

south of it. To give a general idea of the direction of the proposed line it is necessary to refer to the map. Little Current, on the north side of the island, is the point from which a description of the system should most naturally begin. The meridian of that town crosses the island at its broadest part. This is near its eastern extremity, which thrusts itself into the mouth of Georgian Bay, closing it save for two channels—a narrow one separating the island from the north shore, and a considerably wider one separating the island from Bruce peninsula. Now the proposed line is to run north-east from Little Current, across the channel, across the Sault branch of the C.P.R., across the main line of the C.P.R., and across the known mineral belt of Eastern Algoma. Its intersection with the two C.P.R. lines makes a railway triangle, at the eastern apex of which stands Sudbury. A branch of the Manitoulin and North Shore railway is to be thrown out to this nickel town. So much for the northern part of the line. The southern is to run from Little Current across the island, across the channel to the point of Bruce Peninsula, and through the ports along the western and southern shores of Georgian Bay. To span the north channel, bridges will be built from islet to islet. To span the broader southern channel a ferry will be operated. Such a line, completed, ought to unlock great resources in the north, and should tend to make Toronto the logical objective for all the trade originating there. These are two of many points that might be dwelt on in support of the application for provincial aid. The nickel deposits lying about Sudbury are famous. Deposits, believed to be of much greater extent, of even higher grade nickel copper ores lie farther north, and must remain undeveloped until railway enterprise opens the way to mining enterprise. Nor is nickel copper the only ore that abounds in the country to be traversed. Great iron beds may be discovered, and there are fair prospects of finding gold in paying measure. We know, too, that the region is rich in pine, spruce, and hardwood, as out of it flows a great timber stream, the Spanish River. That river will be crossed at two points by the railway. The Algoma section of the line should be the means of bringing into life a very great volume of traffic, proceeding from the settlements that would be planted on the rich soil. In Manitoulin itself the road should begot an immense new traffic. That island is highly favored by nature. It is the largest island in any body of fresh water. Its lands are fertile