More attention has been paid this year to iron lands than ever before in our history. One syndicate of American capitalists located and purchased from the crown some 30,000 acres between Whitefish and Gunflint Lakes, on which there is said to be a large amount of good iron. A diamond drill has been shipped and will be taken out there this winter to test this iron, as well as a large quantity previously located along the boundary on both sides.

This ore must find its outlet via Port Arthur and over the Port Arthur, Duluth & Western Railway, as the haul is shorter, the grades better, and it can altogether be handled more cheaply, (even that on the Minnesota side) than is possible over any American road.

The Graham McKellar iron on the Atikokan River which was located several years ago has been reported upon on several occasions. A portion of it has been leased for a term of years on royalty, with a guaranteed minimum output, to one of the chief stockholders of the Minnesota Iron Company. Last summer the outcrops on this range were traced for some miles further and the land located. The whole range probably shows the most wonderful outcrop of iron that has yet been discovered on either shore of Lake Superior. Even with the American import duty of 75 cents per ton which has to be paid, this iron can be profitably shipped to the United States This is owing to its high character as a bessemer ore, the tremendous quantity in sight, and the ease with which it may be mined. Analysis of ordinary samples show all the way from 65 to 69% of metallic iron, while there are no injurious ingredients in the way of phosphorous, sulphur or titanic acid, phosphorous being as low as 0.00117, sulphur 0.052, titanic acid nothing. The crying necessity for this range is railway communication, which can be had either by the Canadian Pacific building a branch line from Fire-steel River, or by a branch of the Port Arthur, Duluth & Western from Sand Lake. The haul would be the same in both cases, but the Canadian Pacific has the advantage in as much as they would only require to build from 30 to 40 miles of new line. The mines on this range could, after the second year of their existence easily supply 500,000 tons annually, thus adding between the freight on the ore and carriage of supplies and passengers nearly a million dollars per annum to the company's gross receipts. No greater proof is needed of this than is found in the history of the Minnesota Iron Company and the Duluth & Iron Range Railway. The former commenced shipping in 1884, the output for that year being 62,122 tons, which steadily increased, until in 1889 they forwarded to market during the season of navigation about 800,000 tons As long ago as 1886 when the ore carried only amounted to 307,948 tons, the railway earned enough to pay 6% interest on its bonded indebtedness of $25,000 per mile, and sufficient besides to pay 12% on its total capitalization of