

## N. W. Ontario.

### Development in Northwest Ontario.

"Messrs. Arthur B. Leo and Hugh Blain have just returned from a two weeks' trip in the iron region round about Port Arthur," says the *Toronto Empire* of Sept. 10th. "The special object of their journey was to attend the annual meeting of the Port Arthur, Duluth & Western Railway Company, in which they and other gentlemen are largely interested. Advantage was taken of the occasion to make a personal inspection of the road and the country through which it runs, so as to obtain an idea of the resources of the localities tributary to the road, and the probable revenue of the company. From these gentlemen it is ascertained that their road is now finished for about 80 miles, and will be completed to the Canadian boundary line at the Narrows, between Gun Flint Lake and Magnetic lake, about the end of this month. A short line is also being built by the same parties on the United States side, running into extensive iron mines. They paid a visit to the property of the Gun Flint Iron Company in the State of Minnesota, about four miles from the end of the Canadian line of the Port Arthur, Duluth & Western. This is said to be the finest iron mine in the state, not even excepting the celebrated iron mines of Tower and Ely or the much talked of Massaba mines. There are out-croppings of the finest ore covering a stretch of over three miles and beyond doubt containing millions of tons of the highest grade of magnetic iron ore. This company recently made a contract with the Port Arthur, Duluth & Western railway to furnish at least one hundred tons of iron ore annually for 10 years for shipment in bond over the company's road to Fort William or Port Arthur, thence to be forwarded by water to the eastern States, and the opinion is freely expressed that the actual shipments will far exceed the quantity contracted for. It would seem impossible to place a limit to the iron industry in this locality on either side of the boundary. There are excellent indications on the Canadian side, and the only thing required is capital for their speedy development. Specimens of ore have been shown us from a location near Whitefish Lake, close to the track, free from sulphur, with only the slightest trace of phosphorus, and which shows 65 per cent. of manganese this ore is said to be worth \$1.50 per ton more than any in the United States. Excitement is running high all through this region, and if only a small percentage of the expectation of those interested be realized the people of Canada will be astonished at the result. The prospects of this pioneer Canadian mineral road are practically unbounded. In addition to the iron traffic there will be an immense lumber trade, and the company has already some large contracts for hauling logs. Train loads are now coming down the road daily. Besides this there is a splendid farming country for settlement along the Whitefish valley, and there will also be considerable traffic from the scores of silver mines along the line of the railway. The *Empire* is glad to hear such re-

ports from these gentlemen. In the language of one of them: 'Mining in this section must assume prodigious proportions, and no railway in Canada has ever commenced operations with anything like as favorable prospects as the Port Arthur, Duluth & Western.'

### Fort William Water Works.

Fort William like many another rising town is bothered with a question of water supply. While it is situated within a few hundred yards of Lake Superior and has flowing past it the great Kaministiquia river, an abundant and convenient supply of water fit for all domestic purposes is nevertheless not at present to be had. In view of the growing importance of the place its inhabitants are casting about them with the object of securing such a supply of this necessary.

A number of plans have been suggested involving more or less expense whereby this can be accomplished. One is that a pumping station be established a few miles up the river, and a pipe line laid from that to the town. While this plan would do very well no better one available, it is under Fort William's circumstances not the most desirable. The one which seems to be the best is to lay a pipe line across the river and up to Loch Lomond, which is situated on Mount McKay. This lake or natural reservoir contains the purest water in unlimited quantities and could be made a never failing source of supply. More than enough pressure would be obtained by reason of the height of the water above the town. Such a system could not be established though without an outlay which is almost beyond Fort William's means at present. The inhabitants have the satisfaction of knowing, however, that water is always there, and when the time comes they will make the necessary connections and secure one of the most perfect water supplies in Canada.

### Notes.

Fire visited Fort William on Friday, the 14th ult., and partially consumed three buildings.

Several parties have been convicted of selling liquor to the Indians in Rat Portage district.

There is a prospect of a large steamer being built during the coming winter to ply between Rat Portage and Fort Francis.

The Roman Catholic Church at Port Arthur was seriously damaged by fire on the evening of Wednesday, September 21st.

From March 8th to August 31st the number of fares collected on the Port Arthur electric street railway exceeded 62,000.

Port Arthur proposes to submit a by-law to raise \$40,000 for the extension of its electric street railway to West Fort William.

A very heavy storm on Lake Erie in the latter part of September nearly resulted in the wrecking of some of the large freight boats.

The steamer Shamrock, left Rat Portage Tuesday, September 20th for Rainy River with a cargo of 1,000 sacks of flour and 80 tons of freight.

The Port Arthur *Herald* is responsible for the statement that a Duluth capitalist contemplates

establishing a \$50,000 iron foundry at Fort William.

An Athletic Building Association, Ltd., has been organized and incorporation applied for among the citizens of Rat Portage with the object of erecting and maintaining a building to be used in winter as a curling rink and in summer for a boat club house, public meetings, &c. The company expect to have their building completed by the winter.

The Rat Portage papers are roasting the management and everything connected with the late reduction works. From what we can gather from these we should say that the enterprise has proved a veritable reduction works—for reducing cash the pile of its owners. Instead of extracting gold from ore it has been extracting it from suckers.

The Port Arthur, Duluth & Western railway is fast approaching completion. It is now at the boundary line of Minnesota, and is being run into the iron mines in that state. A contract has been made with a company in Duluth and Minnesota to carry one million tons of iron ore from Minnesota to Port Arthur within the next ten years, which is equivalent to 100,000 tons per annum for that period.

Port Arthur *Sentinel*: "Eighty miles of the P. A. D. & W. railway from Port Arthur have been railed and the remaining six miles are being graded to the Minnesota boundary line and will be completed before the snow falls. The rock cuts which were encountered and made recently, have engaged a considerable amount of labor, but Messrs. Middleton and Connec, the experienced contractors have surmounted every difficulty."

A Toronto despatch to Winnipeg of a recent date gave the following information: "The provincial mining convention, to be held at the Soo, will discuss a proposition to grant 12,800 acres of land per mile to colonization railways in Algoma and the creation of Algoma into a province. It is pointed out that Algoma with its 54,000 population and its 27,500 square miles with rich deposits of gold, silver, copper, iron, petroleum, nickel and unlimited fisheries has as good a right to be made a province as the territories with 70,000 population and 293,000 square miles which had to be divided into several provinces. A proposition will also be made for reciprocity between Canada and the States in all minerals and manufactured products thereof, and have all lands six months in arrear of taxes open to the actual explorer and settlers."

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