

the St. Lawrence route to the sea cheaper and more expeditiously than any other way, thus making Canadian territory the highway for American exports, and Montreal one of the principal sea ports of America; this would give the Western farmer two cents per bushel more for his grain and turn the tide of trade through Canadian territory.

CANAL-TOLLS

which were recently abolished by the State Legislature of New York allowing all products to pass free to sea navigation through their system of canals, was also temporarily abolished by the Canadian Government, but from recent Government reports, the toll system is to be renewed again by the Canadian Government, during the coming season, thus discriminating against our shippers to the extent of 20 cents per ton or $\frac{2}{3}$ of a cent per bushel on grain; this important matter should be attended to at once by Canadian shippers supported by the Boards of Trade of Canada and the Western Provinces especially, and pressure brought to bear on the Government to abolish canal tolls throughout our whole water system. Canals should be free and no embargo should be imposed on cargoes passing through them. The American canals are free, we have to compete with them, therefore, our shippers should have a fair start.

THE MINERAL RESOURCES OF WESTERN ALGOMA

are now becoming well-known, as already stated, to capitalists throughout Canada, United States and Great Britain and through the recent developments of many of our leading mines and veins their permanency and depth have been fully established. The development of our mines is still in its infancy, yet sufficient work has been done during 1887 to prove the great mineral wealth of Western Algoma. The new mineral region lying between Port Arthur and the International Boundary of Ontario and the State of Minnesota was first discovered in 1885, and was perfectly astounding to the explorers, whose success led them on to a more extensive search, the result being that now we have one of the richest mineral districts in America, tributary to Port Arthur. The principal ores are silver, (both native and in the sulphides), gold, (free and in the sulphides), and the recently discovered iron beds in the vicinity of Guntit Lake and Hunter's Island are already proving themselves to be as rich as the famous Tower mines, adjoining our territory in Minnesota, which shipped 350 thousand tons of ore during the season of 1887 to Two Harbors, near Duluth. The principal silver mines now being worked are the Beaver, Badger, Rabbit Mountain, Silver Mountain, Porcupine, Crown Point, Jercux, West Silver Mountain, as well as many other rich veins not yet sufficiently developed to prove their permanency, but the surface indications of which are good, and I have no doubt but many of them will prove fully as rich as their sister lodes on which more work has been done. Looking over the shipments of silver ore