



A GREAT ENTERPRISE THAT WOULD BE OF INCALCULABLE BENEFIT TO THE PROVINCE OF ONTARIO.

The Extension of the Central Ontario Railway to the Sudbury District.

HOW IT WOULD HELP TO DEVELOP OUR MINES.

Why the Government should Aid the Project.

An able letter from S. J. Ritchie, of Akron, Ohio, to the Toronto Press.

To THE EDITOR:—For the first time during my acquaintance in Canada, which commenced in 1881, I venture to say a few words through the medium of the public press in the interest of the several enterprises with which I have had something to do in originating and to deal somewhat freely with the public policy, which must now determine their success or failure.

DEPENDS ON THE GOVERNMENT.

All enterprises in Canada, when they reach sufficient magnitude and importance to pass from an individual to a corporate existence, are brought in so close touch with the existing Government that their life or death is well-nigh in the hands of the leading spirit of that Government.

Fortunately, in this country, the ones with which I now have to deal are not only specially so situated, but absolutely so dependent. With the Government rests the responsibility of seeing whether they shall grow and flourish, or whether they shall wither and die, and their success or failure, and their success or failure, is in the hands of the Government.

A GREAT IRON FIELD.

with the object at that time of mining and shipping the ore to the United States to be smelted. It was soon found that the physical constitution of these ores was such that it made them not only undesirable but unsmelted to furnace here. They contained too large a percentage of sulphur, and their density and hardness and closeness of texture rendered it impossible to expel the sulphur by the heating or roasting process from any portion of them, except at this cost on the outer surface. To nearly every furnace in the States of New York, Pennsylvania and Ohio did I apply for a remedy or for some method of successfully dealing with these ores, but all to no avail.

TO EXTEND THE ROAD.

After three years' persistent and unsuccessful effort solely at my individual expense, this was a gratifying result, and in the interest of the Central Ontario Railway, I went to the Dominion Government and proposed to them that if they would extend the line of the Government to extend the road from Coe Hill to Sudbury, to such an extent as would place the line on an equality with those which were least favored, the company could at once arrange for the sale of the securities to go on to pass through the State.

THE PROPOSED FURNACE.

would have a daily capacity of 250 tons of pig iron, and would be so located that it could draw its supplies, not only from the mines upon the Central Ontario Railway, but also from any that might be had upon the Kingston & Pembroke road, the Napanee & Tamworth road and the Grand Trunk and Canadian Pacific lines. The actual daily cash outlay for running this furnace could not be less than \$3,500 or more than a million annually, and represents an expenditure of about \$2 per ton of ore to convert it into iron in Canada instead of \$2 to mine and ship it out of the country to be smelted in the United States.

A COMPARISON.

I am not aware of any great public enterprise which has ever been built up or carried on in Canada without Government aid or support. I will give only approximate figures for these named in this letter and now before the Government for their decision, but as there are no industries of this kind in Canada, and the people have not had an opportunity to become familiar with their importance, I will place them in contrast with the one great enterprise with which every man in Canada is reasonably familiar. The

last annual report of the Canadian Pacific Railway made to the shareholders on the 8th day of May, 1889, is now before me.

From this report it appears that this great system, including main line, leased lines, branches and equipments, has cost the sum of \$15,000,825.

This sum covers 5,075 miles, being every mile of the company's entire system. Taking President Van Horne's value of the company's lands, according to the sales of last year, and, I understand, they are much higher this year, the Government has thus far contributed to that great enterprise the magnificent sum of \$127,765,155. To this sum, however, must be added all the bonuses given by the Government in aid of all the lines now owned or controlled by this company outside the main line between Montreal and Vancouver, which is 2,906 miles in length. These would enormously swell the above figures.

This same report showed that the gross earnings of this great system for the year 1888 were \$11,195,535.60. The working expenses of the system for the same time are set down as being \$9,324,760.68, the balance between that sum and the gross earnings being almost wholly paid out on interest and dividends to account for the same goes almost entirely to the foreign holders of the securities. Of the \$9,324,760.68, which are given as working expenses, a very large sum must also go out of the country for coal, rolling stock, material of one kind and another, and to adjust differences between freight received and freight forwarded between the company and its foreign connections.

The report does not give this data, but it would probably be liberal to say that \$7,000,000 would fully cover the actual amount of the working expenses of this great system for the year 1888 were \$11,195,535.60. The working expenses of the system for the same time are set down as being \$9,324,760.68, the balance between that sum and the gross earnings being almost wholly paid out on interest and dividends to account for the same goes almost entirely to the foreign holders of the securities. Of the \$9,324,760.68, which are given as working expenses, a very large sum must also go out of the country for coal, rolling stock, material of one kind and another, and to adjust differences between freight received and freight forwarded between the company and its foreign connections.

WHAT DO THE COMPANIES ASK.

Having first stated what they have done for one single enterprise, these companies ask—

(1) The extension of the Government to aid the extension of the Central Ontario Railway from Coe Hill to Sudbury, through the great iron fields between these two points, to such an extent as shall place the whole line built and to be built upon an equality with all other roads requiring Government aid.

(2) The admission of all machinery such as is not now made in Canada, and is used in the mining and smelting of ores in their further refining processes free of duty.

(3) The admission free of duty of all coke used for smelting or refining purposes. As there is virtually no mining machinery now being imported into Canada, and little or no coke for smelting purposes save what is being brought in by the Canadian Copper Company, the admission of these articles free would be no tax upon the revenues of the Government. The whole tax upon the Government then would be the amount of aid granted to the extension of the railway, which, all told, would reach about a million of dollars. It is absolutely necessary that the line be extended in order to reach the proper ores to run a blast furnace. What do these companies propose to do if the Government grants what they ask for? They would proceed at once to the building of the extension of the road from Coe Hill to Sudbury, and to the erection of such a blast furnace as above described.

SUDBURY WORKS.

The Copper Company proposes to at once extend its plant so to have a capacity for treating ten or fifteen hundred tons of ore per day, and also to erect its own refining works, so that all the matter produced by the smelters can be refined in Canada, instead of being sent to England for treatment. At the lowest price charged at any place in Canada, the cost of mining and treating this quantity of such ores as are mined at Sudbury would be much more than twenty thousand dollars per day. The cost, as I have before said, of running such an iron furnace as spoken of, would be at least thirty-five hundred dollars per day, and there would be still in addition whatever would come from the operation of at least three hundred and twenty-five miles of railway, outside of what is earned from supplying one furnace. So much importance is attached to extending this kind on this side of the line that the Canadian Copper Company were offered, if they would bring their ores to the United States to be smelted, the free use of large grounds and plant and the free use of natural gas, both for smelting and refining purposes. They only ask from your Government that their fuel be free from taxation. During the consideration of the United States Senate Tariff Bill last winter I was frequently before the Committee having that measure in charge as indicated I have during the last five years been before every Committee of Congress having in charge any important measures affecting Canadian interests. Under the tariff of 1883 copper was dutiable at 3 1/2 cents per pound, and nickel at 15 cents per pound; these were reduced respectively to 1 1/2 and 2 cents per pound in order to enable the ore to be brought into the country for treatment while the refined metal remained at the price of the tariff of 1883. But to return to our comparison. As above stated

THE COST OF MINING.

treating and refining the amount of ore named at Sudbury, and the running of the iron furnace at the lowest prices at which it can be done in the United States or in England, would be more than \$25,000 per day. The whole of this sum would be expended upon the Canadian side of the line, and the sum very nearly equal, if not quite up to that disbursed by the Canadian Pacific Company, which, as above stated, has received a direct bonus of \$127,765,155, while the whole amount of aid granted from the Canadian side for these enterprises is little more than one million dollars. The provisions of free coke and free machinery would apply equally to all parts of your country, and I do not need to add one word as to how great a boon it would be to the British Columbia miner to have the penalty now placed upon the development of that country removed.

MINERALS MOST IMPORTANT.

Mr. Editor, the mineral product of the United States is the most important crop produced in this country. In 1887 it reached well up to five hundred millions of dollars. It was far greater than its wheat, oats, hay and grass crops, and if the coal and iron tonnage were removed from the railway, nearly every road in New York, Pennsylvania and Ohio, as well as numerous ones in Michigan, Indiana and Wisconsin, would at once become bankrupt. How would the Canadian lines be affected by the addition of such a tonnage as these American lines now enjoy of these products? The answer is apparent to every one. Does Canada really desire the development of these industries? Her answer to the request of these companies through her Government will determine the answer to these questions. I have during the last five years been before every Committee of Congress having in charge any important measures affecting Canadian interests. Under the tariff of 1883 copper was dutiable at 3 1/2 cents per pound, and nickel at 15 cents per pound; these were reduced respectively to 1 1/2 and 2 cents per pound in order to enable the ore to be brought into the country for treatment while the refined metal remained at the price of the tariff of 1883. But to return to our comparison. As above stated

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NO TIME TO LOSE.

Procrastination has long been called the thief of time. In the measures now before your Government it will prove the thief of opportunity. The parties proposing to furnish the necessary capital to carry on these enterprises, include some of the best and ablest men in the United States, and your Government would not suffer by being able to count them among its friends; but they will not stand for ever, hat in hand, seeking to place their money in a foreign country when so favorable disposition is shown towards such investment, or where the enterprises in which they are asked to join are made exceptional to the general policy of the country. It is hardly necessary for me to further point out the importance of these enterprises or to continue the comparison with Canada's greatest work, and I will all the answer to the question: Does Canada desire a development of her own latent possibilities? Her Government needs no action of Parliament to enable it to deal with the question. The law gives the Government in Council the most sweeping power to place any article in your whole tariff schedule upon the free list or to refund thereon upon any article upon which it has already been paid.

Akron, Ohio, June 24th, 1889. S. J. RITCHIE.

MR. BOWELL'S LETTER.

The following is the letter from Mr. Powell to which reference is made in the foregoing:—

Dear Ritchie,—Referring to your application for a subsidy of \$6,000 per mile to aid in the extension of the Central Ontario Railway from Coe Hill, in the County of Hastings, to Sudbury, I shall not fail to bring the subject under the notice of my colleagues for consideration, though I cannot hold out any hope that the application for so large a subsidy will be entertained.

The extent to which railway subsidies have been granted by the Dominion Government, other than in exceptional cases, has not exceeded \$3,000 per mile, and yours is one which I am of opinion would not be considered exceptional, though I freely admit its great importance to Ontario, opening up as it would a section of the province which is now inaccessible, and if, as I am informed, the country through which it would pass contains not only mineral deposits of extensive value, but also a large tract of land, from 30 to 60 per cent. of land fit for settlement, I see no reason why the Ontario Government should not aid, by a liberal grant per mile, in the construction of a railway which would do all intents and purposes be a colonization road.

The lands, minerals and forests through which your line would run, are, as you are aware, the property of the Government of Ontario, and while the whole Dominion would be benefited by the opening up and development of the great wealth which this country possesses, you will readily see that no part of it is so directly interested as Ontario, for the reason that the extension of the Central Ontario Railway from the point indicated to Sudbury, or even to a junction with the Gravenhurst and Lake Nipissing Railway, would be virtually for years to come a colonization road, opening up an extended area of land for settlement, and providing a means by which the timber of that section of the province could be forwarded to market, thus enabling the Ontario Government not only to settle its land, but to profitably dispose of the timber along and adjacent to the line.

There is more luck in placer diggings than in prospecting for quartz mines, but the ore beds are so large and valuable on the Sudbury range that the following "piles" have already been made here in the past four years. R. J. Tough heads the list with

SOME OF THE SUCCESSFUL ONES.

Erasmus Wiman's scheme of Commercial Union. But every unprejudiced person must see that in doing Canada a great service, by showing the people of the United States—who, as a general rule, are amazingly ignorant about everything on this side of the line—the vast mineral, timber and other resources of the Dominion. He deserves our gratitude for this if for nothing else.

One of the most judicious investments ever made in the district has just been made by Mr. Terrence Moore, of Marquette, Michigan. He has purchased an excellent nickel property in the township of Drury, which he intends to work to its full capacity right away. A syndicate of American capitalists are associated with him, and the owls and bears may as well take notice to quit that section of the range. This new company of practical mining men will make things hum there.

This part of Algoma will never receive proper consideration from the Government until the electors send a man to represent them in the Legislature who will look after the interests of the district right, and not a machine politician with axes, hatchets, and scapling knives of his own to grind. The present member, though not a disciple of Carlyle, evidently believes too much in the doctrine of silence. Mr. P. C. Campbell, of Sault Ste. Marie, would make a good man if he would run. He has the necessary ability, independence and courage, and he knows the wants of the district better, perhaps than any other man in it.

We have only two small saw mills in the district yet—both on one end of the range. We need a mill about the middle of the range, for which a free site will be given at Nickel City. Lumber for the mines and growing towns of the district has to be imported largely from the mills on the north shore and at North Bay, at great inconvenience and expense. Several mines are going to be worked on that part of the range this year, which will make a special demand for lumber there.

There is no other mining region in America where the people generally are so well-behaved and law-abiding as in the Sudbury district. We have more or less drinking in town after pay day at the mines, of course, but anything like serious crime is almost unknown here. This is partly due, no doubt, to the moral influence of the grand old flag, which prevails even in the remotest corners of the British Empire, but locally, the thorough, vigilant, judicious, energetic, and common-sense manner in which Mr. Wm. Irving, the chief of police for the district, attends to his duties has a great deal to do with it.

The purpose of this modest young journal is quite as important as anything else here, which is not to be overlooked. The publisher only relates in it what he has seen with his own eyes in prospecting in the district for the past three years, or knows to be facts. His main object is to try and make known to capitalists at home and abroad the great undeveloped mineral wealth of the Sudbury range, and therefore several thousand copies of this first number of the paper will be circulated in the mining and monied centres of the United States, England, Australia and other parts of the world.

Prospecting is the hardest work in the world, and particularly in rocky country like Algoma, where pack mules cannot be employed, and the provisions and drilling kit have to be carried on men's backs. But it is not so bad in the Sudbury district, as the railway runs through the range, and when off the line the supplies are conveyed by canoes along the Vermilion river and its numerous lakes and branches.

The cut of smelter in this paper was taken before the works were finished and the ground cleared, no recent view being available. Since then, a second smelter has been erected beside the first, on the east side, with a fine laboratory in rear, as well as a large coke house on the west side, and in front a wide level shipping yard for the matte has been formed by the slag dump. They are now the eighth largest smelting works in America.

For these reasons, and many others which time will not permit me to mention, it would be well for you to apply to the Ontario Government for a subsidy to assist in carrying on your great and, to my mind, very important enterprises.

While expressing, personally, my opinion of the importance of this railway extension, and the desirability of both Dominion and Provincial Governments aiding in its construction, I desire to impress upon your mind that I am not speaking for the Government of Canada, but in my individual capacity solely, desirous of seeing Ontario lands occupied by settlers and her wealth developed. I need scarcely add that as a public man your enterprise shall have my warmest support, consistent with duty to other parts of the Dominion.

Yours truly, M. BOWELL.

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Toronto and the Sudbury District.

No other province in the Dominion has such a large area of valuable mineral lands as Ontario has in Algoma, extending for 1,200 miles from the Ottawa river to Lake of the Woods and back to Hudson's Bay. This great territory, with its undeveloped wealth, should be tributary to Toronto for obvious reasons. But Montreal, owing to direct connection by the Canadian Pacific Railway, gets the most of the trade now, and Toronto cannot successfully compete for this business until one of its northern roads is extended to the Sudbury district. A mining population consumes just three times as much as any other community. Then the reciprocity is not "all on one side" with Montreal, as Jane Welsh would say. The Dominion Mineral Company, operating here on a large scale, is composed mainly of Montreal capitalists, while Toronto is doing absolutely nothing to develop the mineral resources of the district. Not only so, but one of the greatest obstacles to mining here is raised by Toronto speculators, including a lot of Government officials and their friends, having bought up so many claims on the range during the gold excitement two years ago. They are called the "Toronto gang" here, which shows the local feeling with regard to them. Cleveland, Pittsburg, Detroit, Milwaukee and other American cities owe their growth and prosperity, to a very large extent, to the mines of Lake Superior—giving work to their furnaces, traffic to their shipping and railways, and business to their merchants and bankers—and if Toronto capitalists would only take the same practical interest in the mining affairs of Algoma, the city would reap more benefit from it in the future than from a dozen real estate booms. The Americans are getting hold of the best mines in the district now. They know their great value.

In huge London we have an account of only one Micawber, but in the little village of Sudbury there are too many like him, waiting for capitalists to turn up to buy their mining claims, while they will do nothing to advertise the merits of the district or to build up the town. They are worse than moss backs.

There has, so far, not been a single fatal accident in connection with mining operations in the Sudbury district, though a good many greenhorns are employed in the mines here.

The foundations of many ample fortunes have been laid by judicious investments in real estate, and the man who buys property in a new town site like Nickel City, in a great mining centre, has a double chance to make his pile.

The highest price paid for any mining claim on the Sudbury range yet was only \$30,000. Its actual value is probably \$1,000,000. Some claims can still be bought here for a mere fraction of what they will be worth in five years from now. Several millionaires are going to be made by mining here.

There is far more good land in Algoma than outsiders have any idea of—along the river valleys and between the rock belts. In some places whole townships are fit for cultivation. The soil is excellent, as a rule, for growing oats, peas, vegetables, hay, and even wheat, and the local market, especially around the mines, is the best in Canada. Raising sheep would also pay well here.

The first thing new prospectors coming into the district should do is to go and see all the mines that are being worked here, and study the surface indications of the mineral deposits and veins. It will give them a better idea of what to look for when they start out, as the rock formations of the range are somewhat peculiar. If prospectors had done this in the past they would have been more successful in finding gold claims.

It cannot be said that the older part of Ontario is treating the new district of Algoma as a father would treat a son, but rather the opposite way, and more as a conquered territory. The Government is stripping it of its timber, selling mineral lands, and getting the most of their revenue out of it, but very little of the money is spent here. Then we have to pay direct taxation on every mining claim patented, the only part of Canada where such is the case.

The climate of the Sudbury district is well adapted for outside work of all kinds. It is not so cold as farther west in the same latitude, nor so changeable as in the eastern parts of the province. The snow fall in winter is usually lighter than along the north shore. The air is pure, clear, and bracing, malarial fevers are unknown, and men, women, and children enjoy the most vigorous health here.

We may have different opinions as to the merits of Erasmus Wiman's scheme of Commercial Union. But every unprejudiced person must see that in doing Canada a great service, by showing the people of the United States—who, as a general rule, are amazingly ignorant about everything on this side of the line—the vast mineral, timber and other resources of the Dominion. He deserves our gratitude for this if for nothing else.

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There is no other mining region in America where the people generally are so well-behaved and law-abiding as in the Sudbury district. We have more or less drinking in town after pay day at the mines, of course, but anything like serious crime is almost unknown here. This is partly due, no doubt, to the moral influence of the grand old flag, which prevails even in the remotest corners of the British Empire, but locally, the thorough, vigilant, judicious, energetic, and common-sense manner in which Mr. Wm. Irving, the chief of police for the district, attends to his duties has a great deal to do with it.

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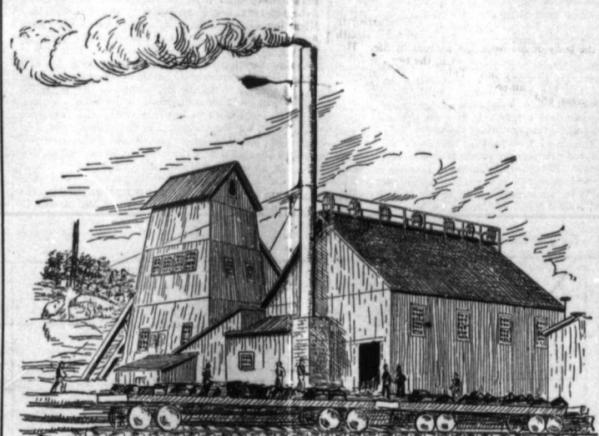
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THE COPPER CLIFF MINE.

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Yours truly, M. BOWELL.

Mr. S. J. Ritchie, (of Akron, Ohio), Toronto.

The cut of smelter in this paper was taken before the works were finished and the ground cleared, no recent view being available. Since then, a second smelter has been erected beside the first, on the east side, with a fine laboratory in rear, as well as a large coke house on the west side, and in front a wide level shipping yard for the matte has been formed by the slag dump. They are now the eighth largest smelting works in America.

Notes.

Sudbury is the most prosperous town of its size in Canada to-day—population about 10,000.

You can have lots of fun prospecting in Algoma, but you must bring it with you.

Three men working in the Vermilion mine last year aggregated 10 feet in height—one 6 ft. 6, one 6 ft. 4 and one 6 ft. 2.

Like George Eliot's young cockneys, a great many people in Sudbury are cherishing very large hopes in very small lodgings, and a first-class hotel would make a fortune here in a very short time.

Why invest in suburban property at high prices when you can buy a large corner lot in the central part of Nickel City for \$50, with the chance of having a valuable mine on it.

The great value of the nickel and copper ores of the Sudbury district may be estimated by the fact that they are worth about six times as much as the iron ores of Michigan at the mouth of the pit.

The prospectors around Whitefish have petitioned the railway authorities to change the name of the station, for fear the present name may give the public the idea that they want to catch suckers to sell mining claims to.

The Sudbury town site belongs to the Canadian Pacific Railway Company, and for some reason or other they practically stopped selling lots here two years ago, which has kept the place back.

In huge London we have an account of only one Micawber, but in the little village of Sudbury there are too many like him, waiting for capitalists to turn up to buy their mining claims, while they will do nothing to advertise the merits of the district or to build up the town. They are worse than moss backs.

There has, so far, not been a single fatal accident in connection with mining operations in the Sudbury district, though a good many greenhorns are employed in the mines here.

The foundations of many ample fortunes have been laid by judicious investments in real estate, and the man who buys property in a new town site like Nickel City, in a great mining centre, has a double chance to make his pile.

The highest price paid for any mining claim on the Sudbury range yet was only \$30,000. Its actual value is probably \$1,000,000. Some claims can still be bought here for a mere fraction of what they will be worth in five years from now. Several millionaires are going to be made by mining here.

There is far more good land in Algoma than outsiders have any idea of—along the river valleys and between the rock belts. In some places whole townships are fit for cultivation. The soil is excellent, as a rule, for growing oats, peas, vegetables, hay, and even wheat, and the local market, especially around the mines, is the best in Canada. Raising sheep would also pay well here.

The first thing new prospectors coming into the district should do is to go and see all the mines that are being worked here, and study the surface indications of the mineral deposits and veins. It will give them a better idea of what to look for when they start out, as the rock formations of the range are somewhat peculiar. If prospectors had

NICKEL CITY.

THE COMING MINING CENTRE OF EASTERN ALGOMA.

ITS GREAT NATURAL ADVANTAGES AS A TOWN SITE.

The site of Nickel City has been well chosen. It is located in the very heart of the great mineral range of the district, and where the Algoma branch of the Canadian Pacific Railway crosses the Vermillion river about sixteen miles south of Sudbury Junction. It lies on the north side of Vermillion lake (Whitefish lake on the old map) with the railway running through it. The lake in front is a beautiful sheet of water, dotted with groups of picturesque islands and surrounded on three sides by an amphitheatre of rocky hills and ridges. The lake is full of fish of various kinds, including speckled trout.

The town site rises gradually from a sandy beach to a height of one hundred and fifty feet on the brow of the mineral range immediately behind it, affording natural drainage as well as a magnificent view of the lake and surrounding country. Some forty rods to the west of it the rapids on the river form the best and most available water power in the whole district, with a fall of thirty feet in ten rods, and the adjacent portion of the town site has been reserved for smelting works, which will no doubt be built there before long. Three mining locations have already been opened within a mile of it with the most satisfactory results, and several others are to be opened around it on a large scale this coming season by Canadian and American capitalists. Simpson's platinum mine is only a mile and a half to the west, and the great copper, nickel, gold and silver mines in the adjoining township of Denison are within a few miles of it.

As the patent has only been recently obtained for the land—owing to its having been part of the reserve till last spring—nothing has been done in the way of building on the town site yet, and no lots sold, except a twenty acre piece of the lake front for smelting works in connection with one of the mining claims in it. Lots in it are offered for sale now for the first time. The town site covers twenty hundred acres, but only a fourth part of it will be sold now, or about one hundred lots. In view of their prospective value there is no better investment in Canada today than these lots. The prices at which they are offered are merely nominal and they will likely be worth five times as much in a few years and possibly fifty times as much, as the fine bed of nickel ore that crops out on the next section may extend under the town site, and gold has been discovered in several places quite close to it on the same range. In Helena, Kansas, when valuable mines were found in digging cellars there, lots that had been bought for a song were sold in some instances as high as \$100,000 each, and the same may happen in this case. The land has been purchased under mineral forms, which conveys everything that may be found on it.

Then the Vermillion river is the St. Lawrence of Algoma, being a continuous chain of fine navigable lakes (as any one can see by looking at the map of the district), and its numerous branches to the north ramify through great pine forests, for which it is the only water outlet. The logs can be floated down the river and manufactured for the mines at this point. A great deal of the timber on these northern limits will be required for this purpose in the near future, as the mineral range was last covered some twenty years ago, destroying the most of the pine on it.

Another thing, though the present mines are on the north-east end of the range around Sudbury, it is well known that the main body of mineral is in the middle of the range, in the townships of Denison, Graham and Drury, and that the greatest mines of the district will soon be worked there.

Besides, any new railways coming into the district will naturally wish to strike the range where the most traffic can be had, and in order to get a bonus from the Ontario Government as "colonization" roads, they must keep about twenty miles south of the main line of the Canadian Pacific Railway, which will be in the neighborhood of Nickel City.

Finally, mining towns always grow rapidly. San Francisco, California, and Melbourne, Australia, are the two largest and most prosperous cities of their age in the world, and they have both been made to a large extent by mining. Even already we have several villages around the mines here, where there was only an unbroken wilderness a few years ago, and the natural advantages of the site of Nickel City, marks it as the future mining, smelting, manufacturing and business centre of the district.

These lots will be convenient alike to the works that are going to be on the water front and to the mines on the range in the rear, which gives them a double value.

The Reasons Why

- Nickel City is bound to be an important place. It is in the heart of the great mineral range. It is beside the best water power in the district. It is on the principal river in Eastern Algoma. It is in the valley through which the short cut railway from the north shore to the mines must run. It is on the line of the Algoma branch of the Canadian Pacific Railway at the crossing of the Vermillion river. It is 165 miles from Sault Ste. Marie, 300 from Ottawa, 27 from the north shore and 16 from Sudbury Junction. It has the greatest natural advantages, and is by far the prettiest spot for a town site on the whole range. It is not going to be boomed, but built up on a solid basis, as the mines around it get developed and smelting and other works are established in it.

Smelting by Electricity.

There can be little doubt but in the near future electricity will be applied to the smelting of all kinds of ores. The practical scientists and metallurgists of the United States have been experimenting on it for a number of years with every prospect of success. The chemist for Carnegie & Co., who was assistant in Edison's laboratory for many years, has been working on it for some time. Now, it is well known that water power is in every way more preferable for driving electric motors than being run by steam power, and for this reason alone Nickel City is bound to be the great smelting centre of the Sudbury range. The water power at this point is almost unlimited, and so conveniently situated, with a rocky dyke as a natural dam, that it can be utilized at the least cost.

Short Cut Railway.

At the last session of the Ontario Legislature a charter was obtained, with a grant of \$3,200 a mile, for a short cut railway from Little Current to a point on the Algoma branch of the Canadian Pacific Railway near Nelson station, but nothing has been done of it since. The promoters of the scheme are probably charter-monsters who never intend to build the line. But such a road is much needed and would undoubtedly pay well if extended along the mineral range. There is a valley all the way, through which it could be cheaply built, and it would run in close proximity to the great mines and mineral deposits on the range. This short cut line, starting on the North Shore near the old Wallace mine, would strike the south end of the mineral belt about 15 miles from the lake, then follow the range through the townships of Drury, Denison, Graham (where the valley bends down to the site of Nickel City), Waters, and Snider, McKim and Blearsd, to the Dominion mine, and its whole length would not be over sixty miles. It would get a great part of the traffic of the mines, bringing in coke, machinery, provisions, etc., and carrying out the matte and other products of the smelters.

Some Michigan capitalists who have bought several mining claims on the range intend to have surveys made next summer with a view to building this line as a mineral road to the lake, if the holders of the present charter do not begin work on it this year.

Chips from Various Rocks.

A bank is very much needed in Sudbury. A branch of one of the chartered banks would do a large business here.

There is a good deal of game in this part of Algoma—moose, red deer, antelope, bear, fox, lynx, rabbit and grouse, as well as otter, mink, beaver, and muskrat. The lakes are full of fish, and Nickel City has far greater advantages as a town site.

A little weather-beaten old man came into one of the Sudbury hotels last fall, and after registering his name he asked, "A pauper last year, but a millionaire now." He had found a good nickel claim.

Of all the colonies in the British Empire, Canada has the largest area of mineral lands and the greatest variety of minerals, but the least mining enterprise. Why is it?

Last year the amount of ore that passed through the Sault Ste. Marie canal from the mines on the American side of Lake Superior exceeded 6,000,000 tons, but not a single shipment from the Canadian side, although the latter is known to be fully as rich in minerals as the former, if not more so.

While Montreal capitalists are expending \$1,000,000 on mining operations in the Sudbury district, the Toronto speculators, who own a many claims on the range, are not laying out a red cent in development work. The only thing they did last year in this way was quite original but not very creditable—one of them hired a poor old prospector to test a claim, but never paid him for it.

It is a common but erroneous idea that the average American goes into business recklessly and takes more risks than anybody else. His proverbial enterprise is due rather to a ready practical aptitude for engaging in any new venture if he thinks there is money in it, and then pushing it for all it's worth. If he fails at one thing, he tries another right away, and always has some plan in his head by which he expects to make a fortune. But if a Canadian fails in any undertaking or loses money once, he is too apt to get discouraged and feel as if it were no use, to make another effort. Mark Twain's advice, never to cry over spilt milk, but to take up your yoke and go for the next cow, is the Yankee, and by far the best way.

Crossed the Divide.

"CARIBOO" CAMERON'S DEATH AT BARKERVILLE, IN BRITISH COLUMBIA.

The Vancouver World in announcing the death of John A. Cameron, at Barkerville, Cariboo, some months ago, gave the following sketch of his life:

"No history on the 'days of old, the days of gold' will be complete if the name and exploits of the deceased are omitted from its pages. Mr. Cameron was born at Lancaster, Canada, of Scotch parentage about 60 years ago. Early in the fifties he mined in California, and subsequently in America, with indifferent success. In 1861 he went to Victoria with his first wife, who in the spring of 1862 accompanied him to Cariboo, then a newly-discovered gold field. In the summer of the same year the company of which Mr. Cameron was the leading spirit, took up claims on Humbug (now Williams) creek. Mrs. Cameron, enfeebled by the tolls and privations of the trip, and the hardships incidental to life in the new mining camp, died about that time. She was the first white woman buried at Cariboo, and the population for many miles around flocked to the little village of Barkerville to attend the funeral of the heroic woman who had lost her life in the discharge of her wife's duties. When dying, Mrs. Cameron exacted from her husband a pledge that, should he be successful in his mining ventures, he would convey her body to the town of Cornwall, and there bury it by the side of her father. In the fall of 1862 the Cameron claims proved to be very rich, and Mr. Cameron, assisted by Robert Stevenson, now of Chilliwack, built a sled on which they placed the body of the dead woman and dragged it over snow and ice, 400 miles, to the town of Yale. There they shipped it by canoe to New Westminster, and thence by steamer it reached Victoria. There the body was again interred. Mr. Cameron returned to Cariboo, where in an incredibly short time he amassed a large fortune from the product of the claims and was regarded as the richest man in British Columbia. In 1865 he returned to his native place on the St. Lawrence with his wealth and the body of his deceased partner in life. Her dying request was complied with, the remains being interred in the family lot. This act of devotion on the part of Mr. Cameron was widely commented on in the press, and some curious spirits started a scandalous story that the body had brought home was not that of his wife, but that of a squaw. The grave and coffin were opened. The body being in a perfect

Thomas McGlashan.

Another well-known miner of the old days in Cariboo, who has crossed the divide from which no prospector ever returns, was the late Thomas McGlashan of Toronto. He spent several years on the Fraser river with more or less success, but afterwards tried his luck in the Madoc gold mines and the Winnipeg boom, with disastrous results in both cases.

He had misfortunes great and sma', But aye a heart about them a'—

A heart so true and kind and generous and full of honor, that those who knew him intimately and his noble unselfish nature, as the writer did, can never expect to meet his like again. Thomas McGlashan was pure gold, without a particle of alloy. He died in Toronto in the spring of 1888, and is buried in Mount Pleasant Cemetery, near the scenes of his childhood, up Yonge Street, that he loved so well.

Mining in Canada.

At a recent meeting of the mining section of the Canadian Institute, the president read a report regarding the output of minerals in Canada for the year 1887. The following were the totals as far as he could get the information:

Table with 2 columns: Mineral Name and Quantity. Includes Coal, Gold, Iron ore, Gypsum, etc.

Land and gravel, building stone and marble, grindstones, lime, granite, serpentines, slates, flagstones, bricks, tiles and miscellaneous clay products, \$2,000,000. Exports of product of the mining for

From a Prospector's Scrap Book.

The most of women would rather be courted and flattered than courted at all.

There is no disparity in marriage like unsuitability of mind and purpose.—DICKENS.

Man has to struggle in this world, not with his work alone, but also with folly and sin, in himself and others.—CARLEILE.

His (Prince Albert's), on his death bed's tenderness, when he held my hands and stroked my face, touched me so much—made me so grateful.—QUEEN VICTORIA.

The heavens forbid, But that our loves and comforts should increase, Even as our days do grow.—SHAKESPEARE.

If a grandly gifted man can prostitute his talents for bread, rather than starve with the nobility that is in him untaught, the excuse is a valid one. It would excuse theft in Washingtons and Wellingtons, and unchastity in women as well.—MARK TWAIN.

You can easily tell how little the Lord thinks of money by the kind of people he gives the most of it to.—DEAN SWIFT.

The world has become more worldly. There is more of dissipation but less of enjoyment in it. Pleasure has expanded into a broader but a shallower stream, and has forsaken many of those deep and quiet channels where it flowed sweetly through the calm bosom of domestic life.—WASHINGTON IRVING.

It is sorrowful how we misjudge each other in this world.—FANNY FERN.

He (old bachelor in Madcap Violet) could never eat Scotch herring but it made him sad, to think what they must suffer if they ever have the rheumatism, as they have so many bones.—WILLIAM BLACK.

Alas! our young affections run to waste Or water but the desert.—BYRON.

I never was much displeas'd with those harmless delusions that tend to make us more happy.—OLIVER GOLDSMITH.

What greater thing is there for two human souls than to feel that they are joined for life—to strengthen each other in all labor, to rest on each other in all sorrow, to minister to each other in all pain, to be one with each other in silent unspeakable memories at the moment of the last parting.—GEORGE ELIOT.

SOME BIG GOLDEN NUGGETS.

THE LARGEST PIECE OF GOLD YET FOUND WAS WORTH NEARLY \$150,000.

In order to correct many misstatements that are going the rounds of the press in regard to the largest nugget of gold ever found, the editor of the Silver Herald desires to publish the following facts, which he obtained while commissioner to the great mining exposition held in Denver, Colo., in 1882. These facts were obtained from the gentleman having charge of the Australian exhibit, which included models of all the large nuggets discovered in that great gold field.

The largest piece of gold in the world was taken from Byer & Haltman's gold mining claim, Hill End, New South Wales, May 10, 1872. Its weight was 690 pounds; height, 4 feet 9 inches; width, 3 feet 2 inches; average thickness, 4 inches; worth \$148,800. It was found embedded in a thick wall of blue slate at a depth of 250 feet from the surface. The owners of the mine were living on charity when they found it.

Welcome Stranger nugget was found on Mount Molligat, Feb. 9, 1869; weighed 100 pounds and was worth \$145,600. This nugget was raffled for \$40,000 at \$5 a chance, and was won by a man driving a baker's cart. It was sold to the bank for its true value and melted.

The Welcome nugget was found at Bakery Hill, June 9, 1853; it weighed 184 pounds 9 ounces 16 pennyweights, and was worth \$44,350; was raffled for \$50,000 at \$5 a chance, and won by a small boy in a barber shop.

Lady Hotham nugget—named in honor of the wife of the Governor of New South Wales—was found in Canadian Gully, September 8, 1854. It weighed 98 pounds 10 ounces 12 pennyweights, and was sold for \$33,575.

Union Jack nugget, found at Buninog, Feb. 28, 1857, weighed 23 pounds 5 ounces, and was sold for \$5,620. It was found by a runaway sailor, who sold for the sum named, and spent the money in just four weeks.

No name nugget, found at Eureka, Daulton's Flat, Feb. 7, 1874, 50 feet below the surface, weighed 52 pounds 1 ounce, and was sold for \$12,500.

The Leg of Mutton nugget was found at Ballarat, January 31, 1853, at a depth of 65 feet. It weighed 131 pounds 11 ounces, and was sold to the bank for \$32,380. This nugget was shaped like a leg of mutton, hence its name.

No name nugget, found at Bakery Hill, Ballarat, March 6, 1855, near the surface, weighed 47 pounds 7 ounces, and was sold for \$11,420.

No name nugget, found in Canadian Gully, Ballarat, Jan. 22, 1853, at a depth of 25 feet, weighed 84 pounds 3 ounces 15 pennyweights, and was sold for \$20,235.

The Kohinour nugget, found at Ballarat, July 27, 1860, at a depth of 100 feet from the surface, weighed 69 pounds, and was sold for \$16,680.

Sir Dominic Daly nugget, found Feb. 27, 1862, weighed 26 pounds, and sold for \$6,240.

No name nugget, found at Ballarat, Feb. 28, 1855, only 10 feet below the surface. The discovery was made by a small boy. The nugget weighed 30 pounds 11 ounces 2 pennyweights, and was sold for \$7,365.

No name nugget, found at Weebville, Aug. 1, 1869, weighed 12 pounds, worth \$2,280.

No name nugget, found at Ballarat, Feb. 3, 1853, just 12 feet below the surface, weighed 30 pounds, and sold for \$7,360.

No name nugget, found in Canadian Gully, Jan. 20, 1853, at 18 feet below the surface, weighed 93 pounds 1 ounce and 11 pennyweights, and sold for \$22,350.

No name nugget, found at Bakery Hill, March 6, 1855, weighed 40 pounds and was worth \$9,600.

Nil Desperandum nugget, found at Black Hills, Nov. 20, 1859, weighed 45 pounds, and sold for \$10,800. Oates & Delson nugget, found at Donnelly gold fields in 1882 at the roots of a tree, weighed 180 pounds, and sold for \$50,000.

In addition to the above were the Haron nugget, worth \$20,000, and the Empress nugget, worth \$27,660.

Gold in the drift deposits has been found in larger masses in Australia than in any other country. Many large nuggets were found in California during the era of placer mining, but we have no record of any to compare with those we have described in Australia.

Canada and the United States.

From a lecture by Rev. T. W. Handford, Toronto.

Is it for nothing the Mayflower sailed from Southampton water, and has put on this great continent an English-speaking race? Is it for nothing that from Plymouth to the Pacific, north, south, east and west, all over this immense continent, the English language, English thought, English traditions and English love of liberty prevails? Is it nothing that, springing from one common cradle, we have scattered all over this continent? To what end? To eat the fat of the land, to drink wine, to dig for wealth, to scramble for gold, to make life easy and comfortable? I dare to take a different view. It seems to me this continent may yet become the theatre of grand revelations of truth and liberty and human brotherhood than the world has ever seen. It seems to me that a grander future than that of mere material wealth, of mere political sagacity, may yet await this continent on which our lot is cast; and I feel, amongst other things, at least this, that there ought to be between Canadians and Americans, between all men who live on this continent, a deep, generous, brotherly feeling. (Applause.) I have the utmost contempt for the spirit that sneers on the one hand or the other. Are we not content to live side by side where the boundary line is at best imaginary in particular places? Are we not content to live under the gracious royalty here of the Queen and there of the President? Can we afford to have a spirit of hostility, a spirit of other than brotherly kindness, in the presence of the history of the past? I remember a little while before he died the late General McCook saying emphatically he believed the last shot had been fired on this continent between English-speaking peoples. So be it. (Loud applause.) What is great on that side, and what is great on this, there has sprung from the dear old land. John Milton is there as well as ours. Shakespeare is ours as well as theirs. Nursed in the same lap, fed with the milk of liberty, we cannot afford to be other than brothers. We are knit together by an inseparable union, and I say to American and Canadian brethren:

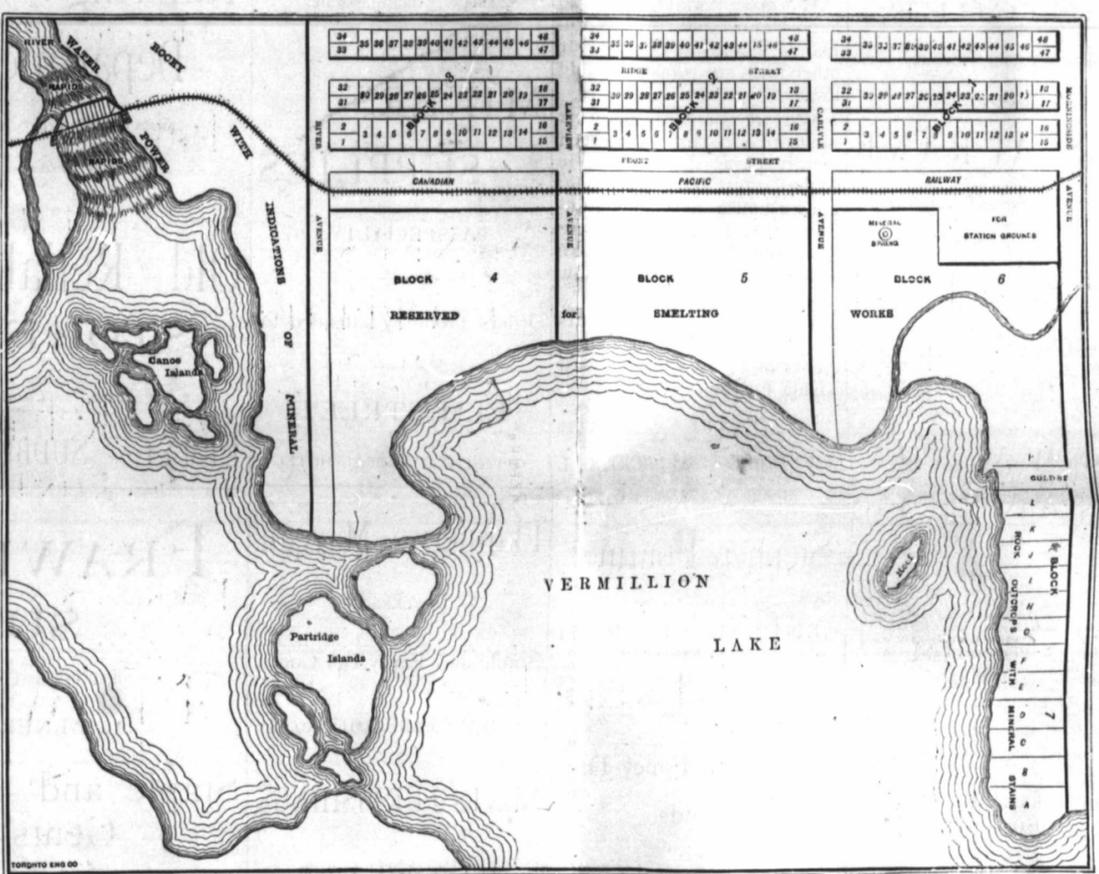
Both heirs of some six feet of sod, Are equal in the ground at last; Both children of the same dear God, Prove true to your heavenly fast By records of a well-filled past. A heritage, it seems to me, Worth all the world to hold in fee.

A Customs Smelter Wanted.

In all mining regions there are poor men working claims more or less who cannot afford to put up smelters to reduce the ore. A customs smelter to buy the ore from such miners will be needed here by next fall. Fortunes have been made in the Western States in this way. The capital required to put up suitable works and keep a six-months' supply of ore ahead would not be over \$50,000. To any one putting up a smelter for this purpose a free site will be given at Nickel City right on the edge of the great mineral range, with railway track running through it, the lake in front, and abundance of fuel all around.

A small company starting in this way would be in the best position to get partially developed claims from prospectors and others, and thus eventually secure good mines of their own.

The site of Nickel City is about midway between Sault Ste. Marie and North Bay, and twenty-seven miles back from the north shore of the Georgian Bay. A short-cut railway line has been projected to run from Little Current up to the mines; and the Grand Trunk, too, will want to come in here soon. The transportation business of one mine near Sudbury is already larger than all the other traffic the railway gets for two hundred miles around it.



PLAN OF NICKEL CITY.

A new town site in the heart of the Sudbury Mineral Range. The great natural advantages of this point mark it as the future mining, smelting, manufacturing and business centre of the district. See full description in another column. Only a limited number of lots will be sold now. A rare chance to speculate in real estate.

Size of Lots, 50x100 feet to 15 ft. alley; Wide Streets; Excellent Survey.

PRICES:—Lots on East and West Streets \$40 each, or 3 for \$100. Lots on North and South Streets, \$50 each, or 3 for \$125. Lots on Lake front (1 to 2 acres), \$100 each, or 3 for \$250.

The proprietor, knowing their future value, is not going to coax anybody to buy lots in this town site, and especially as he can easily dispose of all he wants to sell at these prices.

A. McCHARLES, Sudbury, Ontario.

P.S.—Will be at No. 4 Adelaide St. East, Toronto, for the next 30 days, where samples of ores from all the Sudbury Mines may be seen and lots secured in town site. Evenings at 109 Mutual St. Telephone 1659.

Two years ago one would think that Barnum's Circus had got loose, to see the miscellaneous crowd of amateur prospectors, mostly city dudes, that were attracted here by the gold excitement, with all kinds of 'outfits'. But they soon went home, and their camping places are easily distinguished by the number of empty bottles lying round. When the liquor gave out, they left.

The distance between Toronto and Sudbury is now about 300 miles, by the Northern Railway to North Bay 230 miles, and thence to Sudbury by the Canadian Pacific Railway 80 miles. But as soon as the projected branch line from Gravenhurst to the mineral range is built, the distance between Toronto and the mines will not be over 250 miles, or nearly 100 miles less than from Toronto to Montreal. A good many people in Toronto do not seem to know this, and a gentleman from here was asked the other day by a leading business-man on Yonge Street, which part of the Rocky Mountains Sudbury was in. Fact.

It would pay Canada well to give her fisheries, seals and all, to the United States free, in exchange for their iron market alone, to say nothing of nickel, copper and other ores that are now practically shut out by the tariff. In the last twelve months England has invested \$50,000,000 in iron mines in the Southern States and several millions in North Michigan, the most of which would, no doubt, have come to Canada if we had free access to the American market. There is more iron, and much of it of better quality, in Ontario between Sudbury and Kingston, than on the three great iron ranges of Lake Superior on the American side. But they produced over 7,000,000 tons last year, while less than 500,000 tons were taken out of the Ontario iron mines.

state of preservation was easily recognized by her friends. Mr. Cameron bought the farm on which he was born and which had passed into strange hands, and erected thereon a beautiful mansion. He married an estimable lady and surrounded himself with the comforts and even the luxuries of life. He dispensed his favours with a lavish hand. He sought out needy relatives and either bought them farms or set them up in business. Possessing a restless, speculative nature, Mr. Cameron engaged in many enterprises, all of which proved failures. When the bulk of his money had disappeared, he endeavoured to repair less fortunes by investing in Nova Scotia gold mines. That venture completed his ruin, and he returned to this province some two-and-a-half years ago, broken in health and pocket, but with the fire of his enterprising spirit unquenched. A year and a half ago he opened a claim at Big Bend, but being attacked with hemorrhage of the lungs he was compelled to abandon the work and return to Victoria. A couple of months ago Mr. and Mrs. Cameron went to Cariboo. The poor fellow was but a wreck of his former self. Those of his old friends who were there to welcome him—alas! they were very few—saw plainly that death had set its seal upon him. He left there a quarter of a century before in the full flush of manhood, he job beyond his most rose-coloured anticipations. He came back to them an emaciated old man; poor in this world's goods, but rich indeed in the loving ministrations of a devoted helpmeet. He had returned to die and the scenes of his former successes, and near the very spot where he was once the peer of the proudest and the richest in the province. The remains will be interred at Barkerville, and it is thought that Mrs. Cameron will return to her friends in the East.

1887—to the United Kingdom, \$477,722; to the United States, \$3,085,431; to all other countries, \$246,806; total, \$3,809,959. The total export of the product of the mines for 1887, as given by the Trade and Navigation returns, was a little short of that recorded in 1886. In the aggregate the production of mineral did not seem to have increased materially; notwithstanding that the output of coal, iron, salt and petroleum was large, but while the quantity mined in one or two products may have fallen off temporarily, yet the result of the past year's work showed that the mining at large had been persistently continued in every department and that prospective and preliminary development had made enormous headway, particularly in the Rocky Mountains and Selkirk and in the Georgian Bay and Lake Superior districts.

A discussion followed in regard to the best methods of developing Canadian mining interests.

Mr. Alexander Rankin said he had ascertained that last year in England 206 foreign and colonial mining companies, having a capital of \$153,000,000 were formed in England. As far as he could make out, none of those companies organized for work in Canada. He suggested the formation of a bureau at which information could be procured in regard to ores and mining.

The idea was approved by the meeting.

The so-called Crown Lands office at Sault Ste. Marie ought to be transported to Oklahoma, as a more fitting place for it. All the reliable information about the district that can be got in it would need a magnifying glass to be of any use.

Revolutionizing Industry.

A Chicago dispatch says:—A firm in this city, engaged in the manufacture of tin cans and japanned ware, has patented an invention which, competent judges say, will revolutionize the iron and steel industry of the world. Patents have been secured in the leading countries of the world. It is in brief a process by which molten metal may be rolled into any desirable shape, thus saving all the intermediate processes. It was conceived originally to roll molten solder into thin plates, but the process was pronounced by experts to be equally applicable to iron and steel in the various forms of plates, structural iron and rails.

It is believed that the cost of manufacturing steel rails can be reduced to the extent of \$10 per ton, and that thin iron plates for trimming can be made much below the cost of the production of tin plates in Wales, thus making a new industry in this country.

The molten metal is passed between rollers, and is chilled as it passes, the rollers being kept cool by a stream of water which passes through them. Another advantage is that iron and steel so rolled will be much more even and closer in texture than that made by the present methods, being free from air holes, which result from the intermediate processes.

A hard-working Finlander who settled on a piece of land in the township of Denison, a few years ago, discovered a bed of nickel on it last fall, which promises to make him a rich man. And he well deserves it, for he is the best farmer on that part of the range.

**AROUND THE CAMP FIRE.**

Reading for Prospectors on Rainy Days.

Oh, little did my mither ken,  
The day she cradled me,  
The lands I was to travel in,  
Or the death I was to see.

**First Discovery of Gold.**

A number of parties claim to have been the first to discover gold here, but they are all wrong. When the Canadian Pacific Railway was being built through this district the engine of the construction train had to pump its water out of the creeks and ditches along the track with a hose. Two years afterwards the engine was sent to Montreal for repairs, and in cleaning out the boiler the workmen found a lot of placer gold in the sand at the bottom of it. This is authentic. To the iron horse, therefore, and not to any man belongs the credit of having been the first to find gold on the Sudbury range.

**Hymn by Carlyle.**

Want thou a temple? Look above,  
The heavens shine over all in love;  
A look? For thine evangel scan  
The wondrous history of man.

**Mary's Little Lot.**

Mary had a little lot, and thought she'd better sell; she placed it on the market, and the way that lot did sell; it sold four times within a week, and every time it went, the lucky man who bought it cleared 25 per cent. "What makes town lots go flying so?" the eager buyers cry. "Oh, the city is on a boom, you know," the agents do reply. And so the owners mark them up, yet buyers do not squeal, but run impatiently about for fear they'll lose a deal.

**Worth Talking About.**

Accuse me not of arrogance,  
If, having walked with nature,  
I now affirm of nature and of truth.  
—Wordsworth.

**Does Mining Pay?**

Now that we are on the eve of the commencement of the opening up and developing of our mineral resources, it is quite apropos that we should ask and answer the question—Does mining pay? In the whole history of the world nothing has built up places so quickly and surely as the discovery of the precious metals, and of those, the world has never yet had enough, and certainly will not have enough in the lifetime of the children of any child now living, which is saying a good deal, and looking far enough ahead for the purpose of a present investment.

The richest countries in the world have been mining countries, look at California and Australia, both countries, we might say, built up by gold alone. Take the richest men of America, with the exception of Vanderbilt and a few others who have made their "piles" out of railroads and monopolies, the colossal and sudden fortunes of the day in America have been made and dug out of the bowels of the earth.—South St. Marie Express.

**It Didn't Find Him.**

N. Y. Tribune: A letter with the following address has just been sent to the Dead Letter office:—

"Sylvester Brown, a web-faced scrub,  
To whom this letter wants to go,  
Is chopping cord-wood for his gub  
In Silver City, Idaho."

**A Prospecting Hermit.**

It is nothing unusual to meet queer characters in a mining region, but I had a new experience in this line while out prospecting last week. In a lonely valley between two ranges of rocky hills on the Vermillion river I came across an old shanty, and on entering it I found a tall handsome man, about thirty-five years of age, cooking his evening meal. I sat down with him to a welcome dish of partridge broth and camp bread. The latter is baked in a large pan or flat kettle placed in a hole in the ground and covered with hot coals, and is the best bread in the world when made right. I soon noticed that he was an educated man, and was surprised at the chaste, beautiful language he used, reminding one of Goldwin Smith's writings. But I learned by degrees that he could speak German, French, Italian, English and even Greek fluently, and was a graduate of the leading universities of Europe. His mother owns a fine estate in Scotland, and he left a mansion to live in a miner's camp, with a bundle of wild grass for a bed in one corner, and a shirt he had just washed hung by the fire to dry. But he was as happy and cheerful as the hermit in the Vicar of Wakefield. At parting, however, he remarked, "If my mother knew how I live, what would she say," and asked me not to mention his name.

**Her Letter.**

"So here I am writing at home, dear,  
And you so far away,  
And when you read the letter,  
I wonder what you will say.  
The green leaves whisper around me,  
The nightingales sing above,  
Just as they did that day, dear,  
When you told me all your love!"

"I can see her," he fondly whispered,  
As he sat by the far camp fire,  
And read and read her letter  
With heart that could never tire.  
"I can see her true eyes shining  
As she leans on her little hand,  
And gazes and dreams about me  
Here in this distant land!"

**Making a Night of it.**

Readers of Dickens will remember his story of the two cockneys, in London, who went out on one occasion "to make a night of it." A similar incident occurred here last fall, as related by the local correspondent of an eastern paper:

Two commercial travellers from Toronto, after doing a good business with some of our merchants, thought they would have a good time with some of the boys, and thereby hangs a tale. They invited a select few of the local sports to go out with them for a day's shooting on a small island in Ramsay lake, about two miles east of the town. They took along a basket of ale, several bottles of stronger stuff, grub enough for a Sunday school picnic, guns, dogs, ammunition, and a tent and blankets, as they were to camp out over night. But on reaching the island, in a row-boat, they found game very scarce. The only living thing they saw the whole afternoon was a solitary little rabbit, and even that they did not get. The best shot of the party motioned to the others to keep back. Sh-sh! He had a double-barrelled gun, and the rabbit sat on its hind legs a few yards ahead, looking straight at him. Bang! went the first barrel of the gun, but the rabbit only blinked with both eyes. He tried the second barrel—the rabbit blinked again. It was too exasperating, and throwing down the gun, he called his dog, but as soon as the rabbit saw the dog it ran for its life. One of the others remarked "Wasn't that the coolest rabbit you ever saw?" when the Irishman of the party answered, "It knew there was no danger." But if the shooting was bad the drinking was good, and the next thing they did was to get up a sparring match, but a light coming on before they were through with it, some of them lost their caps in the brush. Worse still, when they came to put up the tent and make a fire to cook their supper they discovered that they had forgotten to bring any matches with them! But they passed the bottle around ostentatiously to make up for it, and soon fell asleep. Towards midnight it turned very cold, and two of them, who had not indulged as freely as the rest, got up very quietly, and taking the boat, made for home. Next morning a settler living on the lake shore saw to his surprise a bare-headed man on the island, looking like Robinson Crusoe in the distance and shouting for help. He went over with his boat and brought them back to the mainland. It is needless to say that the two travellers left town by the first train.

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