

\$500,000. These facts of themselves prove that it is no idle dream to expect that within five years Port Arthur will be shipping a million tons of ore per annum from the Atikokan and Guelph ranges, in addition to the large quantity which must of necessity be smelted here into pig iron.

The growth of the iron ore trade of the south shore of Lake Superior cannot be better illustrated than by the statistics of the commerce of the Sault Ste. Marie canal, which in 1855 showed that 1,447 tons passed through; in 1865, 147,459 tons; in 1875, 493,408 tons; in 1885, 1,235,122 tons; while in 1889 it reached the grand total of 4,095,855 tons. These quantities are of course exclusive of shipments from those mines which find an outlet via Escanaba, which during 1889 brought the annual output of the Lake Superior mines up to nearly 7,000,000 gross tons.

THE CANADIAN LAKE TRADE

has not been as good this season as it promised. This was from a variety of causes. The shortage in the Manitoba wheat crop of 1888 and 1889 gave very little outward bound traffic for any steamers excepting the Canadian Pacific and Beauty Lines. Canadian boats were in consequence driven to the Chicago export corn trade, which was very large, and the railway coal carrying was done by American steamers, which took down cargoes of ore from Ashland and Two Harbors. A new traffic was initiated for the first time, viz, the transportation of 10,000 tons of coke, which was carried by boat from Cleveland and Buffalo to Algoma Mills and from there shipped to Sudbury by the Canadian Pacific. This coke is used for smelting the Sudbury copper and nickel ores into matte.

While on the subject of Lake Transportation it might be as well to draw your attention to the gross injustice which is being yearly perpetrated on your citizens in the way of

TOURIST TRAVEL.

No portion of Canada or the United States surpasses the Port Arthur district in its attractiveness as a summer resort. Not only is the climate perfect and health giving in the extreme but the scenery is unrivalled, the boating good, the trout fishing the best in the world, and we have, what no other town of this size has, first class hotels and good boarding-houses, in number and capacity sufficient to accommodate ten times as many people as annually visit us. It is an uncontradictable fact that neither the railways nor the steamboat lines display any energy worth mentioning in encouraging tourist travel, while the rates charged, not only to tourists but to our townspeople, are a glaring outrage. For more than twenty years have steamers been plying to Port Arthur and today passenger rates are higher than they were two decades ago, \$20.35 for a trip, by boat from Port Arthur to Toronto, via Owen Sound or Sarnia, occupying some 44 hours, is just as much out of reason as is \$30.00 for