of the line between Stanley and the boundary is now being made, and will be completed before spring, by which time not only will the Kaministiquia and other bridges be finished, but all the ties and necessary timbers will be on hand, and the heavy cuttings between Stanley and Silver Mountain ready for the active resumption of grading work as soon as the weather will permit of it.

Port Arthur has voted a bonus of \$25,000, payable on the completion of the first 50 miles, Fort William has voted \$15,000. It is likely that Port Arthur will be asked for a further bonus at the same rate for the remaining 30 miles, that is \$15,000. It will of course be time enough to discuss the merits of the company's case when it comes before you, but it appears to me the town can well afford to contribute that amount. I will refer further on to the extent and resources of the district through which these railways run.

Amongst our resources none is more important than

MINING.

This board and our citizens generally and all Canadians do not give this the sympathy and co-operation which such an important industry deserves.

Algoma will yet be as great a mining district as any in America, but, to ensure success in mining, not only energy and capital are necessary, but a technical knowledge on the part of those engaged in the supervision of operations. Mining which was always a legitimate business is rapidly being recognized as such by the general public, and all over the world operations are being conducted on a more legitimate basis. From the eastern boundary of Algoma near Sudbury to its western limit at Rat Portage, on the Lake of the Woods, new and important discoveries of different minerals are from time to time heralded by the press. The copper mines of Sudbury, which were