

1902-2

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IS TORONTO AND WESTERN ONTARIO

TO BE

SIDE-TRACKED

AND

NEW ONTARIO

MADE A

GREATER QUEBEC ?

OR IS

OLD ONTARIO

GOING TO HAVE

EQUAL RIGHTS

WITHIN HER OWN PROVINCE AND IN THE FUTURE DEVELOPMENT
OF

THE GREATER ONTARIO?

The Bruce Mines and Algoma Railway Company has been strongly endorsed by Bruce Mines, Owen Sound, Meaford, Collingwood, Hamilton, Windsor, Berlin, Woodstock and London, and by many of the leading papers of Western Ontario.

The Company simply asks for a land grant of 7,400 acres per mile or a grant similar to what has already been given to five other railway enterprises in New Ontario, three of which have not constructed one mile of railway, although the subsidies have been granted over three years ago.

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

to manufacture lumber and other raw material for the furniture manufacturers in Western Ontario, and enable them to compete more successfully in the foreign market. Two American Paper Companies are prepared to erect two pulp mills with a capacity of at least 50 tons per day. The company expect to be able to secure the erection of a Copper Refinery and are willing to take the grant subject to the refinery being erected. The Company will endeavor to secure the location of suitable industries for the manufacture of the raw material tributary to the line of railway, by men of capital who have already succeeded in such undertakings. It is urged that the opening of New Ontario should be by railways running north from lake ports, if the old Ontario towns and cities are not to be side-tracked. The building of the first 100 miles will cost \$2,500,000 and will require a further investment of \$10,000,000 to secure a remunerative traffic for the line of railway.

ANNUAL INVASION BY NEW ONTARIO ENDORSES THIS POLICY,

A New Ontario deputation, bearing their annual demands, waited on the Premier. They asked for the opening up of new townships on a large scale, and for the building of trunk colonization railroads. A point brought out was that the opening up of New Ontario should be by railways running north and south if the present Old Ontario towns and cities were not to be side-tracked. If the country was opened up by the Trans-Canada, or even by the Grand Trunk Pacific, the trade of the new country would be sure to go to Montreal and Quebec. These longitudinal railways would, too, prove arteries along which capital and immigrants would come in from the United States, which it was stated would have to be the source of both capital and immigrants. One Michigan capitalist had now \$250,000 invested in real estate in Sault Ste. Marie.—*Toronto Daily Star.*

THE GREATER QUEBEC.

Capital and people follow the lines of transportation. Seventy-five per cent. of the rural population adjacent to the C. P. R. in the District of Nipissing are from the Province of Quebec and most of their business goes to Montreal.

They are good industrious settlers and are welcomed to Ontario.

Over 150,000 people from Ontario have gone to the State of Michigan. The steamboats and railways furnished a cheap and easy means of transportation to this adjacent State.

WILL SECURE POPULATION AND WEALTH FROM MICHIGAN.

If the Bruce Mines and Algoma Railway and other similar colonization railways are constructed from lake ports into the interior a very large population from Ontario and the United States can be secured for New Ontario, but if this is not done, Northern Ontario will become The Greater Quebec rather than The Greater Ontario.

Canada having expended some \$83,000,000 on her canals, the natural policy is to divert the traffic of New Ontario to such lake system where cheap transportation can be secured.

THE CITIZENS OF SAULT STE. MARIE WHO ARE IN A POSITION TO JUDGE OF THE SUCCESS OF THE LAND GRANT POLICY, STRONGLY ENDORSES THIS POLICY IN FOLLOWING WORDS.

Therefore the Sault Ste. Marie Board of Trade would respectfully urge upon the Legislative Assembly of the Province of Ontario the wisdom of granting to all colonization railways in New Ontario 7,400 acres per mile, to be selected in alternate townships within twelve miles of such line of railway, and that such grant should include the pine thereon subject to the dues of two dollars per thousand, and that the alternate townships owned by the province should concurrently with the construction of the line of railway be opened to the settler and explorer subject to the same dues on the said pine, and that the lands therein not suitable for settlement should be opened up for sale to industrial companies, who would manufacture such timber into a finished product, paying the same dues as that paid by the railway company and settler.

OWEN SOUND EARNESTLY DESIRES NORTHERN ONTARIO DEVELOPED BY COLONIZATION RAILWAYS FROM LAKE PORTS INTO THE INTERIOR AT THE EARLIEST POSSIBLE DATE.

The matter was discussed at some length when a resolution was passed requesting the Provincial Government to grant to the Bruce Mines & Algoma Railway 10,000 acres per mile, including pine free of dues for a distance of 100 miles, and that the province receive in return, therefor, paid up stock in the said Company at the rate of 50 cents per acre of land so granted.

It was also unanimously resolved that the usual cash subsidy should be granted by the Dominion to the Company for 50 miles.—
Owen Sound Advertiser.

The general opinion expressed was that Owen Sound was deeply interested in having the Bruce Mines & Algoma Railway, and other colonization railways extending from lake ports into the interior of New Ontario, constructed as expeditiously as possible, as most of the raw material would not stand the cost of transportation to Montreal and Quebec, but must be transported to the nearest lake port, where it can be shipped by boat at small cost to Owen Sound and other Ontario ports; that colonization railways in Northern Ontario were entitled to greater assistance from the Province of Ontario than the trans-continental railways, as the construction of the colonization railway was expensive, and the company would be required to make large additional expenditures to create a remunerative traffic without the assistance of a thorough traffic, which is assured to the trans-continental lines; that the land in New Ontario should be the means used to secure the necessary railway facilities for its development, and that in view of so many railway companies getting subsidies and then failing to proceed with construction, that a more liberal grant should be made to the Bruce Mines & Algoma Railway Company, and that the province receive \$5,000 of paid up stock per mile in such company in return for such land grant, instead of giving the land as a free gift.

It was unanimously resolved that the Bruce Mines & Algoma Railway is an important portion of New Ontario, and the Owen Sound Board of Trade urge upon the Provincial Government to grant to the Bruce Mines & Algoma Railway Company 10,000 acres per mile, including pine free of dues for a distance of 100 miles, and that the province receive in return therefor, paid up stock in the said Company at the rate of 50 cents per acre of land so granted.

It was also unanimously resolved that the usual cash subsidy should be granted by the Dominion to the Company for 50 miles.

From the province's standpoint this policy has many attractive features.

At present the territory is inaccessible, and the province is receiving no benefit therefrom.

Without expending any money, it retains a substantial interest in the undertaking, and will share in the dividends with the other

stockholders who have invested their cash, in addition to having its own alternate townships made valuable and accessible to the settler, veteran and explorer.

The province being interested as a shareholder, the company would be required to keep its books and transactions in such a manner as to prevent the watering of stock and adoption of other methods objectionable to the public. It has cost Canada \$2,145,376 to operate the Prince Edward Island Railway of 209 miles over and above traffic receipts, although the province has a population of over 100,000.

It is preferable to Government ownership, as the Government is relieved of the responsibility of paying deficits and of operating the railway, which would be in the hands of competent men who have their hard cash invested in the enterprise.

If the capitalists interested would be satisfied with this grant, it would possibly be a better policy than even that of the land grant policy adopted in respect to the Algoma Central Railway Company, which our Board of Trade were instrumental in securing the adoption of.—*Owen Sound Sun*.

If Canada is to prevent her railway capitalists and contractors from going to Cuba, South America and Australia, we must be prepared to grant equally attractive concession to secure railway construction in Canada.—*Owen Sound Times*.

ENDORSED BY THE WINDSOR BOARD OF TRADE.

A resolution was adopted asking the Ontario Government to grant this railway 7,400 acres per mile in addition to the usual cash subsidy by the Dominion Government, and that the pine be granted to the railway and settlers by the payment of \$2 per thousand.

—*The Windsor Evening Record*.

MR. JAMES DICKINSON, THE FIRST DISCOVERER OF GOLD IN MICHIPICOTEN DISTRICT, URGES THE CLAIMS OF THE VETERAN EXPLORER AND SETTLER.

THE NEW HUDSON BAY RAILWAY.

The latest railway projected toward Hudson Bay is just on a par with the Government road to the Temiscamingue country—they both at the beginning have a *raison d'être*. In the case of the Bruce Mines and Algoma railway the *raison d'être* is found in the Bruce Mines, and the minerals and lands on the line of the railway.

The request of the Company is put in this way :

That as the Bruce Mines and Algoma Railway Company have already constructed the first sixteen miles of railway from the Town of Bruce Mines on the shore of Lake Huron northward to the Rock Lake Copper Mines, and are prepared to proceed with the construction of its line northward from Rock Lake towards Hudson Bay, during the present year, if proper assurances are given, a land grant of 7,400 acres per mile, (subject to the payment of dues of Two Dollars (\$2.00) per thousand on the pine on such lands) be granted at the present session of the Legislative Assembly of Ontario in addition to the usual cash subsidy from the Dominion.

The writer knows this country well and he can give his assurance that the Company's suggestion is within the truth, and that the construction of the proposed Bruce Mines and Algoma Railway is an important public work, as it will open up an important portion of New Ontario for the settler and explorer, and thus furnish an extensive market for the manufactured products of the Province which will have direct steamboat communication with the terminal thereof at the Town of Bruce Mines. The subsidy asked for should be granted, or such other subsidy equal in value per mile to that which has already been granted to other railways in the northern portion of the Province, so as to secure the construction of this important line of railway, which will aid materially in the development of the resources of New Ontario, and furnish an additional market for the products of old Ontario. By far the most important request is that all lands lying within twelve miles of such line of railway should at the earliest possible date be opened to location to the Veteran, Settler or Explorer, subject to the payment of dues of \$2.00 per thousand on any pine that may be located on such lands so as to secure a remunerative traffic for such line of railway and assure its early construction northward to the arable lands in the interior and to Hudson Bay.

—*Essex County World, Windsor.*

**BERLIN, THE GRAND RAPIDS OF CANADA, URGES THAT
THE SUBSIDIES ASKED BE GRANTED.**

FOR PROVINCIAL AID.

That whereas we are advised that the Bruce Mines and Algoma Railway Company have already constructed the first sixteen miles of its railway from the town of Bruce Mines on the shore of Lake Huron, northward to the Rock Lake Copper Mines, and are

prepared to proceed with the construction of its line northward from Rock Lake towards Hudson Bay, during the present year, if proper assurances are given that a land grant of 7,400 acres per mile (subject to the payment of dues of two dollars (\$2.00) per thousand on the pine on such lands) is granted at the present session of the Legislative Assembly of Ontario in addition to the usual cash subsidy from the Dominion.

Therefore it is resolved by the Board of Trade of the Town of Berlin, that the construction of the proposed Bruce Mines and Algoma Railway is an important public work, as it will open up an important portion of New Ontario for the settler and explorer, and thus furnish an extensive market for the manufactured products of the Province which will have direct steamboat communication with the terminal thereof at the Town of Bruce Mines. That in the opinion of this Board of Trade—The Government of Ontario should grant the subsidy asked for or such other subsidy equal in value per mile to that which has already been granted to other railways in the northern portion of the Province, so as to secure the construction of this important line of railway, which will aid materially in the development of the resources of New Ontario, and furnish an additional market for the products of old Ontario, and that all lands lying within twelve miles of such railway should at the earliest possible date be opened to location to the Veteran, Settler or Explorer, subject to the payment of dues of \$2 per thousand on any pine that may be located on such lands so as to secure a remunerative tariff of such line of railway and assure its early construction northward to the arable lands in the interior and to Hudson Bay, with the condition that a copper smelter is erected along the line.

Resolved that this resolution be forwarded to the Premier of the Province of Ontario and also our representative, H. G. Lackner, Esq., M.P.P.

FOR DOMINION AID.

That whereas we are advised that the Bruce Mines & Algoma Railway Company have already completed over sixteen miles of its line of railway, and will proceed during the present year with the construction of the said line of railway northward towards the Hudson Bay, if a land grant is made by the Province to the said Company, and the usual cash subsidy granted to the said Company by the Dominion Parliament.

And whereas we believe the construction of the said line of railway, and other similar colonization railways from lake ports northward towards Hudson Bay, will create a large traffic from Northern Ontario, and secure a large portion of the benefits arising therefrom for Old Ontario, instead of allowing the same to drift to Montreal and Quebec.

And whereas we believe the said line of railway will materially aid in diverting immigration and capital from Michigan, Wisconsin, and Minnesota to New Ontario.

Therefore it is resolved by the Berlin Board of Trade, that in the opinion of this Board of Trade, that the usual cash subsidy should be granted by the Dominion Government to the said line of railway so as to secure the construction of this important line of railway at an early date.

And further resolved that this resolution be forwarded to the Right Honorable Sir Wilfrid Laurier, Premier of Canada, and to our representative, Jos. E. Seagram, Esquire, M.P.

COLLINGWOOD, THE BUFFALO OF CANADA, UNANIMOUSLY URGES LAND GRANT SUBSIDY TO THE COMPANY.

The opinion generally expressed, at a large and representative meeting, was that colonization railways extending from Lake ports northward towards Hudson's Bay would create an important traffic for Collingwood's shipping, and otherwise benefit her interests.

Resolutions were passed urging both Governments to grant the subsidies asked to the Company.

LONDON'S BOARD OF TRADE FAVOR NEW ALGOMA RAILWAY.

The Board unanimously passed a couple of resolutions endorsing the project, and recommending to both the Dominion and the Provincial Governments that the usual Government aid be granted the company, consisting of a subsidy and a land grant to the same amounts as have been granted other railways constructed, or to be constructed, in the North country.—*London Free Press.*

**WOODSTOCK BOARD OF TRADE ENDORSES THE POLICY TO
DEVELOP NEW ONTARIO BY THE CONSTRUCTION OF
LONGITUDINAL RAILWAYS NORTHWARDS
TOWARDS HUDSON BAY.**

After full discussion, a resolution urging the Ontario Government to grant 7,400 acres per mile to the Company, subject to such conditions as they may deem proper, was unanimously adopted.

A further resolution, urging that the usual Dominion subsidy be granted to the Company, was also unanimously adopted.

COPPER RESOURCES SHOULD BE DEVELOPED.

If the plant of the Algoma Steel Company was in continuous operation they would receive bounties amounting to \$600,000 a year and \$840,000 more each year from the railway companies than is now paid for imported rails. There is no bounty or protection on copper.

The copper refinery would be as important in securing the development of the copper resources as the steel plant at Sault Ste. Marie is in securing the development of the iron ore deposits.

The copper mines have greater possibilities, as their product can be shipped to the markets of the world.

The Dominion subsidy for the 400 miles only amounts to \$1,280,000, which does not equal the assistance given the Algoma Steel Company each and every year during a limited period.

Canada expended over \$3,550,938 on the Sault Ste. Marie Canal so that her shipping interests might be independent of the United States.

Why should not Ontario's copper mining interests be placed on a proper national basis?

THE COLONIZATION RAILWAY IS A SOURCE OF REVENUE

The custom's receipts at the Sault Ste. Marie Port increased from \$45,000 in 1898 to \$450,000 in 1901 and \$469,000 in 1902.

In Minnesota colonization railways were granted forty-five per centum of the area of the State, amounting to 20,000,000 acres. Her population increased as fast as that of all Canada.

In the United States 197,000,000 acres were granted to railways and 162,000,000 acres earned.

For every 10 acres patented to individuals in the United States three acres have been granted to railways.

They received assistance exceeding \$1,000,000,000, yet they pay each year over half this amount in wages alone.

Australia offers 75,000 acres per mile to secure the construction of a narrow guage railway.

Venezuela has granted a concession of 11,000,000 acres to Messrs. McKenzie & Mann.

The Argentine Republic granted vast concessions and secured the investment in their Republic of \$1,500,000,000 by English capitalists alone.

8,480,000 acres were granted by the Dominion to secure the construction of the Winnipeg and Hudson Bay Railway.

The Crow's Nest Pass Railway received 20,000 acres per mile.

The Trans-Canada asks for 20,000 acres per mile.

The Manitoulin & North Shore were granted by the unanimous vote of the Legislative Assembly 7,400 acres for the northern portion and 10,000 acres for southern portion.

Canada contains over 2,000,000,000 acres, and has only granted 52,000,000 acres to railway companies, but only about 30,000,000 has been earned, less than one and one-half per cent. of the area of Canada.

SUMMARY.

Land Grant Subsidy of 7,400 acres per mile for 100 miles	acres	740,000
Cash subsidy received from Dominion Government..	\$	320,000
The Company would make the following expenditures:		
Cost of constructing line and for equipment.....	\$	2,500,000
Capital necessarily invested in mining, lumbering and development of resources to secure a remunerative traffic for railway	\$	10,000,000
An additional population to make railway enterprise pay would be at least.....		25,000
The value of product of the factories of Ontario, 1891, averaged \$1,440.00, per employee, so that the value of 5,000 employees each year would be ...	\$	7,000,000
This population would pay in custom dues to the Dominion Treasury annually	\$	130,000
\$130,000 is the interest on	\$	4,300,000