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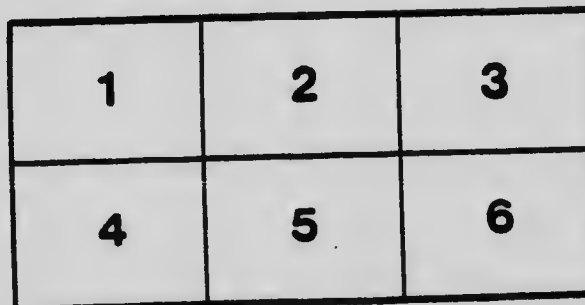
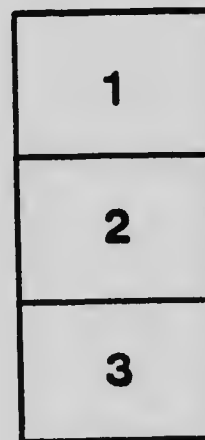
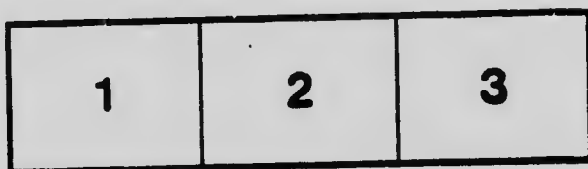
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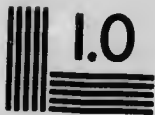
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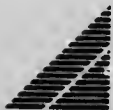
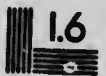
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Bruce Mines and Algoma Railway

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THE BRUCE MINES

....AND....

ALGOMA RAILWAY

OF the 100,000,000 acres in New Ontario, East Algoma comprises 47,000,000, or nearly four times the area of Old Ontario, lying west of Toronto, including the Counties of York and Simcoe.

The census returns show East Algoma to have a population of 47,000, but its present population will now exceed 50,000, which is over half the population British Columbia had in 1890, and in 1910 should be at least 150,000.

The constituency of East Algoma contains mineral lands which are sufficiently valuable to secure capital to prospect and develop same if railway facilities are assured.

The farmer can transport the product of the farm twenty or thirty miles to a railway, but the product of the mine cannot be transported a mile.

The railway is an absolute necessity to a mining district. Without railway facilities the development of the district is impossible.

The Rock Lake district, or the portion of East Algoma shown on railway map, comprises an area of over 6,000,000 acres, being 60 miles east and west, and 120 miles from Lake Huron north. It is more than half the size of Old Ontario lying west of Toronto, including Counties of York and Simcoe. It practically has no railways to develop its mineral, arable and timber resources.



The mining and colonization railway has been the great factor in creating the wonderful traffic of the Great Lakes.

In 1901 the tonnage which passed through the Sault Ste. Marie canals exceeded 28,000,000 tons, paying to the shipping interests over \$31,000,000 for transportation of such freight. All the wheat shipped from Lake Superior and Lake Michigan ports, including American and Canadian, did not exceed 81,000,000 bushels, which would only be equivalent to about 2,500,000 tons.

The iron ore shipped by boat from the Lake Superior States of Michigan, Wisconsin and Minnesota, exceeded 20,000,000 tons, and this class of freight, together with the coal which is shipped back to the Lake Superior region for mining and manufacturing purposes, goes to make up the greater portion of that large freight business that has created the extensive shipping business of Buffalo, Cleveland and Chicago.

It is snort colonization and mining railways that have created this vast traffic, and it is railways like THE BRUCE MINES AND ALGOMA RAILWAY COMPANY that will develop Northern Ontario and create a profitable traffic that will bring into existence a vast important shipping interest for the ports of Collingwood, Meaford and Owen Sound, and other lower lake ports.

WITH RAILWAY FACILITIES DEVELOPMENT CANNOT BE PREVENTED.

The construction and operation of the railway would secure the development of important mineral, timber and agricultural resources.

There are large quantities of hard wood and other timber now valueless, which, with railway facilities, would be available for charcoal mining and other purposes.

FARMING LANDS.

While there is a large quantity of rocky, broken territory unfit for arable purposes, yet there are numerous areas of very fertile lands found in the valleys.

The charcoal furnaces, smelting and mining operations would furnish a cash market to the pioneer settler for the timber on his land and for all farm products at excellent prices.

The arable lands in the mining regions of Pennsylvania are far more valuable per acre than farm lands in any of the best agricultural states in the Union.

THE RAILWAY IS THE GREAT CIVILIZER.

The United States have only six per cent. of the area of the world, but they possess over forty per cent. of the entire railway mileage, capitalized at \$11,000,000,000, paying annually \$500,000,000 in wages to its 800,000 employees, and \$39,000,000 in taxes. In the United States there has been 246,000,000 acres granted to railway companies, and over 39,000,000 in Canada, but the Crown still owns over 2,000,000,000 acres in Canada.

Minnesota has about the same area as East Algoma. Between 1861 and 1881 there were over 20,000,000 acres — equal to nearly forty-five per cent. of its area — granted to railways in Minnesota. Its population increased from 172,023 in 1860, to 1,307,826 in 1890, when three-fourths of its population were of foreign parentage.

THE POPULATION INCREASED NEARLY HALF A MILLION DURING EACH DECADE.

The railway companies constructed the railways, advertised the country, secured men and capital to develop the latent resources, and thus secured a remunerative traffic for their enterprise.

In 1901 Minnesota produced over 10,000,000 tons of iron ore, worth at the smelters over \$45,000,000. In 1900 she produced over 50,000,000 bushels of wheat alone.



The Rock Lake Mine, Rock Lake, Ont.

WHAT MINNESOTA HAS DONE ALGOMA CAN DO.

If capital could be secured to build colonization railways, upon receiving the usual land grant of 7,400 acres per mile in alternate townships (the province reserving the pine), before one-half the area of East Algoma would be granted there would be over 3,675 miles of railway constructed at a cost of over \$75,000,000, which would require a population of over 1,000,000, possessing property worth over \$1,500,000,000 to secure satisfactory returns on railway enterprises.

THE ROCK LAKE COPPER MINING DISTRICT.

The following is quoted from the report of the Royal Commission on the "Mineral Resources of Ontario," 1890, page 99, E. B. Borron, ex-M.P., former manager of the old Bruce mines: "In the district of Algoma, from the mouth of the French river to Pigeon river, on Lake Superior, upwards of 400 miles in a straight line, and from thence northward to the height of land, there is, I believe, no considerable area in which copper-bearing rocks do not occur. On almost every considerable lake in the interior, indications of copper may be seen. We have an area of 20,000 square miles of what may be termed copper-bearing country." A small strip of this copper-bearing country, two miles in length by about half a mile in breadth, or one square mile in all, has actually produced 40,000 and 50,000 tons of dressed ore, worth between \$2,500,000 and \$3,000,000.

The Rock Lake copper mines have been developed by sinking a main shaft down 425 feet. The cross-cuts in the shaft show that the vein has a width of over 24 feet at the 100 and 200 foot levels, and over 45 feet at the 300 and 400 foot levels. Some thirty cross-cuts put in at different intervals on the surface for over two miles, with other development operations, prove beyond doubt that these mines contain an enormous quantity of copper ore which, under favorable conditions, can be treated at a profit. Concentrating mills, with a capacity of treating 200 tons per day, have been in operation, and they are now paying at the rate of \$91,000 per annum in wages alone. It is intended to increase the capacity to 1,000 tons per day, meaning an annual expenditure in wages of \$450,000, and \$400,000 in other disbursements, together amounting to the sum of \$850,000 per annum.

These copper ores resemble those of Montana and Arizona, and will require somewhat similar treatment, which necessitates railway facilities, the handling of large quantities of ore and the expenditure of large sums for wages.

DIVIDEND PAYING MINES BRING MEN AND MONEY.

The operation of these and other copper mines, and the actual payment of dividends would bring into Algoma millions of capital and thousands of employees, and thus furnish a new and important market for the farm and manufactured products of Old Ontario.

GOOD RESULTS ALREADY.

The Province granted a subsidy of \$39,000 to The Bruce Mines & Algoma Railway Company. There has been expended already in railway construction, equipment and mining operations, nearly \$500,000, and Canadian, English and American capital is being expended on copper locations in the district, now that railway facilities are assured.

A promising copper location to the south-east of the Rock Lake copper mines is being bonded to English capitalists.

Duluth capitalists have expended considerable money in exploring the Indian Lake copper property to the North-west of Rock Lake mines, and as the results are very satisfactory a company is being organized to develop this property, and steam power and other mining plant is being installed.

The fifteen miles of The Bruce Mines Railway now constructed, with some additional branch lines, will enable these properties to ship their concentrates to the proposed smelters at Rock Lake.

A promising copper location in the Township of McMahon is situated about seven miles north of Rock Lake station.

Development operations have been carried on for some seven months with very satisfactory results, and this property will probably be able to ship pay ore as soon as railway facilities are furnished. The Sault Gray Copper Company has been organized with a capital of \$400,000 to carry on mining operations on this property.

The copper locations in the Township of Morin, including above 1,000 acres, lie some eight miles north-east of the McMahon property, and are very promising.

The Stobie Mining Company have installed an air compressor and other modern machinery on their copper mine in the Township of Johnson, and have sunk their main shaft over 200 feet, and have drifted some 200 feet at different levels, and these operations have revealed some of the richest copper ore on the continent.

Considerable money has been expended by James Stobie in developing some very promising copper locations in the northern portion of the Township of Johnson.

J. J. Case and other Northern Michigan capitalists have lately purchased a valuable copper location in the Township of Montgomery, and are now developing the property and meeting with satisfactory results.

In the Township of Aberdeen a deposit of excellent iron ore has been discovered, and other iron locations are known to exist. It is believed that these iron ore deposits will be sufficient to supply the necessary flux required for the smelting of the copper ores.

There are a great many very promising copper locations in that mining district, and with thirty miles more of the main line constructed, securing a suitable lake terminus at Bruce Mines, and a cheap supply of timber from the interior for charcoal and other purposes, capital can be undoubtedly secured to construct and operate smelters to treat the entire output of this important mining district within the Province.

THE LAKE SUPERIOR COPPER MINES IN MICHIGAN.

Although the Lake Superior copper mining district is exceedingly rich, yet these mines have paid in wages the enormous sum of \$275,000,000, out of a total output of \$400,000,000.

The mines furnish employment, directly or indirectly, to over 30,000 men.

The value of the output of the copper mines of the United States of America for 1899 was \$100,000,000.

Should these mines only furnish employment, directly and indirectly, to 10,000 men, it would mean an additional population of 40,000, who would pay annually into the Dominion treasury in custom dues over \$300,000.

MOST GRATIFYING RESULTS OF THE DEVELOPMENT POLICY.

The Helen iron mine, on the Algoma Central line, has shipped this year over 230,000 tons of ore, worth at the smelters about \$1,000,000, and paying to the steamboat lines over \$250,000 for transportation.

The development operations in Algoma district have increased the duties collected at Sault Ste. Marie port from \$45,000 in 1898-9 to \$369,000 in 1900-1, and the receipts of the present fiscal year indicate that they will exceed \$500,000.

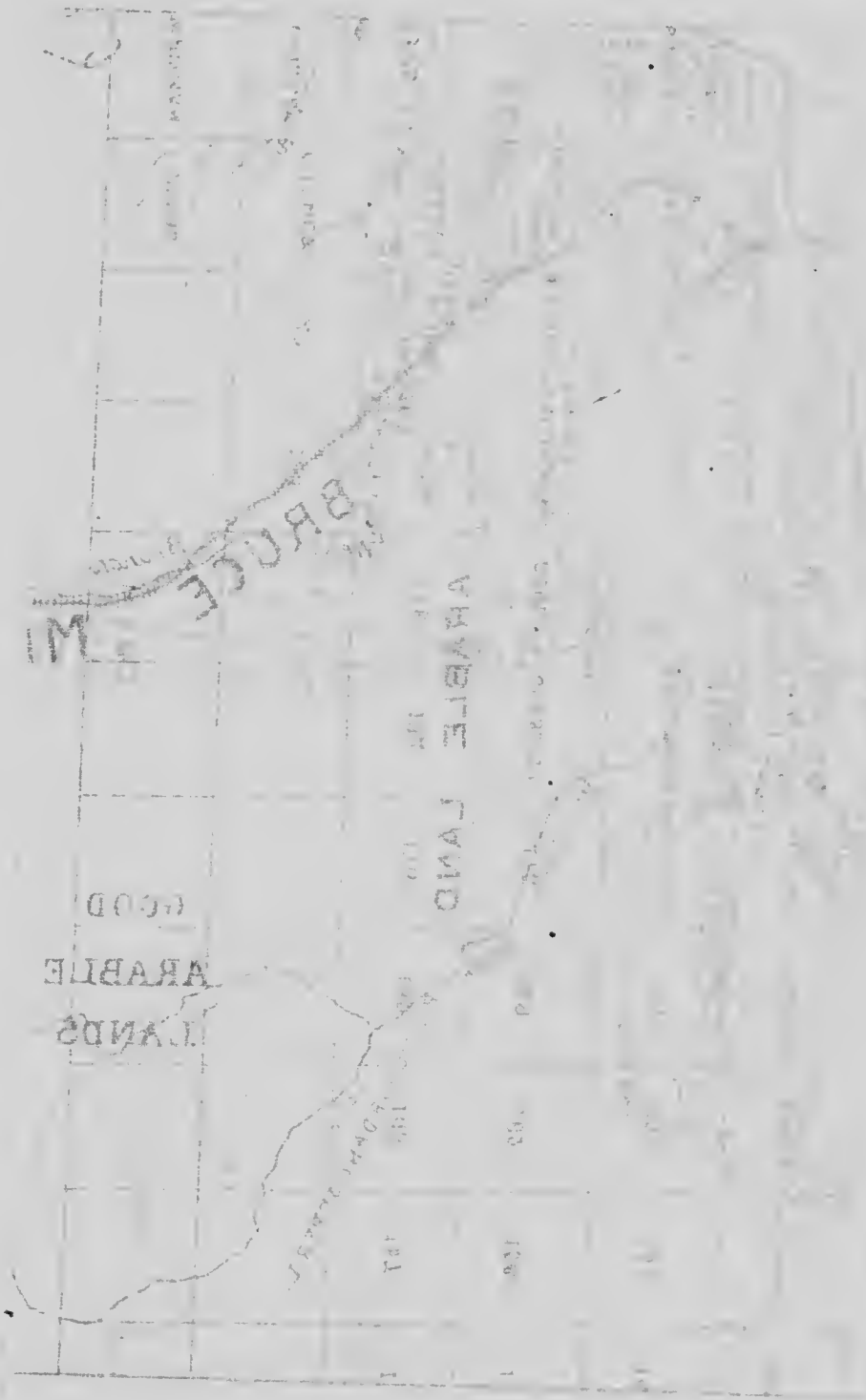
What policy can compare to that of land grants in alternate townships to the colonization railway?

THE ARABLE RESOURCES.

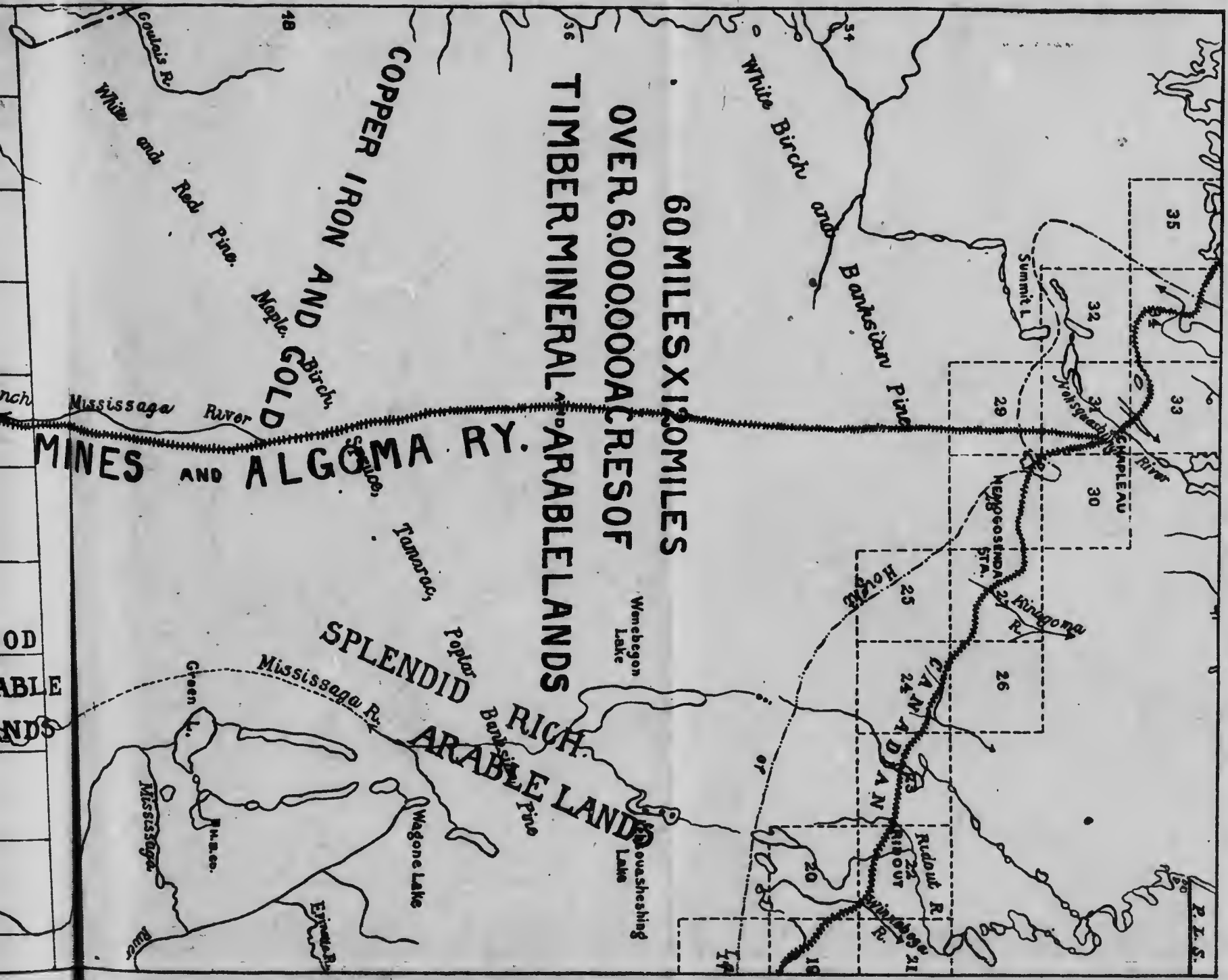
In the Townships of Plummer, Additional, Plummer and Aberdeen, there are numerous farms comprising excellent soil, large areas under cultivation, and modern buildings.

Abundant crops are produced, and the mining and railway developments furnish an excellent cash market for all farm products, and the price of lands has materially increased within the last year; yet good, improved farms can be secured at a reasonable price. Along the east branch of the Mississauga river it is believed that there are a million acres of excellent arable land.

The greater portion of the lands in Chesley, Additional, McMahan and Morin, are still owned by the Crown, and settlers, explorers and volunteers should examine the lands in these Townships, and the unsurveyed territory north thereof, before selecting elsewhere, as these lands will be near to railway facilities and to an excellent market for the hard wood, hemlock and products of the farm.



A View of Rock Lake from Top of Concentrating Mill.



60 MILES X 120 MILES
OVER 6,000,000 ACRES OF
TIMBER MINERAL & ARABLE LANDS

COPPER IRON AND GOLD
MINES AND ALGOMA RY.

SPLendid RICH
ARABLE LAND

OD
ABLE
LANDS

P.T.S.



A View of Rock Lake from Top of Concentrating Mill.

Good arable lands are found in the Townships of Johnson, Rose and Galbraith. The unsurveyed territory north of the Townships of McMahan, Morin and Otter are equally attractive to the explorer, settler and mining capitalist. The explorer, with his canoe, has descended the various branches of the Mississauga river, and has brought back specimens of copper, iron and gold, and tales of promising mineral wealth.

A few farmers in the Townships of Johnson, Aberdeen and Plummer, have received from \$1,000 to \$5,000 for their mining rights alone, and still retain most of the surface rights for farming purposes.

THE LAND OF LAKES AND SCENERY.

Rock lake closely resembles Lake Lucerne of Switzerland.

The line of railway passes along the shores of Otter Tail lake, Gordon lake and Rock lake.

The lakes and streams abound with fish, and game is plentiful.

The lakes and rivers, with the mountainous scenery in the Rock Lake district, will make this railway route very popular with the tourist and sportsman.

Rock Lake, Bruce Mines and Thessalon furnish splendid inducements for the location of tanneries, sawmills and furniture factories, as The Bruce Mines & Algoma Railway passes through a country abounding in hard wood, timber, hemlock and other raw material required for such industrial enterprises.

St. Joseph, Cockburn and Manitoulin islands furnish very good opportunities for stock raising and general farming.

A steamboat, during the summer season, plies daily between Thessalon, Bruce Mines, St. Joseph island and Sault Ste. Marie.

It is probable that a local steamboat will, during the coming summer, ply between Thessalon, Cockburn island, Manitoulin island and Blind river, and the product of these islands will, in the future, find an excellent cash market at Bruce Mines, Thessalon and Blind river, as they are becoming important mining and manufacturing centres.

NEGOTIATIONS NOW PENDING TO SECURE A LARGE SMELTER AND REFINERY FOR ALGOMA.

Negotiations have been advanced to a point where, if The Bruce Mines & Algoma Railway Company receives the usual subsidies, the smelting and reduction works will be located at Rock Lake mines, or at a suitable point in that district, and immediate steps taken to proceed with the erection thereof.

The proposed smelting and refining works will treat and refine the copper ore, and produce merchantable copper ready for manufacturing purposes, and as over \$1,000,000 of copper wire and ingots are imported into Canada annually, these refineries would have a home market for almost half of their product. Their output would exceed \$2,500,000 per annum of refined copper, and the proposed refineries would be capable of refining the output of the British Columbia mines, as well as those of Ontario.

LAKE SUPERIOR COPPER MINES IN MICHIGAN.

Value of output for 1899	\$40,000,000
Dividend for 1900	10,000,000
Total value of output	400,000,000
Total dividends	100,000,000
Total expended in wages over	275,000,000
Number of men directly employed in mines, mills and smelter	13,921
Number, directly and indirectly	30,000
Value of output of copper mines of U.S.A. for 1899 ...	\$100,000,000

CANADA IN 1900.

Output of Lead	63,169,821 lbs.	\$2,760,521
“ Silver	4,446,505 “	2,730,000
“ Copper	18,919,820 “	3,063,119
“ Nickel	7,080,227 “	3,227,000
Total		\$11,780,640

The value of wheat exported from Canada in 1899	\$7,000,000
The value of the output of the proposed smelters and refinery	2,500,000

COLORADO, THE GREAT SILVER LEAD STATE—1900.

Smelters' output	\$40,000,000
Silver output	14,000,000
Lead output	6,000,000
Copper output	1,000,000
Gold output	38,000,000
Entire output of silver up to December 31, 1900	363,000,000
Entire output of lead up to December 31, 1900	107,000,000
Entire output of copper up to December 31, 1900	13,000,000
Mining dividends in 1900	17,309,102
Number of men employed in mining, smelting, etc.	40,000
Wages paid	\$27,112,500
Population	600,000
Wealth per capita	\$2,780

Total wealth of State, \$1,668,000,000.

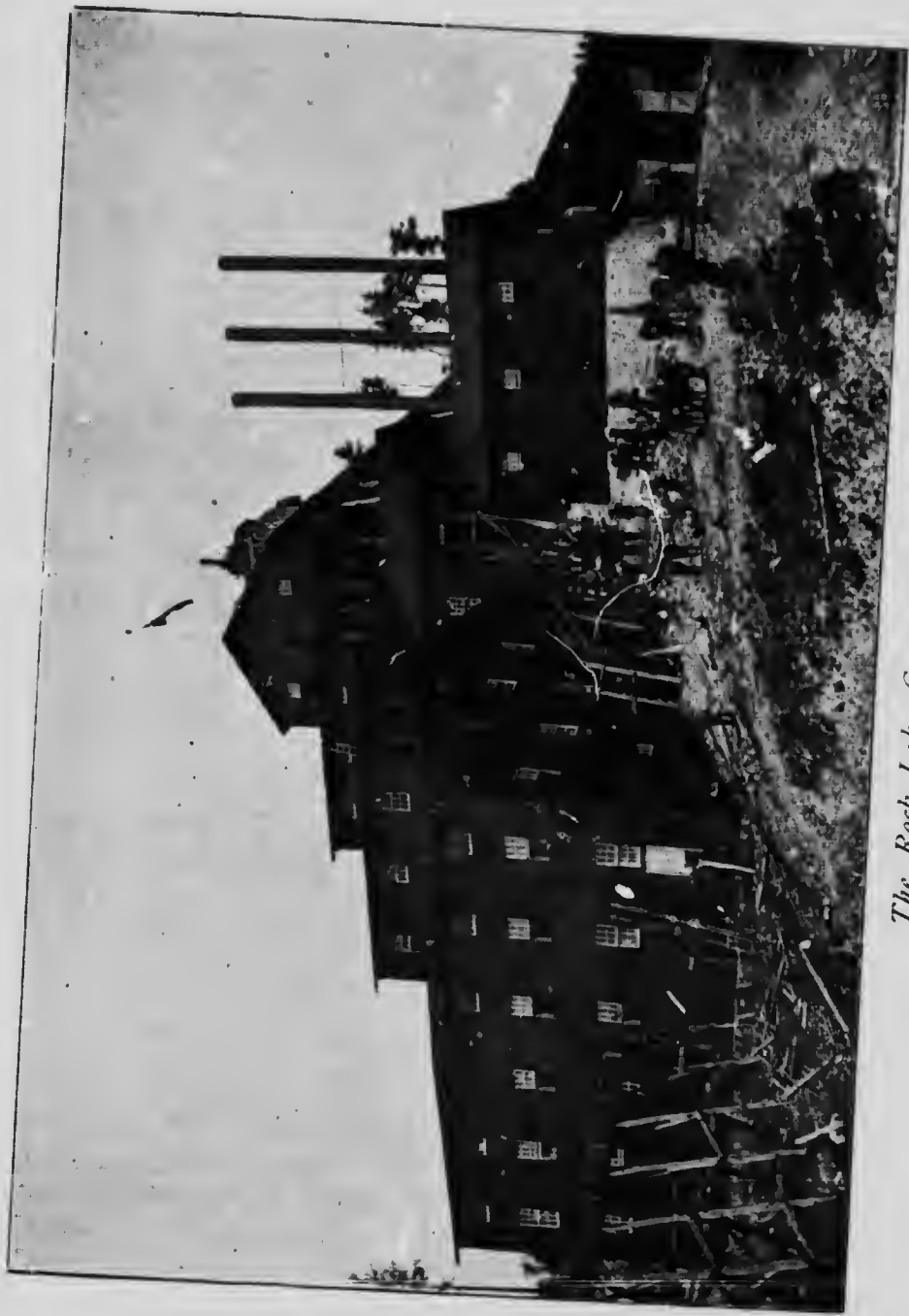
Population is the true wealth of a nation.

It seems reasonable that the copper output of Canada should in time equal that of the United States.

The establishment of a refinery in Canada by men known to possess a long and successful experience in treating similar classes of copper ore in the United States, would create a confidence in the copper locations of Canada, and would secure English and American capital for the development of our mineral resources.

SUGAR SECURES MORE CAPITAL THAN VINEGAR.

While the Liberal Governments are entitled to great credit for aiding the mining industry by subsidizing the necessary railways, and



The Rock Lake Concentrating Mill.

most satisfactory results have accrued therefrom, yet the mining industry will not be on a satisfactory basis until Canada is able to refine her own metals and be independent of the United States, whose legislation in the past has been most erratic and detrimental respecting Canadian interests.

The Dominion of Canada, except for a short temporary period, had the free use of the American canal at Sault Ste. Marie on equal terms with the shipping interests of the United States, yet we expended \$3,550,938 in constructing a new canal there in Canada, and will each year spend over \$15,000 on maintenance and repairs.

This expenditure did not secure for us any additional population or better facilities for our shipping interests, but was incurred for the sole and only reason that our shipping interests might be independent of the United States, and no voice in all Canada raised a protest against this expenditure.

Will not all Ontario unanimously support the small expenditure of \$90,000 to put our copper mining interests on a similar national basis?

ONTARIO SHOULD AID.

New York, although possessed of practically no mineral resources, includes within its confines more important refineries than probably all the other states combined.

The Ontario Iron Mining Fund of \$125,000 has produced splendid results.

\$225,000 was set apart last session by the province to secure the growing of sugar beets in Ontario.

Ontario owns about 13,000,000 acres of a copper-bearing territory north of the Great Lakes. The establishing of a copper refinery would enhance the prospective value of these lands and hasten the day when the province could dispose of same and secure thousands of men and millions of capital to develop these resources to the great advantage of the farmer and manufacturer of Old Ontario.

The total receipts to the province from sale, rentals, etc., of mining lands in 1900, amounted to \$108,952. Prior to 1897, the province expended on agricultural societies \$1,614,419, and on mechanics' institutes \$679,800, and on public schools \$9,137,362.

Could any dissenting voice be raised in the whole province against the granting of \$90,000 to secure railway facilities and also the refining of copper within the province, and thereby lay the almost certain foundation to secure the refining for Ontario of all the output of Canada's mines.

How can Ontario obtain greater returns?



