

The next English attempts at discovery commenced in 1553 when Willoughby penetrated to the North of Hudson's Bay, which however he did not discover or enter. This was nineteen years after Jacques Cartier's first voyage, and was followed by various other attempts at finding a North West passage, all apparently directed to the North of Hudson's Straits, until 1610, the period of Hudson's voyage, in which he perished after wintering in the Bay which bears his name; but by this time it must be observed that Canada was colonized by the French.

Hudson's Bay has an area of nearly 400,000 square miles.

The exploring expedition in the summer of 1886 in H. M. ship "Alert" sent to relieve the stations established in Hudson's Straits in 1885, for the purpose of watching the movements of the ice and of taking other observations to test the practicability of the Hudson Bay route, was quite a success and proved that the straits are never entirely frozen over. The average length of the season of possible navigation is still uncertain but Dr. Bell, geologist and naturalist estimates the average at between four and five months. Captain Gordon's estimate is from July to end of October.

This only refers to the straits. The Bay itself is open for a much longer period.

The fish and mammals in these waters are the Right and White Whales, the Porpoise, the Walrus, Polar Bear and several kinds of hair-seals; of the fish, salmon and trout only are at present exported, although a very fine species of white fish is found in Nelson River, also cod in and about the straits.

Mr. Low's party at Port Burwell, entrance of straits in one hour caught a boat load of fine cod this year (1894.)

The rivers in the straits abound with salmon and trout.

Dr. Robert Bell reports that the shores of Hudson's Bay have iron, mica, asbestos, copper, lead, zinc, gold, silver, anthracite, limestone, petroleum and lignite, so that with the almost unbounded wealth of the surrounding country, and the known riches of the Fisheries, surely our monied gentlemen of Canada will not hesitate to push on the Lake St. John Railway to James' Bay (as Chevalier Baillargé recommended in his most instructive and valuable lecture some time since before the Canadian Institute,) which would carry new settlers up and return with freight of fish, furs and minerals, and give hundreds, yes, thousands employment and enrich the country in very many ways.

My wish is to have a company formed as soon as possible, to carry out my proposal to the Federal Government some 18 months since, viz:—"To stock Hudson's Bay with Behring Sea Fur-seal." I would not restrict its operations to this only, but have the company empowered to capture fish and mammals in and about the Bay and straits, with a Capital of say \$50,000 in shares of \$50 each and when stations were established with all necessary equipments, the fur-seal could then be imported and properly looked after.

I need hardly repeat I feel confident of its ultimate success and enormous profits.