

Trill to Sudbury. These are the features of the New Ontario end of the proposed Manitoulin and North Shore Railway. But there is also an old Ontario end to the project. It is proposed to extend the line southward from Little Current, which is on the north side of Manitoulin Island, through the island, and thence further south through Fitzwilliam Island. A car-ferry would be established at the straits between Fitzwilliam and Tobermory, the most northerly point of Bruce peninsula.

Direct Communication with Toronto.

From this point the line would be extended to Wiarton and Owen Sound, where it would meet the Ontario Railway system and give direct communication with Toronto. The west shore of Georgian Bay clearly affords the shortest route into New Ontario. It is claimed that the Manitoulin and North Shore Railway, when completed, will shorten the distance between Toronto and New Ontario and Manitoba by at least 75 miles.

In 1899 the province granted, with the approval of the leaders of both parties and of the members of the Legislative Assembly, with the exception of some thirteen, a subsidy of \$2,000 and 5,000 acres of land per mile (reserving the pine to the Crown) to the James Bay Railway for 175 miles, from Sudbury to Lake Abittibi; and also the same grant to the Ontario and Hudson Bay for 250 miles from Mississauga to James Bay. Under the railway system as it exists at present there would be a strong tendency to divert the traffic from these two lines towards Montreal instead of to Toronto. A glance at the map shows that the proposed Manitoulin and North Shore Railway will naturally divert this traffic to Toronto instead of allowing it to drift over the C.P.R. and Canada Atlantic to Montreal. The greatest danger that Ontario has to face in subsidizing lines running northward to Hudson Bay is that such lines will act as feeders for Montreal. What profit will it be to the Province to build these Hudson Bay railways and lose the traffic arising therefrom? The proposed line seems to be the key to secure the traffic of Greater Ontario for Toronto and Western Ontario.

In addition to securing the traffic of Greater Ontario for Toronto, the Manitoulin and North Shore Railway would give that island railway communication with the mainland, and make it directly tributary to Toronto. For the past twelve years the people of Manitoulin,