

joining the Duluth & Iron Range road on the International Boundary. A charter will be procured during the ensuing Session of the Dominion Parliament to cover the whole line from the points before mentioned, and the bonus of 86 miles already voted by the Government will be arranged to apply on the new charter. This Legislation and a new charter from Ontario must be obtained before the bonds can be placed on the English market. To the great necessity of this railway through our new mining territory, I would especially call the attention of the Board of Trade and Municipal Council of Port Arthur; it is of the most vital importance to the town and should be recognized by it in some substantial way. It is the artery by which all the resources of the new territory must flow to Port Arthur. Of its mineral wealth in silver, gold and iron, of its large areas of timber, aggregating over eight hundred million feet of pine alone, besides other valuable woods, and of its agricultural resources which have already been reported on by a Provincial officer. Strong efforts should be made during the present Session of the Ontario Legislature to get aid for this road. The Local Government have obtained large sums of money for the mineral lands through which it will pass, and it would still obtain much larger sums were the road in operation, for the timber alone to which the road would give access would amount to at least two million dollars, judging from the timber sales which recently took place in Eastern Ontario. Our Local Government should act as liberally, or nearly so, as the Government of the border States to the South of us, namely, Minnesota and Dakota. In those States in order to open up its isolated territory, the Government gave largely of its wild lands to aid State railways. The Manitoba road, and the Northern Pacific, and the Duluth & Iron Range received large gifts of wild lands to the extent of over twelve thousand acres to the mile, were our Provincial Government to give one-fourth of the number of acres or its equivalent in money to the Port Arthur, Duluth & Western, we should have no trouble in financing it, and at present there would be large amounts of capital invested in the country which is now kept out for the want of railway communication. This important matter should receive special notice.

THE EXPORTS TO THE UNITED STATES OF OUR NATIVE PRODUCTS for 1887, taken from a statement handed me by the United Consular Agent at this port, look very creditable, and promise well for the future, especially when we can get easy access to the interior of the country by railway and other means. This statement of course only gives the exports to the United States of our native industries, and are as follows, Fish, fresh and salt, \$32,375, raw furs, \$3,388, silver and gold in ore and concentrates, \$243,775, general merchandise, \$33,921, building stone, \$4,270, making a total of \$317,720. The wheat exports coming from the West through, and shipped on American vessels via Buffalo amounted to over \$300,000. I would particularly call your special attention