

Government Measures and Private Bills Advanced a Stage — House May Adjourn on Thursday.

Parliament Buildings, March 27.

The Government will to-morrow direct attention of the House to its proposals for pushing railway communications into the north country along two important lines. It is proposed to grant a subsidy of \$480,000 for a line of railway connecting with the C.P.R. at Missanabie Station, and reaching tidewater at the mouth of the Moose River in James Bay. This will form the westerly route to the great inland sea. In addition to the cash subsidy a grant of 5,000 acres per mile of railway constructed is proposed to be given out of the lands through which the railway may pass. A similar subsidy of \$2,000 a mile, or \$350,000 in all, together with a land grant, is proposed to be given to the James Bay Railway, which, starting at a point near Sudbury, is to be pushed forward in the direction of Lake Abittibi, and will form an easterly trunk line to Hudson Bay. This line is expected to open up a very large tract of valuable agricultural land in the vicinity of Lakes Temiscamingue and Abittibi. Other important railway grants are set forth in the resolutions, which are as follows:—

The Resolutions.

To the Ontario, Hudson Bay & Western Railway, between Missinabie Station on the Canadian Pacific Railway and tidewater on the mouth of Moose River on James Bay, a distance not exceeding two hundred and forty miles, a cash subsidy of \$2,000 a mile—\$480,000.

To the James Bay Railway, from a point at or near Sudbury to a point at or near Lake Abittibi, a distance not exceeding one hundred and seventy-five miles, a cash subsidy of \$2,000 a mile—\$350,000.

To the Haliburton, Whitney & Mattawa Railway, between Haliburton and Whitney, a distance not exceeding thirty miles, a cash subsidy of \$3,000 a mile—\$90,000.

To the Ontario & Rainy River Railway, from its junction with the Port Arthur, Duluth & Western Railway to Fort Frances, a distance not exceeding two hundred and five miles, a cash subsidy of \$1,000 a mile, and from Fort Frances to the mouth of Rainy River, a distance not exceeding seventy-five miles, a cash subsidy of \$4,000 a mile—\$505,000.

To the Central Ontario Railway from Ormsby or Coe Hill to a point at or near Bancroft, a distance not exceeding twenty-one miles, a cash subsidy of \$3,000 a mile—\$63,000.

To the Central Counties Railway from Glen Robertson to Vankleek Hill, a distance not exceeding fourteen miles, a cash subsidy of \$2,000 a mile—\$28,000.

To the Ontario, Belmont & Northern Railway, from the northern terminus thereof in the direction of the Townships of Belmont and Lake, a distance not exceeding seven miles, at the rate of \$3,200 a mile—\$22,400.

Resolved, that there shall be set apart for the use of the Sault Ste. Marie & Hudson Bay Railway and the James Bay Railway out of the lands of the Crown through which they may pass 5,000 acres to the mile of each of the said railways for the portions above mentioned, such areas to be selected in blocks of 5,000 acres on each side of the line alternately by taking the necessary number of lots as the townships are surveyed or outlined, or by taking the proportionate grant for each ten miles of railway (or 50,000 acres) in blocks on alternate sides of the line, such blocks to have a frontage on the line of ten miles each, or in such other way as may be agreed upon by the said company and the Lieutenant-Governor in Council.

No High School Legislation.

It is altogether unlikely there will be any legislation this session with regard to high schools. Although the Minister of Education has brought down a measure relating to high school matters, he will not press it, but will defer the changes he proposes for the further consideration of the trustees and teachers of the Province.

In the House.

At this afternoon's session of the Legislature Hon. Mr. Hardy, in the absence of Mr. Harcourt, who was indisposed, moved the House into committee on the liquor license bill. In amendment Mr. Marter moved the six months' hoist, and in support of his motion made a three-hour speech. He dealt exhaustively with the financial history of the Province during the regime of