

WEDNESDAY APRIL 3

MANITOULIN RAILWAY.

Progressive Bargain
Made by Ontario
Government.

TERMS SECURED.

Control of Right of Way and
Rates.

SETTLERS TO BE LOCATED

Land Grant of 2,500,000 Acres—St.
Joe Railway Gets a Grant—Yes-
terday in the Legislature.

In return for a grant by the Province of Ontario of 2,542,000 acres of land, and no cash, the Manitoulin & North Shore Railway Company, one of the enterprises of the Clergue syndicate, undertakes to build a railway commencing at Meaford, running through Owen Sound, Wiarton and the Bruce Peninsula, thence by car ferry to Manitoulin Island. Crossing the island the railway will run northerly for some distance, sending a spur to Sudbury and then

lead west for 105 miles.

The company will grant running privileges to any other railway and the Government retains control of the right of way and of rates. The company will erect a 300-ton public smelter in the Sudbury mining region, and will locate 1,000 settlers per year for ten years on its lands. The timber and minerals are to be manufactured in Canada.

Another important step in development is the announcement of a grant for the building of the "St. Joe" line, running from Port Arthur toward Lake Nepigon.

The foregoing are the main features of the bill introduced in the Legislature last evening by Premier Ross for the subsidizing of the Manitoulin & North Shore Railway. As will be seen, it is one of the most important projects for the development of the Province yet brought forward. The rights reserved by the Province, as well as the undertakings of the company, show that a careful bargain was made, promising a wide development in eastern Algoma. The Premier explained the bill at considerable length, and Mr. Whitney, while not discussing the measure, expressed pleasure at its contents. Earlier in the day the resolutions for aid to other railways were presented. One of these is the Port Arthur & St. Joe Railway, for which a vote of \$2,000 and 5,000 acres a mile for 30 miles is included. The supplementary estimates were laid on the table, and amount to \$180,000. It is now quite evident that the House will not conclude its labors this week.

The Premier's Explanation.

The Premier, in introducing the Manitoulin & North Shore Railway Company's bill, explained the measure at some length. The company, he said, was empowered by Dominion act to construct a line of railway from Little Current northward 100 miles, and a branch line from a point on the said line to Sudbury, also from Little Current southeasterly to a point on the south shore of Fitzwilliam Island, and from a point near Tobermory southeasterly to Meaford, passing through or near Wiarton and Owen Sound. The whole length of the line to be subsidized, Mr. Ross said, is not to exceed 300 miles. At the other end the line would run westerly or north-westerly from a point in the Township of Trill, toward Michipicoten, a distance of 105 miles. The line would serve various purposes, the first and most important of which was to make transportation easy. By connecting