



ESTABLISHED IN 1880.

PUBLISHED ON THE FIRST AND THIRD FRIDAYS OF EACH MONTH

SUBSCRIPTIONS:

CANADA AND UNITED STATES, - - - \$1.00 PER YEAR.
ALL OTHER COUNTRIES IN POSTAL UNION, EIGHT SHILLINGS
STERLING PER YEAR, INCLUDING POSTAGE.

The Canadian Manufacturer Publishing Co., Limited.

McKinnon Building, Cor. Melinda and Jordan Sts., Toronto.

Cable address: "CANAMAN." Western Union Telegraphic Code used.

J. J. CASSIDEY, . . . Editor and Manager

FRANK B. WHITE COMPANY.

The Fisher Building, CHICAGO. 150 Nassau St., NEW YORK.
Represent the Advertising Department of THE CANADIAN
MANUFACTURER in the United States.

THE ALGOMA CENTRAL RAILWAY GRANT.

The session of the Provincial Legislature which closed on April 30th, will be remembered as a noteworthy occasion in relation to the industrial development of Ontario by reason of the substantial progress made in carrying out the promises with which Hon. G. W. Ross took office. It is greatly to the credit of his administration that on the first opportunity which presented itself, they set to work energetically to redeem their pledges by encouraging the opening up of New Ontario, and the exploitation of our natural wealth, insisting in every case on enforcing the principle for which THE CANADIAN MANUFACTURER has for many years been contending, of the manufacture of the raw material within the country. The only regrettable feature of the case is that the representatives of the Conservative party in the Legislature should have allowed a spirit of factious opposition to prevail, and should have belied the professions and the record of their party in making a futile endeavor to obstruct the good work.

The greatest and most important step in advance achieved by the government was the particularly advantageous agreement made with the Algoma Central Railway Co., and the other interests controlled by Mr. Clergue, of Sault Ste. Marie, by which, in return for a grant of some 1,500,000 acres of land, at present unsettled and inaccessible, the company undertake to build a line of railway about 200 miles in length connecting the Sault with the C. P. R. and Michipicoton; to largely increase their manufacturing enterprises at the Sault and elsewhere, and in addition to locate one thousand male settlers on the land every year for a term of ten years. The company bind themselves to develop water power at Sault Ste. Marie to the extent of at least 40,000 horse power in addition to that already in operation. The canal for the purpose is to be begun within sixty days from the passing of the Act, and to be completed within three years. Smelting or reduction works are to be commenced within sixty days and completed within two years, having a capacity for handling 300 tons of ore daily, and within the same time chemical works are to be begun and finished requiring 5,000 horse power for their operation. An additional pulp mill is also to be

completed within one year having a capacity for handling fifty tons of pulp daily. So far as the conditions respecting the construction of the railway and the establishment of these various enterprises are concerned, it is provided that any failure to comply with them involves a forfeiture of the land grant whether the patents have been issued or not.

The land is to be granted in alternate blocks containing as nearly as may be 148,000 acres each, the rights of those who may have already settled upon or purchased lands being respected, and an equal acreage given to the company elsewhere. The grant includes minerals and pine timber, but all nickel and copper must be subject to the conditions of the general law as to the treating and refining of the ore in Canada, and the pine timber is to be paid for at the same rate as that on the reserved adjoining blocks fetches at auction in addition to the regular Crown dues. On the request of the Commissioner of Crown Lands the railway company must build a station in the centre of each block of land, including the reserved blocks, and survey a town plot in the neighborhood of each station in the company's blocks. They are also bound as soon as the Government shall declare it to be necessary, to build school-houses and public halls sufficient for the requirements of a population of 500. Immigration offices in Toronto and Great Britain are to be established by the company, who are to maintain a line of not less than four steel steamships between Michipicoton and Sault Ste. Marie, each vessel to be of a tonnage of not less than 2,000 tons. The rates for passenger and freight traffic on the railway are to be subject to approval by the Governor-in-Council.

From the above summary of the conditions imposed in the Act it will be seen that the public interest has been thoroughly safeguarded in every particular. The agreement compares most favorably with any contract hitherto made by which public land has been granted to railroad corporations as a means of opening up new districts and promoting settlement. Instead of providing merely for the building of the road, it ensures the establishment of extensive and important industries by which employment and a market for the sale of their produce will be afforded to incoming settlers, and gives the companies a powerful incentive to push the work of colonization in order to obtain the labor they will permanently require to keep these enterprises in operation. But the best guarantee which the public can have that the stipulations will be faithfully carried out is the wonderful record which Mr. Clergue and his associates have already made in the development of Sault Ste. Marie as a manufacturing centre. What they have accomplished in the course of a few years past is an earnest of the great developments which have been made possible by the wise and judicious liberality of the Government. It is only because Mr. Clergue has already large interests at the Sault and has embarked so heavily in varied industrial enterprises which require increasing supplies of raw material, that he can afford to undertake the construction of the Algoma road on such conditions. Only the blindness of partizan prejudice, and the mistaken idea that by opposing everything the Government undertakes they can somehow gain political capital, could have induced a party which formerly made the development of home industry the leading plank in their platform to offer the violent and unreasonable objections to this agreement made by Mr. Whitney and his followers.