

modity. The Government had been asked to erect a public smelter in that locality, and at one time seriously considered doing so. This arrangement they considered would give a very great stimulus to the mining industries of that country. Large companies like that in charge of Dr. Mond and the Canadian Copper Company had no difficulty in smelting their own ores, but the prospector was practically at the mercy of the larger corporations. This would liberate him, so that he might be able to profit by his industry and enterprise.

Provision was made in the bill for communication along the western side of the lake shore by means of a steamer between Windsor, via Sarnia, Goderich, Kincardine and Little Current, during the navigable season. This would mean that as soon as connection of the route between Little Current and Trill was completed there would be during the season direct communication between Sudbury and the water. As Little Current was only sixty-six miles from Sudbury, the advantages of this connection would be great. This steamship system would not be necessary as a matter of business when the route was complete, but, of course, might be continued to advantage.

Car Ferry Service.

In order to bridge the fifteen mile gap between the County of Bruce and the island the company would have to establish suitable terminals, and a steel car ferry capable of maintaining regular daily communication between the terminals the year round. This would cost \$300,000, and grants of land would be given as though the gap were land. The terminals, Mr. Ross, thought would cost about \$50,000 and the car service \$250,000, and the company was confident of being able to keep this service in operation. As to settlers, the company must in every one of the ten years after the passing of the act place on the lands 1,000 settlers. The word "settler" would mean only males over sixteen years of age, and would include artisans, operatives and regular employees of the company, or of the mining, industrial or manufacturing establishments in the townships through which the line will pass. Settlement was one of the most important features. The control of rates for passengers and freights, and control of running powers over the line, were also most important provisions, but there was still another, which provided that the Government reserved to itself the option or right to purchase the line at the end of fifteen years, at a price to be based on the actual cost and outlays, and a cumulative interest on such investment at not less than 6 per cent. per annum. The company bound itself to sell the land back to the Government, in case of purchase, at 50 cents an acre, and to deduct one-half of the money received from the Dominion Government by way of subsidy from the purchase price paid.

The Forward Policy.

Mr. Ross then briefly sketched the railways now being constructed and to be constructed in new Ontario, referring to the Temiscaming line as one which

the Government proposed to build and would build. Altogether there were seven such lines. The proposed Manitoulin line would involve about 2,500,000 acres, which at \$2 an acre were worth \$5,000,000, while the line would cost \$6,000,000 to build. The railway would bring the immense resources of the northern country into immediate communication with the older parts of the Province and would settle lands now laying waste and unproductive. They would be lacking in their duty if they did not for the sake of the present generation and those who would follow take advantage of this opportunity, which might not occur again in ten, twenty or fifty years. He referred to the immense railway projects of Russia, to the C. P. R. and the great railways of the United States, which had been built largely by public moneys and in some cases purchased at immense cost after being constructed by private parties. In none of these cases were such conditions or advantages offered as in the present instance. He concluded by again referring to the fact that it was proposed to build the present line, 300 miles in extent, without the expenditure by the Province of a single dollar, while in return there would accrue immense benefits in the settlement and opening up of a wealthy country. On resuming his seat the Premier was loudly cheered.

Mr. Whitney's View.

Mr. Whitney said he would not pretend to discuss the details of the measure, which could be done later in committee. It was unnecessary to discuss the railways in China or Siberia, as the advantages of this road seemed to overshadow all the others. That was his view, speaking individually.

Bills Advanced.

The following bills were considered in committee and reported:—

Mr. Gibson—To amend the registry act.

Mr. Dryden—To amend the Ontario shops regulation act.

The following bills were read a second time:—

Mr. Gibson—To amend the statute law.

Mr. Ross—To amend the succession duties act.

Supplementary Estimates.

The supplementary estimates, laid on the table yesterday, call for expenditures totalling \$182,884.80. The following are the chief items of interest:—Towards new building for School of Practical Science, \$50,000; for fellow and for unpaid accounts at the school, \$3,800; Pan-American Exhibition, \$16,000; special police service on Niagara River during the Exhibition, \$2,000; for survey of proposed Government railway from Temiscaming to North Bay, 106 miles, \$10,000; repairs to Government House and grounds, in view of reception to the Duke and Duchess of Cornwall and York, \$2,000; smallpox outbreak, 1900-1901, \$10,600; School of