

to township No. 69. From that point the line runs along the east boundary of townships Nos. 69, 68 and 67 to Humboldt, west along the boundary of Humboldt and Carlyle, and Nos. 82 and 90 to P. L. S. Salter's meridian, westerly along the north shore of Lake Huron to the point of starting. All islands in Lake Huron and Georgian Bay between the southeast angle of Humboldt and the southeast angle of McKinnon, not included in Manitoulin judicial district, are included in the electoral district.

## DEVELOPMENT IS WANTED

### "SOO" ASKS FOR COMPLETION OF ALGOMA CENTRAL RAILWAY.

#### Influential Deputation Waits on Members of Cabinet—Premier Whitney Thinks They Have Hold of Long End of Whiffletree.

The completion of the construction of the Algoma Central Railway to a point where it will form a junction with the Grand Trunk Pacific was the purpose which an influential deputation from Sault Ste. Marie had in view yesterday when they waited upon the members of the Provincial Cabinet at Parliament buildings. The deputation included Mayor W. J. Thompson, W. H. Hearst; Dr. J. H. Gimby, President of the Algoma Advisory Union; J. H. McNally, Vice-President; J. A. Hussey, W. H. Munro, R. H. Knight, John McKay, John O'Boyle, John Collins, J. W. Curran, George Woolrich, W. J. Elgie, J. J. McFadden, S. P. McPhail, T. J. Wilcox and H. Sargeant. They were received by Premier Whitney and the Hons. W. J. Hanna, A. J. Matheson and F. Cochrane, being introduced to the members of the Cabinet by Mr. C. N. Smith, M.P.P.

The object of the deputation's visit was, in the first place, to persuade the Government to restore to the Algoma Central Railway Company the land grant of 5,000 acres per mile, in alternate blocks, for the construction of the road to the junction with the G. T. P. Last year the Government renewed the money grant of \$2,000 a mile, but did not renew the land grant.

Mayor W. J. Thompson of Sault Ste. Marie briefly outlined the position, and stated that with the increasing value of land it was thought possible, if the land grant were renewed, that the company would be able to carry the scheme to a conclusion.

Mr. J. D. H. Browne, President of the Sault Ste. Marie Board of Trade, said that during the past ten years business men had been attracted to the town on account of its favorable situation from a commercial point of view. While there had been development in every other direction, the position as regards the northern district, which was rich in timber, remained the same. Steelton and Sault Ste. Marie had an assessment of about \$6,000,000, and they believed that the construction of the railway would do much to improve their position.

Mr. John McKay stated that the clay belt which would be tapped by the railway included about five million acres of land, or a stretch of territory equal to the whole of Alberta and Saskatchewan that was under crop in 1906. It was well timbered with spruce, and only required development. That development could be brought about by the building of the railway. He hoped the Government would see their way to make the grant of 650,000 acres of land, which was only one per cent. of the territory of the Province.

Mr. John Collins expressed the opinion that the Government were big enough and strong enough to assist in the development of that country. As a matter of fact the timber was now only decaying on the land, which was a wilderness, the exact extent of the resources of which they had no knowledge. The Premier had the reputation of telling deputations exactly what he meant, and they hoped he would definitely state either that the Government would carry out this work themselves or take steps to assist its being done by others. He was not one of those who wished to see their timber going to the south to be manufactured, and hoped that the Government would endeavor to see that Canadian resources were developed for the benefit of Canada.

Dr. J. H. Gimby, President of the Algoma Advisory Union, in addition to arguments used by former speakers, urged that if the land grant could not be made the Government should

take hold and put the road through themselves. Not only was the district rich in timber, but they believed that it was also rich in mineral.

Mr. W. H. Hearst pointed out that between Sudbury and Port Arthur, a distance of 500 miles, there was a splendid tract of country, extending back for hundreds of miles from the shores of Lake Huron and Lake Superior. It was capable of supporting millions of people if properly developed. The only railway traversing it were the main line of the C.P.R. and the Soo branch of the C. P. R. The first named ran along the height of land, and the second the shore line, and neither was of any use for colonization purposes. Seventy miles of steel had been laid on the main line of the Algoma Central, one hundred miles graded, and on the last thirty miles to the C. P. R. nothing had been done. The completion of the road and its branch would necessitate an expenditure of fourteen or fifteen million dollars.

Premier Whitney in reply stated that one of the planks on which he had been returned to power was the discontinuance of bonuses to railways. He admitted however, that there were circumstances under which assistance should be granted, and as the present Government had already increased the money grant for the Algoma Central Railway, perhaps the deputation had hold of the biggest half of the "whiffletree." The matter, however, would have to be considered by the Cabinet.

### GIVE THEM VOTES.

#### Municipal Committee Considers Mr. McNaught's Bill re Corporations.

Mr. McNaught's bill to give corporations a vote on money by-laws came before the Municipal Committee of the Legislature yesterday. The measure provides that such corporations be given only one vote, but its principles will be employed in the revised statutes, and though the bill carried it will be brought down next session.

The bill of Mr. Ross (West Middlesex) to exempt farmers' sons from statute labor in certain instances was objected to and the bill withdrawn.

City Solicitor Waddell of Hamilton appeared in support of Mr. Morrison's bill to regulate and control the location of gravel pits and advertising signs. The bill stands over, however, until more municipalities are heard from.