



The mining and colonization railway has been the great factor in creating the wonderful traffic of the Great Lakes.

In 1901 the tonnage which passed through the Sault Ste. Marie canals exceeded 28,000,000 tons, paying to the shipping interests over \$31,000,000 for transportation of such freight. All the wheat shipped from Lake Superior and Lake Michigan ports, including American and Canadian, did not exceed 81,000,000 bushels, which would only be equivalent to about 2,500,000 tons.

The iron ore shipped by boat from the Lake Superior States of Michigan, Wisconsin and Minnesota, exceeded 20,000,000 tons, and this class of freight, together with the coal which is shipped back to the Lake Superior region for mining and manufacturing purposes, goes to make up the greater portion of that large freight business that has created the extensive shipping business of Buffalo, Cleveland and Chicago.

It is short colonization and mining railways that have created this vast traffic, and it is railways like THE BRUCE MINES AND ALGOMA RAILWAY COMPANY that will develop Northern Ontario and create a profitable traffic that will bring into existence a vast important shipping interest for the ports of Collingwood, Meaford and Owen Sound, and other lower lake ports.

WITH RAILWAY FACILITIES DEVELOPMENT CANNOT BE PREVENTED.

The construction and operation of the railway would secure the development of important mineral, timber and agricultural resources.

There are large quantities of hard wood and other timber now valueless, which, with railway facilities, would be available for charcoal mining and other purposes.