

to reduce the expenditure on public institutions below what is necessary for the convenience of the unfortunate inmates, but thought the expenditure might be reduced. After congratulating the Government upon having, as had been intimated, decided to establish hospitals for epileptics, he turned his attention to the items of the public accounts relating to the eradication of the San Jose scale, and found fault with the way in which the money had been expended. He charged the Government with having let loose one hundred and ten inspectors, through the orchards, to spread the scale by carrying it in their clothes. He also found fault with the Government because the forty men employed in the experimental work were not all professional men. Taking up the educational question, he contended that the public schools of the Province are not what they were twenty-five years ago, an opinion which was greeted with a stentorian "Hear, hear" from Hon. Geo. W. Ross. Continuing, Dr. Jessop was emphatic in his declaration that not a log of timber or pulpwood should be allowed to leave the Province, and he blamed the Government for not having imposed the restrictions providing for the manufacture of logs in the Province many years ago.

Mr. Hislop (East Huron) moved the adjournment of the debate, and the House adjourned.

Want a Railway Grant.

Hon. Geo. W. Ross, Hon. Mr. Dryden, Hon. Mr. Davis and Hon. Mr. Harty, who were accompanied by about one-half the members of the Legislature, assembled in the Private Bills Committee room this afternoon and listened to the arguments advanced by the representatives of the Sault Ste. Marie & Hudson Bay Railway why the Government should grant liberal aid towards the construction of a railway from Missanabie on the C. P. R. to the mouth of Moose River. The case of the company was ably presented by Mr. Robert Kilgour, provisional President of the company; Mr. Stapleton Caldecott, Mr. James Scott, Mr. C. T. Harvey and Mr. W. A. Charlton, M.P. They were enabled by means of several large maps to trace the route of the proposed railway and its proposed connections from Missanabie by way of the Moose River Valley to the Hudson Bay, thence by 1,500 miles of deep-water navigation across Hudson Bay and up Chesterfield Inlet, thence by inland navigation through Great Slave Lake and Mackenzie River and its tributaries to the Yukon and Cassiar districts. Two short portages on the route would require short stretches of railway, not more than probably sixty miles in length, and possibly a third railway might be required to cross an unknown and unexplored tract of country, which, however, is believed to be watered by a navigable river. This route, it was asserted, is 300 miles shorter than that via the C.P.R. to the Pacific coast. The line from Missanabie to the Hudson Bay, it was represented, is by far the shortest of any which can be built connecting with the C. P. R., and it passes through good agricultural land, which presents no great engineering difficulties or more than usually expensive construction. The length of the railway to be built

is about 240 miles, and by following the valley of the Moose River easy grades could be obtained, which would enable the company to build the road for one-third less than by any other route. It was represented that the construction of the railway would give to Ontario a seaport which would open up to her markets and make tributary all the rich mineral, forest, river and ocean wealth of that vast district. The whitefish, salmon, cod and whale fisheries of the Hudson Bay are, it was urged, the richest in the world, but unfortunately at present the cod and whale fisheries are in the hands of United States fishermen. The construction of the railway would afford facilities to control this trade. Lignite has also been found in the district through which the line runs, and on an island in Hudson Bay is known to exist.

The company find some difficulty in locating the line, owing to the want of a waggon road through the district. It is proposed that such a road shall be first constructed, and that the Government allow \$500 per mile for that purpose, the amount to be deducted from its railway grant. This, it was pointed out, would secure a colonization road and a telegraph line this year, and open up means of transportation by which settlers might get into the country. It was stated that if the Government would intimate its purpose to grant such aid as the memorial asked for, arrangements had been made by which two steamers would be put on the Moose River and one on Hudson Bay from Moose River to Churchill and Chesterfield Inlet this summer. A letter from Mr. Frank Polson of Toronto was read, stating that he could build the steamers, if the order is given now, in time to take them in on the spring freshets.

Mr. James Scott stated that arrangements had been made by which if the Government gave the required aid parties are prepared to put up the money to carry through the scheme.

Hon. Mr. Davis inquired whether, if the granting of the aid asked for involved the creation of a special debt, he would still advocate the grant, and the Government would be, in his opinion, justified in creating it.

Mr. Scott in reply asserted most emphatically that not only did he think the Government would be justified in doing so, but that the House and the Province would be unanimous in approval of their action. He was confident that the amount of the debt so created would not only be returned to the people in increased trade and commerce, but the Province would materially benefit from the enhanced value given to the Provincial resources now lying dormant in that district by opening up the country to settlement and development.

Mr. W. A. Charlton, M.P.P., who explored a large portion of the territory between Missanabie and the Hudson Bay at the request of the Government, who was the last speaker, estimated that there are 20,000 square miles of good arable land available for settlement. Speaking from personal observation, he urged the possibilities of opening up a most important and lucrative trade, but pointed out the necessity of