

It are also the customs and inland revenue offices.

To the north of the C. P. R. track and some distance from town is a large brick building, where some 120 persons, suffering from incurable diseases, are given a home by the government. Although this was enlarged by half about four years ago it is still inadequate to the demands. It is heated with steam, has baths, and other modern conveniences. There is also a conservatory and the garden and grounds surrounding the "Home," which are cared for under the directions of Mr. Young, the superintendent, are acknowledged to be the finest in the vicinity.

A year ago last August the Portage la Prairie general hospital was started by a committee of ladies to whom the municipality donated the old court house to be used for this purpose. An appropriation of \$1,000, received from the local government last year, was spent in repairs to the building, including a stone foundation. There are 18 beds and other furnishings and equipment necessary for hospital use and five nurses are employed. This hospital has been of great service to the surrounding districts, and much credit is due to the ladies and those who assisted them for the way in which it has been conducted.

Portage la Prairie is well supplied with churches. The Presbyterian church was built in 1898 at a cost of about \$23,000. It is a brick building on stone foundation and has a seating capacity for about 800. In connection with the Baptist church there is a library containing about 1,000 books and a reading room kept open every week night to the general public. The Episcopal church, a solid stone building, was erected in 1880. It is a small church, seating only about 200 people. The Methodist church was built about twelve years ago. It is a brick building with seating accommodation for about 600 and the furnishings include a good pipe organ. The Disciples and Roman Catholics also have small churches.

The Women's Foreign Missionary society of the Presbyterian church established at this point an Indian school in which thirty to thirty-five Indian children are kept. These children receive the same instruction as that given in the public schools. The girls are taught, in addition, sewing and house-keeping and thus fitted to earn their own living, while the boys are sent, when old enough, to the Regina Industrial school to be taught some trade.

There are four public schools here employing nineteen teachers. The east and west ward schools are new solid brick buildings, and like the other schools, have all the modern conveniences available.

The building operations last year were confined principally to the residences, several new ones being erected and additions added to others. Geo. Murton's brick block was the only new business premises erected, still there are signs each year of continued growth and quite a number of new buildings are on the list to be erected this year. The local government are building a bridge across the Assiniboine river about two and a half miles east of the town. This is to be finished by spring and it is expected that it will be the means of bringing considerable more trade from the district on the other side of the river.

The board of trade was reorganized a year ago and is now in a flourishing condition. A. H. Dickens is the president, and H. W. E. Douglas the secretary-treasurer. The merchants report that collections and business in general have been very fair, considering the poor crops last season and this fact may be taken as a good indication of the standing of the farmers in the district. This town has always been one of the leading centres of the west and it is becoming each year better and more widely known to the outside business world.

The detailed estimates of expenditure for the province of Manitoba for the year ending Dec. 31, 1901, were brought down by the provincial treasurer this week, and amount to \$1,241,612, as compared with \$1,284,530 the amount of last year's estimates, a decrease of \$42,918. The estimated revenue for this year is \$1,261,087, as against \$994,547 estimated for 1900. The actual receipts for 1900 were \$905,331 and the actual expenditure, \$1,085,405.

Developing Northwestern Ontario.

Geo. E. Drummond, who represented the Montreal Board of Trade at the Clergue banquet, at Sault Ste. Marie, recentlv, speaks in the most enthusiastic terms of the guest and his various enterprises. He says in an interview with the Montreal Gazette, that the demonstration was a worthy tribute to a man who has done more to inspire confidence in Canada with regard to her natural resources than any captain of industry the Dominion has ever seen. The banquet, he adds, was thoroughly representative, being attended by legislators from Ottawa and Toronto. The 250 guests represented representative men both from Canada and the United States. Mr. Drummond said that Mr. Clergue delivered a practical speech, which embraced a review of the several enterprises in the vicinity of the "Soo," such as pulp mills, chemical works, copper and nickel ore products, the operating of

great project of developing new and greater Ontario.

The hematite ore, Mr. Drummond explained, from the Helen mine, and owned by Mr. Clergue and his associates, is now being used almost exclusively at the Canada Iron Furnace company's works, at Midland, Ont., and the recent test made of the product of the ore shows that in point of strength it excells the very best makes of American coke iron by fully 25 per cent. On the opening of navigation a large quantity of ore from the Helen mine will find its way to the American market. This, in fact, will be reversing the order of things which has existed up to now in the Ontario iron industry. This has been made possible by the energetic and systematic work carried on around the "Soo" by Mr. Clergue and his company. It is most worthy of remark, Mr. Drummond went on to say, that all this work of development and the building of railways and terminals, as well as establishing steamship lines to carry the ore to Midland, Cleveland, Hamilton and

converters and eventually find its way to the higher type of steel rails, structural steel, boiler plates, etc. The visitors could not but notice the superior class of equipment on the Algoma Central, the rails being the standard 80 pounds and the locomotives and rolling stock of the largest and most modern kind. He adds that a remarkable feature of the road is the fact that it has been built on share capital and without a dollar of debt. Besides the \$18,000,000 of capital which will soon have been expended, large sums are also being spent in developing the great water power on the American side of the "Soo," and when all this is done there will be 110,000 horse-power, (40,000) on the Canadian shore and 50,000 on the American. All the industrial works are located on the Canadian side for all the pulp and mineral products are drawn from the side of the Dominion. There are at present 3,000 men on Mr. Clergue's pay roll, and this number will be increased to 8,000 and over. When all the enterprises are completed the amount distributed daily to the builders and op-



J. & E. Brown Block, Portage la Prairie

hematite mines and the building of railways to bring the raw material to the Sault, and also to the shipping harbors of Lake Superior. Mr. Francis Hector Clergue's companies have already expended, Mr. Drummond says, no less than \$9,000,000 on the Canadian side of the "Soo," and the immense development now in progress would indicate that \$9,000,000 more will yet be spent. When this enterprising gentleman came to Sault Ste. Marie, six years ago, that place had a population of 2,500, since increased to 7,000 and by August next, when the new iron furnaces, steel plant, rail mills, etc., will have been completed, the population of the Canadian "Soo" will not fall short of 10,000 souls. In the mean time, Mr. Clergue has established emigration bureaus in Great Britain, Sweden and Norway, which he believes will be instrumental in attracting a large number of valuable settlers to the Michipicoten district, in which the iron mines and a considerable area of pulp lands, are located.

Mr. Drummond states that this vast series of industries has been a wonderful impetus to the manufacturing enterprises of Ontario, as Mr. Clergue invariably gives the preference to goods of Canadian manufacture. It may be stated in fact, that Montreal, Toronto, Hamilton, Dundas, Galt, London, and other towns have long since begun to feel the effect of this

other points, has been made possible without the issue of a bond and what is still more remarkable, without asking a dollar from Canada. The capital behind these vast enterprises is largely from Philadelphia, and Mr. Clergue, one of the large shareholders, has supreme and undisputed charge of the operations.

The company's pulp mills, which are the largest in the world, are running night and day, and have been from the start and, in fact, they can hardly keep pace with their orders, which pour in from Europe and abroad generally. These mills enjoy the immense advantage with regard to the manufacture of pulp, as they possess the sole right to make dry pulp under a certain invention of Mr. Clergue's. This, of course, saves a great deal in freight, as against the shipment of wet pulp in the ordinary way.

The visitors had the opportunity the day after the banquet of taking a trip over the new Algoma Central railway, which runs through a vast expanse of hardwood forest, from which 24-inch square timber is being shipped in large quantities. This is used for various purposes, the poorer quality finding its way into the manufacture of charcoal to supply fuel to the blast furnaces about being built at Sault Ste. Marie, and which later on will supply the company's steel

cratives of these works at Sault Ste. Marie will not fall short of \$10,000.

Mr. Drummond says that a visit to the "Soo" will convince any one that no greater development is at present taking place in Canada than these colossal works in New Ontario, and that almost the sole credit is due to F. H. Clergue. Here is another evidence of the rapid strides which the locality has taken of late. In 1895 the passenger receipts at the C. P. R. station in Sault Ste. Marie reached \$15,000. They reached \$111,000 in 1900. The freight receipts for 1895 at the same place were \$25,000. They increased to \$142,000 in 1900. In fact, as a result of these works the sum of \$1,000,000 was spent in Ontario alone for farm products and manufactured material, besides a handsome sum in the province of Quebec.

"I returned from Sault Ste. Marie," concluded Mr. Drummond, "with a renewed confidence in the resources of our Dominion, and with a feeling of deep gratitude to F. H. Clergue, a man we all should honor."

Premier Haultain, of the Northwest Territories, was in Winnipeg this week and while here stated that steps are shortly to be taken with a view to having the Northwest Territories created a separate province with all the rights and prerogatives now enjoyed by other provinces.