

since 1886, I see there has been nearly half a million dollars worth exported up to the present date, and the United States Consular Agent at this port informs me that during the season of 1887, there has been shipped \$250,000 worth of silver ore to the United States. Want of railway communication and roads have so far been a great drawback in the development of our gold mines, and only one, the Huronian, has been worked to any extent, it having shipped some \$7,000 worth of gold concentrates. Had there been railway communication established throughout this rich and comparatively unknown part of Ontario, I have no doubt but that the output of both silver and gold from the rich veins of the newly discovered district would have been four times as great as it is now. Suffice it to say the richness of our mineral wealth has been established and from it alone a great source of revenue must flow into this town. The energy and influence of this Board of Trade should be pushed to effect the establishment of railway communication with this district.

DUTIES ON SOFT COAL

should be abolished in order to foster the industries of Western Canada, as it is well known that the duty which is now 60 cents per ton on soft coal affects all manner of manufactured goods, from Prescott on the St. Lawrence in the East, to the Province of Manitoba in the West. It also affects the shipping interests of Canada on the lakes, and, in fact, discriminates against all Western Canadian industries, without benefitting the coal interests of Nova Scotia, any of which is seldom seen West of Montreal. Were soft coal free it could not possibly affect the Eastern Provinces of Canada, as American coal cannot be brought successfully into competition with Nova Scotian from Montreal, East. The duties on hard coal were abolished during the last Session of Parliament which may be considered a luxury whilst the duties on soft coal is still retained, which affects the interests of the country at large. Strong efforts should be made during the ensuing Session of Parliament by the manufacturers and shippers to abolish the duties on soft coal which should also be free.

THE PORT ARTHUR, DULUTH & WESTERN RAILWAY COMPANY

is now in a fair way to complete at least 50 miles of the road from Port Arthur, West, during the coming season, after the opening of navigation. They have already ten miles graded, 7 miles cleared and grubbed, with sufficient bridge timber and ties for at least 15 miles; the greater part of the surveys are completed showing easy grades and curvatures, light work not exceeding ten thousand yards to the mile, and no rock work for the first 50 miles. The surveys on the last 30 miles of the Western end have not yet been completed, but sufficient preliminary work has been done to establish the fact of its being easy, with little or no rock excavation. The whole length of the road is 86 miles from Port Arthur to Gunflint Lake, where the company propose