

development within a given time is insisted upon. A moderate rental is charged, and the right is reserved to regulate the prices at which power may be sold. The water powers of Northern Ontario have been of very great aid in developing the mining industry. On a mine being opened up, wood is the first fuel used, then on wood becoming scarce or expensive, coal is brought in; finally, when the mines gives promise of permanence, one or more of the water powers which abound in the north are harnessed and electricity displaces steam, generally at one-half, or even one-third, the cost. This has been the programme at Sudbury, Cobalt, Michipicoten, Porcupine and elsewhere.

EIGHT-HOUR ACT

The working miner, who labors in darkness, dust and danger to bring to the surface the mineral riches of Ontario, is surely deserving of every consideration. During the session of 1913, Hon. Mr. Hearst, Minister of Lands, Forests and Mines, introduced an amendment to the Mining Act, which was adopted by the Legislature, intended to ameliorate the miner's lot. It provided that on and after 1st January, 1914, no miner should be required or allowed to work more than eight hours underground out of every twenty-four, except in cases of emergency. This Act is now in full operation, and it is to the credit of the mining companies that they have unanimously accepted the new conditions and have shortened the hours of labor without reducing the wages of the men.

T. & N. O. RAILWAY EXTENDED

1905.....	113 miles.
1913.....	432 miles.

In addition to completing the main line of the T. & N.O. Ry. to Cochrane, a distance of 252 miles, there have been branch lines constructed to Charlton, Kerr Lake, Porcupine, Elk Lake and Iroquois Falls, having a total length of 80 miles. The revenue of this railway has steadily increased, so that the pay-rolls which in 1905 amounted to \$216,119 were in 1913, \$1,218,473.

In 1913 the total operating revenue was \$1,656,154. There was a net surplus of earnings over expenses of \$255,323, of which \$81,421 were the royalties on ore mined.

Freight and passenger rates are as low as those of any other railway in the Dominion, and in many instances lower; and the railway has exerted itself in developing trade in the district and bringing in settlers to open up the country.

A resident of New Ontario has been appointed one of the commissioners to administer the Railway.