

come in camp. Above all petty incidents, however, emerges the fact that the race has not degenerated. Men are still men.

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Soon all physical traces of fire, save sundry square miles of scorched timber, will have been obliterated. Golden City, Pottsville, and South Porcupine will resume their normal aspects. Town lots are selling rapidly in the first and last named places, and the newly selected Timmins townsite is the scene of a real estate boom.

We believe that the new townsite will be laid out with due regard to sanitation. Unless, however, something is done very rapidly there will be a catastrophic outbreak of typhoid at Golden City and at South Porcupine. The state of affairs at the former settlement is exceedingly bad. There appears to be only indifference on the part of those officially responsible. Whereas the fire cost four-score lives, an epidemic of typhoid would take its toll of hundreds. Concerted effort on the part of the citizens themselves is now essential. With the aid of the Government, it is not too late to meet the situation. It will be shameful if the lesson learned in Cobalt be forgotten.

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Rail connection has wrought vast change in Porcupine. Construction of plants is, of course, immeasurably facilitated. Living is made easier. The best of provender is obtainable. In fact, Porcupine is a full-bloom mining camp, with its hotels, restaurants, amusement halls, and most of the other perquisites that appertain to life under such conditions.

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Not to be overlooked in any survey of Porcupine is the high standard of the men that are in charge of the mines. This is a direct inheritance from Cobalt. The "four-flusher," an unmitigated evil, became unpopular through Cobalt experience. He is not much in evidence in Porcupine. Cobalt has seen to that.

In the main, the sound engineers are successful in restraining their employers from early extravagance. It is gratifying to observe that the passion for mill-buildings and plant is being curbed. A wise balancing of mine and equipment will be thus attained.

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Two favourite themes of discussion in Porcupine itself are the sins of the T. & N. O. Railway Commission and the vagaries of the Bewick-Moreing people.

As to the former, it is only necessary to state that the commission is fallible. It has, nevertheless, lived up to its promise. Its lines are fearfully and wonderfully congested with freight that cannot be handled by the consignees. Possibly 500 cars await unloading. We may add that but few strictures come from responsible sources. The incidental discomfort of sitting all night on a station platform is exasperating. But one can survive even that.

For the Bewick-Moreing concern we have little to say that is good. Their market manipulations have been cheap and undignified. Their mining methods and their mining men are of a high order of excellence. Why the firm cares to descend to the level of a broker's tout is hard to understand. They have sown the wind; of a surety they will reap the whirlwind.

At least 150 people arrive in Golden City daily. The influx is growing larger. Difficulties are arising in accommodating the newcomers. With a settlement and mine population that may now amount to six or seven thousand, and that is growing every hour, the railway and the hotels are being taxed heavily. It is to be hoped that both will be able to cope with the situation.

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Considerable attention is being diverted to the Swastika region. The traffic at that getting-off place is large. Yet there is no station building at Swastika. This omission, for which there is no valid excuse, must be remedied at once.

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To refer to the mines themselves, there is no particularly noticeable change. Three spectacular surface discoveries have been made. Actual mining progress is slow, and will be slow, until such time as the principal plants have been rebuilt. Considered generally, the number of *bona fide* mines will probably be larger than was thought a year ago, although substantial production of gold has been deferred.

In forecasting the future of Porcupine it must not be forgotten that the district as a whole must write off a large debt of expenditure. The railway from Kelso is a debit item, as are all outlays on prospecting, on fees, on roadbuilding, on mining, and on travelling expenses. If this chastening thought be kept in mind, it will temper the soulful enthusiasm of those who compare Porcupine with the Rand.

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In a forthcoming special issue, to be published within a few weeks, the *Canadian Mining Journal* will report in detail the leading physical facts of the camp. The purpose of this editorial is entirely general.

GETTING DOWN TO CASES.

On another page will be found a letter from Mr. W. W. Cory, Deputy Minister of the Interior. In that letter reference is made to an editorial entitled "A Modern Instance," that appeared in our issue of June 15, 1911. Mr. Cory, we fear, has mistaken our point, and certainly has not attempted to meet our criticism.

To set forth the whole matter clearly, let us quote first from the editorial in question. Our own words were as follows:—

"Two men made application for a coal mining location in the west, covering 5,160 acres. All the requirements of the regulations were fulfilled as regards staking, making proper application, and making