

A GREAT ENTERPRISE THAT WOULD BE OF INCALCULABLE BENEFIT TO THE PROVINCE OF ONTARIO.

The Extension of the Central Ontario Railway to the Sudbury District.

HOW IT WOULD HELP TO DEVELOP OUR MINES.

Why the Government should Aid the Project.

An able letter from S. J. Ritchie, of Akron, Ohio, to the Toronto Press.

To THE EDITOR:—For the first time during my acquaintance in Canada, which commenced in 1881, I venture to say a few words through the medium of the public press in the interest of the several enterprises with which I have had something to do in originating and to deal somewhat freely with the public policy, which must now determine their success or failure.

DEPENDS ON THE GOVERNMENT.

All enterprises in Canada, when they reach sufficient magnitude and importance to pass from an individual to a corporate existence, are brought in so close touch with the existing Government that their life or death is well-nigh in the hands of the leading spirit of that Government.

Fortunately, in this country, the ones with which I now have to deal are not only specially so situated, but absolutely so dependent. With the Government rests the responsibility of seeing whether they shall grow and flourish, or whether they shall wither and die, and their success or failure, and their success or failure, is not only a matter of public policy, but a matter of public policy, and as the existence of your Government is supposed to depend upon directly reflecting the policy and wishes of the people which create it, its verdict must also be accepted as the verdict of at least a majority of all your people.

With so much by way of preface, let me proceed to state my case; and for the purpose of this letter it is scarcely worth while to refer fully to the period of my acquaintance with your country, embraced between the years 1881 and 1883, further than to say that during this time the Central Ontario Railway was built to open up and develop what was said to be

A GREAT IRON FIELD.

with the object at that time of mining and shipping the ore to the United States to be smelted. It was soon found that the physical constitution of these ores was such that it made them not only undesirable but unsmelted to furnace here. They contained too large a percentage of sulphur, and their deliquescent hardness and closeness of texture rendered it impossible to expel the sulphur by the heating or roasting process from any portion of them, except at this cost on the outer surface. To nearly every furnace in the States of New York, Pennsylvania, and Ohio did I apply for a remedy or for some method of successfully dealing with these ores, but all to no avail. During all this time, a period of some three years, the working of these ores was abandoned and their sale discontinued. At last I applied to that universal genius, Mr. Thomas A. Edison, who had been experimenting with other kinds of ores, and, after several months' almost continuous labor, he finally mastered the question of being able to successfully separate the rocky matter from the iron, producing an ore containing 67 per cent. to 68 per cent. metallic iron, instead of from 50 per cent. to 55 per cent., as the better grades of Canadian ores. In order to do this the ore was crushed fine so as to pass through a ten-mesh sieve, and in this state the sulphur is readily expelled in from fifteen to thirty minutes, when exposed to the gas flame from the furnace stack.

TO EXTEND THE ROAD.

After three years' persistent and unsuccessful effort solely at my individual expense, this was a gratifying result, and in the interest of the Central Ontario Railway, I went to the Dominion Government and proposed to them that if they would extend the line of the Government to extend the road from Coe Hill to Sudbury, to such an extent as would place the line on an equality with those which were least favored, the company could at once arrange for the sale of the securities to go on to pass through the State. It was however necessary, as a condition of the road, that these securities that the company should agree to erect a large blast furnace upon the line of the railway, and that it should obtain from the Government the admission free of duty of all the machinery used in the preparation and treatment of these ores, which is not now made in Canada, and also the admission free of duty of all the coke used as fuel in the smelting of these ores.

THE PROPOSED FURNACE.

As the Government also made to the Ontario Government to add in the extension of this road, which would pass through the entire length of a country containing more than fifteen thousand square miles, located in the very heart of Ontario, which is not now reached by any railway communication whatever. The district in which the furnace and all the machinery for the treatment of these ores would be erected is represented in the Dominion Government, by Minister Bowell, and I take the liberty of enclosing a letter received from him in relation to the subject, for publication.

MINERALS MOST IMPORTANT.

Mr. Editor, the mineral product of the United States is the most important crop produced in this country. In 1887 it reached well up to five hundred millions of dollars. It was far greater than its wheat, oats, hay and grass crops, and if the coal and iron tonnage were removed from the railway, nearly every road in New York, Pennsylvania and Ohio, as well as numerous ones in Michigan, Indiana and Wisconsin, would at once become bankrupt. How would the Canadian lines be affected by the addition of such a tonnage as these American lines now enjoy of these products? The answer is apparent to every one. Does Canada really desire the development of these industries? Her answer to the request of these companies through the Government will determine the fate of these enterprises. It is a matter of life or death to the commercial relations between the two countries cannot long continue just as they now are; either they will become much more liberal or they will become more restricted; and it would seem to me to be a wise policy to adopt such measures as would induce foreign capital to come in and develop your country, for Canada, as a whole, is really more of a mining and a mineral country than an agricultural one. Under such a policy, every American investor would be at Washington just what I have been, a constant and persistent defender of Canadian interests, instead of being a delegate to that place asking for legislation to shut out Canadian competition, or seeking the enforcement of some restrictive measures on account of some real or imaginary injustice done him by the Canadian Government.

A COMPARISON.

I am not aware of any great public enterprise which has ever been built up or carried on in Canada without Government aid or support. I will give only approximate figures for these named in this letter and now before the Government for their decision, but as there are no industries of this kind in Canada, and the people have not had an opportunity to become familiar with their importance, I will place them in contrast with the one great enterprise with which every man in Canada is reasonably familiar. The

last annual report of the Canadian Pacific Railway made to the shareholders on the 8th day of May, 1889, is now before me.

From this report it appears that this great system, including main line, leased lines, branches and equipments, has cost the sum of \$15,000,825.

This sum covers 5,075 miles, being every mile of the company's entire system. Taking President Van Horne's value of the company's lands, according to the sales of last year, and, I understand, they are much higher this year, the Government has thus far contributed to that great enterprise the magnificent sum of \$127,765,155. To this sum, however, must be added all the bonuses given by the Government in aid of all the lines now owned or controlled by this company outside the main line between Montreal and Vancouver, which is 2,906 miles in length. These would enormously swell the above figures.

This same report showed that the gross earnings of this great system for the year 1888 were \$11,195,535.60. The working expenses of the system for the same time are set down as being \$9,324,760.68, the balance between that sum and the gross earnings being almost wholly paid out on interest and dividends to account for the same goes almost entirely to the foreign holders of the securities. Of the \$9,324,760.68, which are given as working expenses, a very large sum must also go out of the country for coal, rolling stock, material of one kind and another, and to adjust differences between freight received and freight forwarded between the company and its foreign connections.

The report does not give this data, but it would probably be liberal to say that \$7,000,000 would fully cover the actual amount of the working expenses of this system for the year 1888 were \$11,195,535.60. The working expenses of the system for the same time are set down as being \$9,324,760.68, the balance between that sum and the gross earnings being almost wholly paid out on interest and dividends to account for the same goes almost entirely to the foreign holders of the securities. Of the \$9,324,760.68, which are given as working expenses, a very large sum must also go out of the country for coal, rolling stock, material of one kind and another, and to adjust differences between freight received and freight forwarded between the company and its foreign connections.

WHAT DO THE COMPANIES ASK.

The people of Canada through their Government to do?

Having first stated what they have done for one single enterprise, these companies ask—

(1) The extension of the Government to aid the extension of the Central Ontario Railway from Coe Hill to Sudbury, through the great iron fields between these two points, to such an extent as shall place the whole line built and to be built upon a par with all other roads requiring Government aid.

(2) The admission of all machinery such as is not now made in Canada, and is used in the mining and smelting of ores in their further refining processes free of duty.

(3) The admission free of duty of all coke used for smelting or refining purposes. As there is virtually no mining machinery now being imported into Canada, and little or no coke for smelting purposes save what is being brought in by the Canadian Copper Company, the admission of these articles free would be no tax upon the revenues of the Government. The whole tax upon the Government then would be the amount of aid granted to the extension of the railway, which, all told, would reach about a million of dollars. It is absolutely necessary that the line be extended in order to reach the proper ores to run a blast furnace. What do these companies propose to do if the Government grants what they ask for? They would proceed at once to the building of the extension of the road from Coe Hill to Sudbury, and to the erection of such a blast furnace as above described.

SUDBURY WORKS.

The Copper Company proposes to at once extend its plant so to have a capacity for treating ten or fifteen hundred tons of ore per day, and also to erect its own refining works, so that all the matter produced by the smelters can be refined in Canada, instead of being sent to England for treatment. At the lowest price charged at any place in Canada, the cost of mining and treating this quantity of such ores as are mined at Sudbury would be much more than twenty thousand dollars per day. The cost, as I have before said, of running such an iron furnace as spoken of, would be at least thirty-five hundred dollars per day, and there would be still in addition whatever would come from the operation of at least three hundred and twenty-five miles of railway, outside of what is earned from supplying one furnace. So much importance is attached to extending this kind on this side of the line that the Canadian Copper Company were offered, if they would bring their ores to the United States to be smelted, the free use of large grounds and plant and the free use of natural gas, both for smelting and refining purposes. They only ask from your Government that their fuel be free from taxation. During the consideration of the United States Senate Tariff Bill last winter I was frequently before the Committee having that measure in charge, as indeed I have during the last five years been before every Committee of Congress having in charge any important measures affecting Canadian interests. Under the tariff of 1883 copper was dutiable at 3 1/2 cents per pound, and nickel at 15 cents per pound; these were reduced respectively to 1 1/2 and 2 cents per pound in order to enable the ore to be brought into the country for treatment while the refined metal remained at the price of the tariff of 1883. But to return to our comparison. As above stated

THE COST OF MINING.

treating and refining the amount of ore named at Sudbury, and the running of the iron furnace at the lowest prices at which it can be done in the United States or in England, would be more than \$25,000 per day. The whole of this sum would be expended upon the Canadian side of the line, and the sum very nearly equal, if not quite up to that disbursed by the Canadian Pacific Company, which, as above stated, has received a direct bonus of \$127,765,155, while the whole amount of aid granted to the Canadian miner for these enterprises is little more than one million dollars. The provisions of free coke and free machinery used equally to all parts of your country, and I do not need to add one word as to how great a boon it would be to the British Columbia miner to have the penalty now placed upon the development of that country removed.

MINERALS MOST IMPORTANT.

Mr. Editor, the mineral product of the United States is the most important crop produced in this country. In 1887 it reached well up to five hundred millions of dollars. It was far greater than its wheat, oats, hay and grass crops, and if the coal and iron tonnage were removed from the railway, nearly every road in New York, Pennsylvania and Ohio, as well as numerous ones in Michigan, Indiana and Wisconsin, would at once become bankrupt. How would the Canadian lines be affected by the addition of such a tonnage as these American lines now enjoy of these products? The answer is apparent to every one. Does Canada really desire the development of these industries? Her answer to the request of these companies through the Government will determine the fate of these enterprises. It is a matter of life or death to the commercial relations between the two countries cannot long continue just as they now are; either they will become much more liberal or they will become more restricted; and it would seem to me to be a wise policy to adopt such measures as would induce foreign capital to come in and develop your country, for Canada, as a whole, is really more of a mining and a mineral country than an agricultural one. Under such a policy, every American investor would be at Washington just what I have been, a constant and persistent defender of Canadian interests, instead of being a delegate to that place asking for legislation to shut out Canadian competition, or seeking the enforcement of some restrictive measures on account of some real or imaginary injustice done him by the Canadian Government.

NO TIME TO LOSE.

Procrastination has long been called the thief of time. In the measures now before your Government it will prove the thief of opportunity. The parties proposing to furnish the necessary capital to carry on these enterprises, include some of the best and ablest men in the United States, and your Government would not suffer by being able to count them among its friends; but they will not stand for ever, hat in hand, seeking to place their money in a foreign country when so favorable disposition is shown towards such investment, or where the enterprises in which they are asked to join are made exceptional to the general policy of the country. It is hardly necessary for me to further point out the importance of these enterprises or to continue the comparison with Canada's greatest work, and I will all the power to the question: Does Canada desire a development of her own latent possibilities? Her Government needs no action of Parliament to enable it to deal with the question. The law gives the Government in Council the most sweeping power to place any article in your whole tariff schedule upon the free list or to refund thereon upon any article upon which it has already been paid.

Akron, Ohio, June 24th, 1889. S. J. RITCHIE.

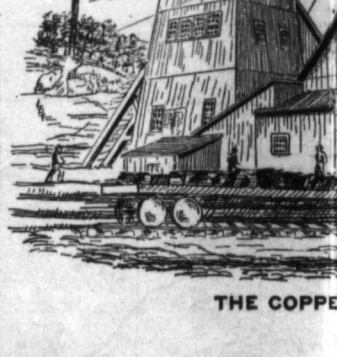
MR. BOWELL'S LETTER.

The following is the letter from Mr. Bowell to which reference is made in the foregoing:—

Dear Sir, Ottawa, June 7th, 1889.

DEAR RITCHIE,—Referring to your application for a subsidy of \$6,000 per mile to aid in the extension of the Central Ontario Railway from Coe Hill, in the County of Hastings, to Sudbury, I shall not fail to bring the subject under the notice of my colleagues for consideration, though I cannot hold out any hope that the application for so large a subsidy will be entertained.

The extent to which railway subsidies have been granted by the Dominion Government, other than in exceptional cases, has not exceeded \$3,000 per mile, and yours is one which I am of opinion would not be considered exceptional, though I freely admit its great importance to Ontario, opening up as it would a section of the province which is now inaccessible, and if, as I am informed, the country through which it would pass contains not only mineral deposits of extensive value, but also a large tract of land, from 30 to 60 per cent. of land fit for settlement, I see no reason why the Ontario Government should not aid, by a liberal grant per mile, in the construction of a railway which would do all intents and purposes be a colonization road.



THE COPPER CLIFF MINE.

The lands, minerals and forests through which your line would run, are, as you are aware, the property of the Government of Ontario, and while the whole Dominion would be benefited by the opening up and development of the great wealth which this country possesses, you will readily see that no part of it is so directly interested as Ontario, for the reason that the extension of the Central Ontario Railway from the point indicated to Sudbury, or even to a junction with the Gravenhurst and Lake Nipissing Railway, would be virtually for years to come a colonization road, opening up an extended area of land for settlement, and providing a means by which the timber of that section of the province could be forwarded to market, thus enabling the Ontario Government not only to settle its land, but to profitably dispose of the timber along and adjacent to the line.

There is more luck in placer diggings than in prospecting for quartz mines, but the ore beds are so large and valuable on the Sudbury range that the following "piles" have already been made here in the past four years. R. J. Tough heads the list with

SOME OF THE SUCCESSFUL ONES.

Erasmus Wiman's scheme of Commercial Union. But every unprejudiced person must see that in doing Canada a great service, by showing the people of the United States—who, as a general rule, are amazingly ignorant about everything on this side of the line—the vast mineral, timber and other resources of the Dominion. He deserves our gratitude for this if for nothing else.

One of the most judicious investments ever made in the district has just been made by Mr. Terrence Moore, of Marquette, Michigan. He has purchased an excellent nickel property in the township of Drury, which he intends to work to its full capacity right away. A syndicate of American capitalists are associated with him, and the owls and bears may as well take notice to quit that section of the range. This new company of practical mining men will make things hum there.

This part of Algoma will never receive proper consideration from the Government until the electors send a man to represent them in the Legislature who will look after the interests of the district right, and not a machine politician with axes, hatchets, and scapling knives of his own to grind. The present member, though not a disciple of Carlyle, evidently believes too much in the doctrine of silence. Mr. P. C. Campbell, of Sault Ste. Marie, would make a good man if he would run. He has the necessary ability, independence and courage, and he knows the wants of the district better, perhaps than any other man in it.

We have only two small saw mills in the district yet—both on one end of the range. We need a mill about the middle of the range, for which a free site will be given at Nickel City. Lumber for the mines and growing towns of the district has to be imported largely from the mills on the north shore and at North Bay, at great inconvenience and expense. Several mines are going to be worked on that part of the range this year, which will make a special demand for lumber there.

There is no other mining region in America where the people generally are so well-behaved and law-abiding as in the Sudbury district. We have more or less drinking in town after pay day at the mines, of course, but anything like serious crime is almost unknown here. This is partly due, no doubt, to the moral influence of the grand old flag, which prevails even in the remotest corners of the British Empire, but locally, the thorough, vigilant, judicious, energetic, and common-sense manner in which Mr. Wm. Irving, the chief of police for the district, attends to his duties has a great deal to do with it.

The purpose of this modest young journal is quite to boom mining or anything else here, which is not necessary. The publisher only relates in it what he has seen with his own eyes in prospecting in the district for the past three years, or knows to be facts. His main object is to try and make known to capitalists at home and abroad the great undeveloped mineral wealth of the Sudbury range, and therefore several thousand copies of this first number of the paper will be circulated in the mining and monied centres of the United States, England, Australia and other parts of the world.

Prospecting is the hardest work in the world, and particularly in rocky country like Algoma, where pack mules cannot be employed, and the provisions and drilling kit have to be carried on men's backs. But it is not so bad in the Sudbury district, as the railway runs through the range, and when off the line the supplies are conveyed by canoes along the Vermilion river and its numerous lakes and branches.

The cut of smelter in this paper was taken before the works were finished and the ground cleared, no recent view being available. Since then, a second smelter has been erected beside the first, on the east side, with a fine laboratory in rear, as well as a large coke house on the west side, and in front a wide level shipping yard for the matte has been formed by the slag dump. They are now the eighth largest smelting works in America.

Mr. S. J. Ritchie, (of Akron, Ohio), Toronto.

M. BOWELL, Toronto.

Yours truly,

Toronto and the Sudbury District.

No other province in the Dominion has such a large area of valuable mineral lands as Ontario has in Algoma, extending for 1,200 miles from the Ottawa river to Lake of the Woods and back to Hudson's Bay. This great territory, with its undeveloped wealth, should be tributary to Toronto for obvious reasons. But Montreal, owing to direct connection by the Canadian Pacific Railway, gets the most of the trade now, and Toronto cannot successfully compete for this business until one of its northern roads is extended to the Sudbury district. A mining population consumes just three times as much as any other community. Then the reciprocity is not "all on one side" with Montreal, as Jane Welsh would say. The Dominion Mineral Company, operating here on a large scale, is composed mainly of Montreal capitalists, while Toronto is doing absolutely nothing to develop the mineral resources of the district. Not only so, but one of the greatest obstacles to mining here is raised by Toronto speculators, including a lot of Government officials and their friends, having bought up so many claims on the range during the gold excitement two years ago. They are called the "Toronto gang" here, which shows the local feeling with regard to them. Cleveland, Pittsburg, Detroit, Milwaukee and other American cities owe their growth and prosperity, to a very large extent, to the mines of Lake Superior—giving work to their furnaces, traffic to their shipping and railways, and business to their merchants and bankers—and if Toronto capitalists would only take the same practical interest in the mining affairs of Algoma, the city would reap more benefit from it in the future than from a dozen real estate booms. The Americans are getting hold of the best mines in the district now. They know their great value.

Notes.

Sudbury is the most prosperous town of its size in Canada to-day—population about 10,000.

You can have lots of fun prospecting in Algoma, but you must bring it with you.

Three men working in the Vermilion mine last year aggregated 10 feet in height—one 6 ft. 6, one 6 ft. 4 and one 6 ft. 2.

Like George Eliot's young cockneys, a great many people in Sudbury are cherishing very large hopes in very small lodgings, and a first-class hotel would make a fortune here in a very short time.

Why invest in suburban property at high prices when you can buy a large corner lot in the central part of Nickel City for \$50, with the chance of having a valuable mine on it.

The great value of the nickel and copper ores of the Sudbury district may be estimated by the fact that they are worth about six times as much as the iron ores of Michigan at the mouth of the pit.

The prospectors around Whitefish have petitioned the railway authorities to change the name of the station, for fear the present name may give the public the idea that they want to catch suckers to sell mining claims to.

The Sudbury town site belongs to the Canadian Pacific Railway Company, and for some reason or other they practically stopped selling lots here two years ago, which has kept the place back.

In huge London we have an account of only one Micawber, but in the little village of Sudbury there are too many like him, waiting for capitalists to turn up to buy their mining claims, while they will do nothing to advertise the merits of the district or to build up the town. They are worse than moss backs.

There has, so far, not been a single fatal accident in connection with mining operations in the Sudbury district, though a good many greenhorns are employed in the mines here.

The foundations of many ample fortunes have been laid by judicious investments in real estate, and the man who buys property in a new town site like Nickel City, in a great mining centre, has a double chance to make his pile.

The highest price paid for any mining claim on the Sudbury range yet was only \$30,000. Its actual value is probably \$1,000,000. Some claims can still be bought here for a mere fraction of what they will be worth in five years from now. Several millionaires are going to be made by mining here.

There is far more good land in Algoma than outsiders have any idea of—along the river valleys and between the rock belts. In some places whole townships are fit for cultivation. The soil is excellent, as a rule, for growing oats, peas, vegetables, hay, and even wheat, and the local market, especially around the mines, is the best in Canada. Raising sheep would also pay well here.

The first thing new prospectors coming into the district should do is to go and see all the mines that are being worked here, and study the surface indications of the mineral deposits and veins. It will give them a better idea of what to look for when they start out, as the rock formations of the range are somewhat peculiar. If prospectors had done this in the past they would have been more successful in finding gold claims.

It cannot be said that the older part of Ontario is treating the new district of Algoma as a father would treat a son, but rather the opposite way, and more as a conquered territory. The Government is stripping it of its timber, selling mineral lands, and getting the most of their revenue out of it, but very little of the money is spent here. Then we have to pay direct taxation on every mining claim patented, the only part of Canada where such is the case.

The climate of the Sudbury district is well adapted for outside work of all kinds. It is not so cold as farther west in the same latitude, nor so changeable as in the eastern parts of the province. The snow fall in winter is usually lighter than along the north shore. The air is pure, clear, and bracing, malarial fevers are unknown, and men, women, and children enjoy the most vigorous health here.

We may have different opinions as to the merits of Erasmus Wiman's scheme of Commercial Union. But every unprejudiced person must see that in doing Canada a great service, by showing the people of the United States—who, as a general rule, are amazingly ignorant about everything on this side of the line—the vast mineral, timber and other resources of the Dominion. He deserves our gratitude for this if for nothing else.

One of the most judicious investments ever made in the district has just been made by Mr. Terrence Moore, of Marquette, Michigan. He has purchased an excellent nickel property in the township of Drury, which he intends to work to its full capacity right away. A syndicate of American capitalists are associated with him, and the owls and bears may as well take notice to quit that section of the range. This new company of practical mining men will make things hum there.

This part of Algoma will never receive proper consideration from the Government until the electors send a man to represent them in the Legislature who will look after the interests of the district right, and not a machine politician with axes, hatchets, and scapling knives of his own to grind. The present member, though not a disciple of Carlyle, evidently believes too much in the doctrine of silence. Mr. P. C. Campbell, of Sault Ste. Marie, would make a good man if he would run. He has the necessary ability, independence and courage, and he knows the wants of the district better, perhaps than any other man in it.

We have only two small saw mills in the district yet—both on one end of the range. We need a mill about the middle of the range, for which a free site will be given at Nickel City. Lumber for the mines and growing towns of the district has to be imported largely from the mills on the north shore and at North Bay, at great inconvenience and expense. Several mines are going to be worked on that part of the range this year, which will make a special demand for lumber there.

There is no other mining region in America where the people generally are so well-behaved and law-abiding as in the Sudbury district. We have more or less drinking in town after pay day at the mines, of course, but anything like serious crime is almost unknown here. This is partly due, no doubt, to the moral influence of the grand old flag, which prevails even in the remotest corners of the British Empire, but locally, the thorough, vigilant, judicious, energetic, and common-sense manner in which Mr. Wm. Irving, the chief of police for the district, attends to his duties has a great deal to do with it.

The purpose of this modest young journal is quite to boom mining or anything else here, which is not necessary. The publisher only relates in it what he has seen with his own eyes in prospecting in the district for the past three years, or knows to be facts. His main object is to try and make known to capitalists at home and abroad the great undeveloped mineral wealth of the Sudbury range, and therefore several thousand copies of this first number of the paper will be circulated in the mining and monied centres of the United States, England, Australia and other parts of the world.

Prospecting is the hardest work in the world, and particularly in rocky country like Algoma, where pack mules cannot be employed, and the provisions and drilling kit have to be carried on men's backs. But it is not so bad in the Sudbury district, as the railway runs through the range, and when off the line the supplies are conveyed by canoes along the Vermilion river and its numerous lakes and branches.

THE DIVINING ROD.

An old miner of thirty years' experience in Arizona, Nevada and California has been here this week examining the district for gold and silver with a testing apparatus that he has evidently brought to perfection. It works on the principle of electric attraction, and he has proved the unerring accuracy of its indications in the above States time and again by locating mines where no veins could be seen on the surface or any other signs of mineral. Your correspondent accompanied him through the township of Denison, and the wonderful instrument showed three things: first, that there are two unusually large gold lodes running across that famous township from north to south, which, by the way, is the direction of the principal gold veins of the continent; second, that the Vermilion mine has been opened in the wrong place for gold; and third, that the most of the speculators who bought nearly all the claims in the whole township two years ago, with snow on the ground, are going to be appropriately left out in the cold. His name is David Norrie, and his work has often been commented on in the New York Mining Record of late years. He says that this is the richest mineral belt he has ever been on.—Cor. Toronto Mail.

SOME OF THE SUCCESSFUL ONES.

Erasmus Wiman's scheme of Commercial Union. But every unprejudiced person must see that in doing Canada a great service, by showing the people of the United States—who, as a general rule, are amazingly ignorant about everything on this side of the line—the vast mineral, timber and other resources of the Dominion. He deserves our gratitude for this if for nothing else.

One of the most judicious investments ever made in the district has just been made by Mr. Terrence Moore, of Marquette, Michigan. He has purchased an excellent nickel property in the township of Drury, which he intends to work to its full capacity right away. A syndicate of American capitalists are associated with him, and the owls and bears may as well take notice to quit that section of the range. This new company of practical mining men will make things hum there.

This part of Algoma will never receive proper consideration from the Government until the electors send a man to represent them in the Legislature who will look after the interests of the district right, and not a machine politician with axes, hatchets, and scapling knives of his own to grind. The present member, though not a disciple of Carlyle, evidently believes too much in the doctrine of silence. Mr. P. C. Campbell, of Sault Ste. Marie, would make a good man if he would run. He has the necessary ability, independence and courage, and he knows the wants of the district better, perhaps than any other man in it.

We have only two small saw mills in the district yet—both on one end of the range. We need a mill about the middle of the range, for which a free site will be given at Nickel City. Lumber for the mines and growing towns of the district has to be imported largely from the mills on the north shore and at North Bay, at great inconvenience and expense. Several mines are going to be worked on that part of the range this year, which will make a special demand for lumber there.

There is no other mining region in America where the people generally are so well-behaved and law-abiding as in the Sudbury district. We have more or less drinking in town after pay day at the mines, of course, but anything like serious crime is almost unknown here. This is partly due, no doubt, to the moral influence of the grand old flag, which prevails even in the remotest corners of the British Empire, but locally, the thorough, vigilant, judicious, energetic, and common-sense manner in which Mr. Wm. Irving, the chief of police for the district, attends to his duties has a great deal to do with it.

The purpose of this modest young journal is quite to boom mining or anything else here, which is not necessary. The publisher only relates in it what he has seen with his own eyes in prospecting in the district for the past three years, or knows to be facts. His main object is to try and make known to capitalists at home and abroad the great undeveloped mineral wealth of the Sudbury range, and therefore several thousand copies of this first number of the paper will be circulated in the mining and monied centres of the United States, England, Australia and other parts of the world.

Prospecting is the hardest work in the world, and particularly in rocky country like Algoma, where pack mules cannot be employed, and the provisions and drilling kit have to be carried on men's backs. But it is not so bad in the Sudbury district, as the railway runs through the range, and when off the line the supplies are conveyed by canoes along the Vermilion river and its numerous lakes and branches.

THE FIRST SMELTER IN SUDBURY DISTRICT (AT COPPER CLIFF MINE).

\$56,000 in hard cash and property worth at least \$75,000 more. A few years ago he was breaking on the Grand Trunk between Toronto and Sarnia. James Stobie comes next with \$30,000 cash, and property \$100,000; (yet, strange to say, he is an ungrateful, long-talking nonentity of the man-shall-live-by-bread-alone kind); R. McConnell, cash \$14,000 and property \$75,000. T. & W. Murray, cash \$25,000 and property \$20,000. Metcalf & McAllister, cash \$13,500 and property \$25,000. Fred. Ayre, cash \$8,000 and property \$15,000. C. Ducharme, cash \$17,000. P. C. Campbell, cash \$9,400 and property \$15,000. A. G. Duncan, cash \$4,000 and property \$50,000. James Miller, cash \$8,000 and property \$20,000. Henry Ranger, cash \$9,000. A. McCharles, cash \$7,000 and property \$45,000. Sam St. Martin, cash \$6,000; and several others from \$1,000 to \$5,000, as well as perhaps a dozen more who have made no money yet, but own valuable claims. If it is true in any case it is in that of the prospector. "It is better to be born lucky than rich."

AN INTEREST IN A FIRST-CLASS MINING claim in the best part of the Sudbury range, will be sold cheap to open it up.

AN EXTENSIVE NICKEL PROPERTY, convenient to railway and water, for sale. There would be a good place for a new company to start in.

A SNUG EIGHTY-ACRE CLAIM, WITH fair indications of mineral and a great deal of valuable timber on it.

SEVERAL OTHER MINING PROPERTIES in different parts of the district.

MONEY ADVANCED TO PROSPECTORS for expenses and development work on liberal terms.

AGENT FOR MINING MACHINERY OF all kinds.

ALL INFORMATION ABOUT MINING cheerfully given.

A. McCHARLES, Real Estate and Mining Broker, Sudbury, Ontario.

McFadden, Matheson & Dumble, BARRISTERS, SOLICITORS, NOTARIES, ETC. Business with Land Titles office promptly attended to.

Office in QUIBELL'S BLOCK, Sault Ste. Marie, Ont. Branch office at THREASON, Saturday.

MINING.

AN INTEREST IN A FIRST-CLASS MINING claim in the best part of the Sudbury range, will be sold cheap to open it up.

AN EXTENSIVE NICKEL PROPERTY