

Ontario Railway Legislation.

Toronto, April 3.—In the legislative last evening Premier Ross introduced a bill for the subsidizing of the Manitoulin and North Shore railway, one of the most important projects for the development of the province yet brought forward. The premier explained the bill at considerable length, and Mr. Whitney, while not discussing the measure, expressed pleasure at its contents.

The provisions of the bill are as follows: In return for the grant by the province of Ontario of 2,642,000 acres of land, and no cash, the Manitoulin and North Shore Railway company, one of the enterprises of the Clergue syndicate, undertakes to build a railway, commencing at Meaford, running thence by Bruce peninsula, thence by car ferry to Manitoulin Island. Crossing the island, it will run northerly for some distance, sending a spur to Sudbury and then head west to the mines. The government will grant running privileges to any other railway, and the government retains the control of the right of way and of the rates. The company will erect a 3,000 public building at the Sudbury mining region, and will locate 1,000 settlers per year for ten years on its lands.

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

In explaining the bill Premier Ross said by the proposed line the distance from Toronto to Sault Ste. Marie would be shortened by 201 miles; from London to the Soo, 201 miles, and all over western Ontario the distance would be shortened on an average of 200 miles. Thus the whole of Western and Eastern Ontario would be brought more direct communication, and by a shorter route with that new part of Ontario in which are nickel and iron mines of the province. It would give also to all the manufacturers and producers of older Ontario a shorter route to the large market growing up in the new districts of the province. The question of transportation, Mr. Ross continued, had forced itself on the country. A railway commission had been promised by the Dominion House, but in the meantime anything the local legislature could do to cheapen transportation should be done. Rates depended upon competition, and the line proposed would give competition. It was proposed that the lieutenant-governor in council having power to regulate rates. The province of Ontario had suffered considerably in building parallel lines. If they had had power to give to one large amount of money might have been saved; but what had not been done before was proposed to be put in force now. Under the Dominion Act that right existed, but had not been enforced. It was part of the provision of the present plan that the Dominion resign to the province that control. Not only was a shorter route guaranteed, but it would be guaranteed to all systems.

It was proposed so far as the province was concerned the line should be subsidised with land. There was no money consideration whatever, because the company dealt with would sooner have lands than money. A strip of the line, a little over 45 miles, an extending east to the Ottawa river there were 118,000 acres of land only 2,000,000 or 3,000,000 less than the latter amount, he thought, in occupation, so that the 118,000,000 to draw upon. This had been unproductive since the beginning of time. The government reserved the pine on these lands, except the usual quantity allowed to settlers.

The land would be 10,000 acres a mile granted from Meaford to White Fish river, a distance of 105 miles, the same proportions from Tobernory to Fitzwilliam Island, 15 miles, 7,400 acres to White Fish river, extending 45 miles, from Trill township to Sudbury, 30 miles, and from Trill to a point 105 miles westerly or northwesterly. The whole amount would be about 2,500,000 acres. The lands to be set apart in alternate blocks six miles square, and would extend only five miles on each side of the railway. No lands lying between Trill township or Sudbury, or within twelve miles north or south of the intervening townships, or within twelve miles north or south

of intervening townships were to be set apart. That district contained most valuable nickel deposits, and these were to remain under control of the government. North of Onaping there were valuable nickel deposits. From here it was intended the road would strike out westerly towards Lake Superior. It was possible by following this road we might lay the foundation for another transcontinental railway. He had had submitted to him a project for a car ferry from Port Arthur to Batchelor Bay on Lake Superior, connecting with Rainy River railway at the former and with the present proposed line at the latter point. This would give a through line from Toronto, the centre of Ontario, to Winnipeg, a scheme which was not a mythical one. If this road were built we would be subsidising a direct route from Toronto by way of Rainy River railway to Winnipeg.

There were also advantages of Eastern Ontario. All Eastern Ontario will by this means gain admittance to the prairies of the west. The scheme had been laid out, not simply with a view to securing for Ontario what may be a great future, but also as well as a local road. Terminal points were to be located subject to the approval of the commissioner of crown lands, and was to be granted on the completion of the road in ten mile sections. For the purpose of that when in the opinion of the crown lands, the lands which were allotted to the company were absolutely unfit for settlement, other lands might be granted in lieu thereof. Provision was made in the bill for communication along the western side of the lake shore by means of a steamer between Windsor, Sarnia, Goderich, Kincardine, and Little Current, during the navigable season. This would mean that as soon as a connection were made 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 advantage of this connection would be great. That this steamship system would not be necessary is a matter of business when the route was complete, but, of course, it might be continued to advantage.

In order to bridge the fifteen mile gap between the coast of Bruce and the lake, 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 \$100,000 and the grants of land cost \$100,000 and the grants of land would be given through the gap were land terminals. Mr. Ross thought this would cost about \$200,000, and the car service \$250,000, and the whole cost of the line would be \$500,000. The cost of the line would be given through the gap were land terminals. Mr. Ross thought this would cost about \$200,000, and the car service \$250,000, and the whole cost of the line would be \$500,000. The cost of the line would be given through the gap were land terminals. Mr. Ross thought this would cost about \$200,000, and the car service \$250,000, and the whole cost of the line would be \$500,000.

The control of rates for passengers and freights, and the control of running powers over the line, and the 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 outlay, and 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 for 50 cents an acre, and to deduct one half cent of the money received from the Dominion government by way of subsidy from the purchase price paid.

Australian Fruit in British Columbia.

A Vancouver paper says: As a recent experiment, Vancouverites may be proud of the coast generally may enjoy the luxury of consuming ripe, fresh fruit during that period when California does not supply the market. On the recent arrival here of the steamer *Mlowera*, Mr. W. Peters, general agent of the C. P. R., received from the head offices of the Canadian-Australian line a sample shipment of fresh fruit, consisting of grapes, peaches, pears, apples and lemons. This is the first instance on

record of fresh fruit from Australia being received at Vancouver, but owing to the excellent refrigerating apparatus and accommodation provided aboard the *Mlowera* the very perishable delicacies arrived in the best condition possible. The fruit was exceptionally well packed in cork and canvas boxes, and was taken so that even the stems of the grapes were saved with wax. The safe arrival of the shipment, which was in the nature of an experiment, has demonstrated that during the season when California is unable to supply the market it is quite possible to secure a very fine selection of fruits from the Antipodes. This sample shipment was turned over to a Vancouver merchant by Mr. Peters and the latter received an assurance that the whole consignment was in very fine condition and the fruit itself was all of excellent variety. It is probable that other shipments of Australian fruit will arrive in Vancouver on the next steamer, which is the *Aorangi*.

New Coal Bed Discovered;

James Thompson, contractor, of Winnipeg, acting as general manager for Messrs. Taylor & Sons, of the Canadian Anthracite and Lignite Lignite coal company, has for sometime been engaged in drilling on their property at Estevan for the purpose of discovering what was below the lignite coal deposit. After passing through some small strata of iron tinged clay and one or two seams of

coal an inch or two thick, he finally struck a bed of "wild class" forty feet thick. Below that again a reach of seam of sandstone seven feet thick; underneath that a seam of coal twenty-six inches thick. This coal approximated in quality to the best American bituminous soft coal. It coals well and was of a totally different quality to that of the surface seam and in fact proved to be a coal of a very superior quality. The depth at which this seam was found was 106 feet below the present seam on Taylor & Sons' property, which is close to Roche Perce station. Great excitement has been occasioned in the district by this find, which evidently goes to prove that beds of coal of superior quality exist below the lignite deposits of the surface, and experts freely assert that when the proper depth is reached an unlimited supply of coal will be placed on the market, which renders this region a country independent of eastern importations for its fuel supply.—Souris Plaindealer.

The weather is said to be so far favorable for the new crop of Sicily fliberts but the damage last year occurred in April. The tendency of the market in Sicily is easier.

The high liver may dwell on the ground floor or in the garret.

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NOTICE

Notice is hereby given that the two lien notes signed by the undersigned in favor of Ed. Jobin, of St. Claude, Man., on 25th day of August, 1906, for sum of one hundred and ten dollars (\$110.00), one note due next fall, and another note of one hundred dollars \$100.00 due in full of 1906, will be paid by the undersigned, for which notes I didn't receive value. J. Marignac.