

finished pulp-mill. The workman's hammer was still heard on it, and to us it seemed so big that no question was raised concerning allied buildings and enterprises. Now, near at hand one foundry and blacksmith's shop, an admirably furnished machine shop in process of enlargement, the stately sulphite mill, smelting and reduction works, offices, all built of the same kind of stone, a native sandstone streaked in irregular bands with a warm red colouring which is very effective. Every building is planned to be capable of enlargement, and the group harmonizes in a way that shows artistic taste as well as business capacity presided over the design. In procuring the stone, the economic adjustment of means to ends has been considered. The maximum of advantage is gained at the minimum of cost. A new 40,000 horse-power canal is being excavated, parallel to the first one, and from it as a quarry all needed building stone is obtained. Thus, the excavation of the great canal may be said to cost nothing, for the stone is needed for the new buildings going up and still to be erected.

Additional industries are gathering round the canals, factories and mines, all contributing to the main object. When the Helen mine of iron ore was discovered near Michipicoten and a short railway brought it to a harbour ready for the market, transportation to the Midland blast furnace and other points became an immediate necessity. But the ship-brokers could not supply steamers or barges. All were pre-engaged. What was to be done? Wait on the pleasure of Mr. Rockefeller, who could put on the screw when it suited and as often as he liked? No. The right men were at once despatched to Britain, to purchase four steamers with the largest carrying capacity compatible with getting through our system of locks. While I was at the Sault in August, the last of the four arrived at the dock, near the new offices, with a cargo of 500 barrels of Portland cement, bricks and other stuff, brought from England right up into the heart of the continent,

without breaking bulk! Is there another such system of inland navigation elsewhere in the world? These steamers are to be carriers all the year round. On the approach of winter, they will run down to the ocean and engage in the Atlantic Coast carrying trade. Barges too are under way, for the outfit must be complete.

We might be sure that railways as well as steamers would be planned. Three main lines, not counting branches, are now being constructed, located or contemplated, by the same intelligence which saw the possibilities of the Lake Superior mill-pond, and has ever since been engaged in turning the possible into the actual. The first is the Algoma Central, to run back to Missanabie on the main line of the C.P.R. The second will extend the Algoma Central to the salt water of James Bay, the pocket of Hudson's Bay which bends down to within 300 miles of Missanabie. The third will connect the Sudbury region with the great Manitoulin Island, crossing the north Channel of the Georgian Bay at Little Current. Each of these promises to impart new life to large and hitherto hermetically sealed districts of the Province. The first ten miles of the Algoma Central are completed already. I had a run over them in their unbalanced condition, on a truck, in company with three or four American gentlemen who had come up from New York and Philadelphia to see the holes in the ground where their money was being sown. May they reap a good harvest! To my astonishment the line ran through a fairly well wooded and well settled rolling country. I had in my own mind previously given up the whole of that northern shore region as a hopeless barren, and the day before I had been informed by an intelligent person in the Sault that it was simply that and never would be anything more. Most ignorant are we of what we are most assured. Well, settlers had filtered in, men with hearts of oak, and that they had prospered, the fences, fields and buildings all along the line bare testimony. And