

Western Ontario has shown deep interest in this and similar railway enterprises projected from Lake Ports into the interior as her towns and cities will enjoy the greater share of the benefits arising therefrom, just as the cities of Detroit, Cleveland and Buffalo control the trade of the Lake Superior, eighty per cent. of which is created by short mineral colonization railways and not by the transcontinental lines.

The New Electoral District of Algoma contains over 40,000,000 acres, which is over three times the size of Western Ontario.

The Bruce Mines and Algoma Railway Company is the only company (except the C.P. R.) that has built a mile of railway in this vast district, and it is projected to Hudson Bay and would furnish railway facilities to over 15,000,000 acres, the greater portion of which is now inaccessible and valueless.

THE WESTERN ONTARIO ROUTE TO HUDSON BAY.

The Bruce Mines and Algoma Railway line is projected from the town of Bruce Mines on Lake Huron, north-easterly to Hudson Bay, a distance of 400 miles. The Company has already constructed its line from Bruce Mines to the Rock Lake Copper Mines, a distance of about 17 miles, and the capitalists interested have already expended in railway construction, and mining development, about \$750,000. The Copper Queen Mine is situated 15 miles farther north on the proposed line and there are promising indications of the existence of iron and other minerals in the interior, now inaccessible. There are numerous large areas of very fertile land, in the district, which immediately becomes attractive to the settler as soon as the mine, saw mill, or other industry furnishes a local market for farm products. If a subsidy is granted to the Company, of 7,400 acres, per mile subject to the payment of \$2 per thousand dues on the pine on such land, for 100 miles in addition to the usual Dominion cash subsidy, Mr. M. J. Clark of Grand Rapids, Mich., a former Canadian, and his associates who command over \$10,000,000, are prepared to proceed this year with the construction of at least 35 miles of the railway. They are also confident that they can secure other capitalists to join with them to push the line to Hudson Bay within a reasonable time, and for a distance of 125 miles the line would pass through the 15,000,000 acre wheat belt, in the Moose Valley, 3,000,000 acres of which would be within 25 miles of the proposed line of railway. If the grants are made the Company can secure at once the erection of two veneer mills and saw mills