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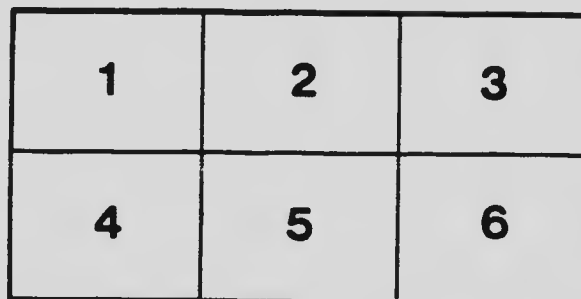
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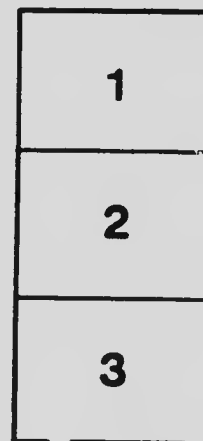
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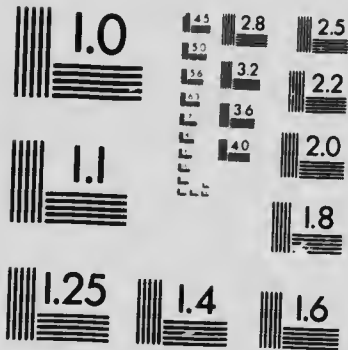
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THE MANITOULIN AND NORTH SHORE RAILWAY THE KEY TO SECURE New Ontario's Resources

FOR
TORONTO AND OLD ONTARIO.

Supported by the Toronto Press.

Short Route to New Ontario.

Toronto has been patiently awaiting the construction of a railway that will give a short and direct connection with Sudbury and New Ontario. The C. P. R. has projected such a line, and it is represented on the maps in its time-tables. The route there outlined skirts along the east side of Georgian Bay and passes through Parry Sound. We have not heard much about the project lately, but there is no doubt the line will be built some day before long. In the meantime there is a proposition before the Legislature to give us a new connection with New Ontario by way of the west shore of Georgian Bay. The Manitoulin and North Shore Railway is projected to give that island connection with the mainland via Little Current, and to open up the country on the North Shore as far back as Onaping, a station on the main line of the C. P. R. It is also proposed to run a branch line from a station in the Township of

Trill to Sudbury. These are the features of the New Ontario end of the proposed Manitoulin and North Shore Railway. But there is also an old Ontario end to the project. It is proposed to extend the line southward from Little Current, which is on the north side of Manitoulin Island, through the island, and thence further south through Fitzwilliam Island. A car-ferry would be established at the straits between Fitzwilliam and Tobermory, the most northerly point of Bruce peninsula.

Direct Communication with Toronto.

From this point the line would be extended to Wiarton and Owen Sound, where it would meet the Ontario Railway system and give direct communication with Toronto. The west shore of Georgian Bay clearly affords the shortest route into New Ontario. It is claimed that the Manitoulin and North Shore Railway, when completed, will shorten the distance between Toronto and New Ontario and Manitoba by at least 75 miles.

In 1899 the province granted, with the approval of the leaders of both parties and of the members of the Legislative Assembly, with the exception of some thirteen, a subsidy of \$2,000 and 5,000 acres of land per mile (reserving the pine to the Crown) to the James Bay Railway for 175 miles, from Sudbury to Lake Abittibi; and also the same grant to the Ontario and Hudson Bay for 250 miles from Mississauga to James Bay. Under the railway system as it exists at present there would be a strong tendency to divert the traffic from these two lines towards Montreal instead of to Toronto. A glance at the map shows that the proposed Manitoulin and North Shore Railway will naturally divert this traffic to Toronto instead of allowing it to drift over the C.P.R. and Canada Atlantic to Montreal. The greatest danger that Ontario has to face in subsidizing lines running northward to Hudson Bay is that such lines will act as feeders for Montreal. What profit will it be to the Province to build these Hudson Bay railways and lose the traffic arising therefrom? The proposed line seems to be the key to secure the traffic of Greater Ontario for Toronto and Western Ontario.

In addition to securing the traffic of Greater Ontario for Toronto, the Manitoulin and North Shore Railway would give that island railway communication with the mainland, and make it directly tributary to Toronto. For the past twelve years the people of Manitoulin,

numbering over 13,000 souls, have been struggling to get railway communication with the rest of the Dominion, and they are justly entitled to some consideration at the hands of the Provincial Government. Another local object that would be attained by the construction of the railway would be the giving to Sudbury of a short mineral railway to a Georgian Bay port.

The company is applying to the Legislature for the customary assistance granted railways in opening up new territory. It asks, in addition to the usual cash subsidy from the Dominion, that the Province should grant a subsidy similar to that given to the two James Bay railways; that is, \$2,000 and 5,000 acres per mile, subject to the saving reservation as to pine, and as to the selection of the land, in alternate townships or blocks. The Dominion has already granted the usual subsidy from Sudbury to Little Current, and from Meaford to Owen Sound.

While the tendency of the day is in the direction of curtailing, if not entirely abolishing, the granting of subsidies to new railways, yet we think it will be in the interests of the province to assist an enterprise that promises so much for us. It is said that during the last eight years the province has only sold at the rate of 882 acres of land per annum, and leased 2,353 acres in the districts of Algoma and Nipissing, which contain 64,000,000 acres. We can afford to give away a few acres if thereby we can induce population to come in and help settle the remainder.

The Subsidies Asked Should be Granted.

In view of the expensive nature of the undertaking, including a railway ferry at the straits, and of the importance it would be to Toronto, to Manitoulin Island and the interests of the province generally, we think the subsidies asked should be granted, but the grant should be made only on the condition that the road be completed throughout, that is, from Owen Sound to Onaping Station, and the Government should also see to it that adequate restrictions as to rates are imposed.—*The Daily World, Toronto.*

Manitoulin Railway.

A railway project that has many claims upon the liberality of the Ontario Government is that for bringing Great Manitoulin Island into communication with the mainland, both to the north and the

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 begin 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

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

to Little Current, and thence northward to Onaping on the main line of the Canadian Pacific. A branch is projected from the township of Trill to the town of Sudbury. In this way 75 miles will be cut off the distance from Western Ontario to Sault St. Marie and Manitoba.

The importance of this line to both New and Old Ontario is being urged upon the attention of the Government. From that country comprised in Greater Ontario the tendency may be for traffic to go to Montreal. The line now projected, it is urged, will supply direct connection with the manufacturing towns of Western Ontario. Manitoulin, with its 13,000 inhabitants and its capacity for maintaining 100,000, will be provided with secure means of communication the year round with the rest of the Province. The branch line from the township of Trill to Sudbury will supply that mining center with easy access to Georgian Bay, which will make it possible to obtain coke for smelting at reasonable rates and provide a cheap and convenient means of shipping the finished products to their markets in the south.

— *Toronto Daily Star*.

