

particularly adapted for grazing. Consequently, it has already come into importance as a producer of butter, cheese, beef, mutton and wool, the staple commodities of a paying country. In grain growing it also gives a good account of itself. But labor and capital have only begun to be applied to its resources. Its agricultural lands, its forests, its mines, will pour out their produce as soon as the island gets a fair chance. At present its intercourse with the remainder of the Province is confined practically to the summer. All the supplies for the winter must be got in before the close of navigation. This is a hindrance to settlement and development. Many people who would be attracted to the island by its natural advantages are restrained from going there by its isolation in winter. The Manitoulin and North Shore Railway would connect it with the mainland and with the C.P.R. system, to the north, and would also join it with the Georgian Bay terminals of both the C.P.R. and the Grand Trunk. By means of ice-breakers it ought to be possible to keep the southern part of the route open all the year round, so that traffic could move in and out as freely at that end as at the north. The greater shortness of the route to the base of supplies in Toronto and larger proportion of the through freight charges to be earned by that route as compared with the northern one, would be inducements to put on ferry-boats heavy enough for ice-breaking, such as ply all the year round, across Mackinaw straits.—*The Daily Mail and Empire, Toronto.*

New Connection with New Ontario.

To develop New Ontario and bind it by bands of commerce to the older portion of the Province are problems to which the business men of Ontario must direct their attention. To the present time, as far as the central and western portion of the Province is concerned, we have been confined for railway communication with that new portion to the North Bay line and the C.P.R. The C.P.R. has for some time shown on its maps a projected line, which would run along the northern shore of Georgian Bay and through Parry Sound. A shorter line is now projected, however, which would be shorter than either of these. This is the Manitoulin and North Shore Railway. The route outlined is along the west coast of Georgian Bay up to the end of the peninsula at Tobermory. From that point a railway car ferry would maintain communication throughout the year with Fitzwilliam Is. The road will be continued along Grand Manitoulin