

own shores, to see more of our national heritage, to read more about our possibilities, and to study more carefully our rate of growth. Such an event as the annual industrial fair in Toronto is an eye-opener to many Canadians, as well as to foreign visitors, showing what is actually being done year by year in some of our leading industries. By all means let the foreign advertising continue, but let us also spread the knowledge and appreciation of Canada among our own people.

New Supplies for the Iron Industry

FOR thirty years or more the American end of the northern shore of Lake Superior has been known to contain vast iron deposits and a great industry has grown up in the mining and shipping of the ore. At one of the Minnesota ports, Two Harbors, there are some of the finest ore-shipping docks in the world, and a fleet of lake-carriers is in constant service to Cleveland, the iron depot. The rock formation in which these deposits are found is traced in a northerly direction, through the Superior peninsula, and in some districts has been highly productive.

It has been recently discovered that a continuation of these ore zones occurs on the Canadian side. On Hunter's Island, in the Rainy River district, important discoveries were made some time ago, but more recently an extension of the same range has been found a few miles east of Port Arthur and near the Lake Superior shore. The new deposits contain ore of excellent quality, in veins from twenty to forty feet in thickness.

Iron men claim that these discoveries will make the industry on the Canadian side of Lake Superior as important as that of Minnesota. Outcroppings of ore are being found in all parts of the district, and development will probably begin at an early date. The opening up of new iron mines along the Superior coast will be especially timely for the steel rail mills at the Soo. From now on there will be an increasing demand for rails and structural material in Canada, and just as the works are starting up it is gratifying to know that an abundant source of

supply is assured. The Soo and the Sydney works will have together a minimum output of 300,000 tons a year, and this will all be taken up by the six great railway systems now running or building. Canada will soon be supplying her own steel market, and important developments in the Lake Superior country may be looked for.

Farthest West in Ontario

ANOTHER enterprise in the far west of New Ontario will be the development of power on Rainy River, the boundary between Ontario and Minnesota. A large tract of land on either side of the river has been secured by a syndicate which has undertaken with the Ontario Government to have the power works finished by January 1st, 1907. An immense saw-mill has already been built at Fort Frances, and a flour-mill, with a capacity of 3,000 barrels a day, also on the Canadian side, is projected. The timber supply is said to be sufficient to last twenty-five years. When these various works are completed, several busy manufacturing towns will be built up, chiefly on the Canadian side.

The promoters of this enterprise are a Minneapolis syndicate, who have been operating in Minnesota for some years. The boundary line will play small part in their Rainy River industries. Operations will be carried on on both sides, and the geographical situation and character of the district are such that its natural resources can best be developed in this way.

The entire western extremity of Ontario promises to be the seat of great industries. At the upper end of the Rainy River valley are large agricultural tracts, and to the north, at the head of the Lake of the Woods, are the largest flour-mills in Canada. The country around Keewatin, bordering on Manitoba, is both farming and mining country, and thrifty settlements have already been made along the line of the railway. At the other end of the district are the twin ports, Fort William and Port Arthur, both of which are destined to figure largely in the transportation business between the West and the seaboard. Lumber