

stance financially impossible of satisfactory progress, the suggestion was made that a tram or surface road be first built as the entering wedge in solving the transportation problem.

This idea met with favor, which increased with mature consideration of the subject. It is believed that less than 10 per cent. of the estimated cost of the railway route would provide access to the sea within the next two years and afford facilities for doing all the transit business to be anticipated until fishing and other industries could be organized and the railway made ready to equal future transportation demands. The facilities of the surface road would, according to opinions of several engineers, save more than its cost in reducing the expense of the permanent railway surveys and construction. By making the surface road suitable for the use of automobiles and placing fast steamers on the Albany River, the transit time to the sea from the C.P.R. can be reduced to forty-eight hours. When the railway is made ready, the time can be reduced to twenty-four hours.

With the information furnished by government officials, approximate estimates can be made that there are 1,000 miles of both shores of Hudson Straits prolific in yield of salmon and trout, 800 miles of west shore of Hudson Bay abundant in yield of salmon and trout, 1,000 miles of both sides of Hudson Bay largely yielding whitefish, 600 miles of James' Bay coast receiving the outflow of 5,000 miles of rivers and lakes stocked with sturgeon, without including 1,000 miles of coast line in Fox Channel and other estuaries in which salmon exist in vast numbers as reported by whaling ship captains occasionally visiting the same. The coast lines of Hudson and James' Bay, including Fox Channel and other estuaries with those of the larger islands, exceed 6,000. Probably no other inland sea on the globe presents such inexhaustible fishery resources as yet practically unutilized.

INVESTMENT AND THE BUDGET.

If one must believe all that sensational journals tell, London as a money market will soon be stripped of its golden garbs. The budget crisis will drive British capital on a tour through Europe and America, it is argued. Wealthy men in England were heard to say during the summer that were the budget not rejected by the House of Lords, they would sell their homes, reside on the continent and invest in United States securities; in fact, would do anything but support the home market. Some even were heard to deprecate Canadian securities, Canada being part of the British Empire and Imperial legislation affecting its finance, though in what way does not seem clear.

These dire threats have not been carried into execution, the anticipation of a general election preventing. They have now turned the horoscope upon the election in its relation to investment. If the Liberal party is returned in January it will probably mean also the passage of the budget as it stands and a more clearly defined line of demarcation regarding the powers of the House of Lords. According to some, the budget as law will bring disaster to London finance. British capital, it is said, will be scared to a condition with only sufficient strength to get clear of the country. Therefore, it is concluded the better class of securities in the United States and Canada will benefit. One factor seems to have been overlooked. The Englishman in war or finance must have his grumble, his protest, his picture of prospective misery. But in the end he has the happy knack of accepting the inevitable with passive resignation. It is natural, in view of extremely unsettled conditions overseas, that a certain amount of British money will find its way to France, to Canada, and to the United States. That will be due more to the general disturbed conditions in Britain, the returning prosperity of

America, and to the sterling value and security of Canadian investments, than to England's rejected finance bill. The budget is being made a scapegoat in finance. While primarily a financial measure, its effect ultimately may be felt more in social spheres in England than in financial circles abroad.

EDITORIAL NOTES.

The reduction in the Bank of England rate from five to four and one-half per cent. last week is only a half of one per cent. step towards cheap money. An analysis of the Bank of England's figures shows that the rate without difficulty could have been greatly reduced. By making the small reduction it did the Bank showed its partial belief in the London situation and relief from suspense regarding the rejection of the Budget. The figure would probably have been lowered prior to Thursday week had not the political crisis been evident. By maintaining a four and a half per cent. rate the Bank apparently seems to indicate its distrust of possibilities resulting from the general election. Therefore, it would seem that a further reduction of a half of one per cent. is the most that can be expected before the British elections, if not even until the end of March. The international money market situation appears largely to hinge on events in London. With a comparatively high rate ruling there, reductions in bank rates elsewhere are not likely.

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An oil company is advertising twenty-five cent shares in Vancouver, and includes the following in its arguments: "California holdings, 60 acres in all. Big wells are all about us! Now—Is it a gamble whether we get oil? Biff! Bing!! Bang!!! Away they go like hot tamales on a wintry night. A Durham bull in a Christmas china-shop is a quiet little plaything compared with the havoc the Canadian Pacific Oil Company, of British Columbia, Limited, has wrought in the local speculative world. When we first appeared on the scene a fortnight back, the old croakers at home, who know all about your business but nothing of their own, chuckled as they chewed their cud, and said: 'Back to the woods; this country is oiled to death.' Wait a minute! Ah, ha! It is—well, hold your horses a moment till grandma puts on her specs." The trouble is that the horses might kill poor grandma before she adjusted her monocle. The Monetary Times is inclined to agree with the old croakers at home, who are reported to have said that this country is oiled to death.

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The introduction of the Canadian Budget into Parliament this week, when considered other than a bone of political contention, will once more attract the attention of capital the world over to the attractions which this Dominion offers to the investor. Here we have a country into one of whose lakes the United Kingdom would fit with a liberal aqueous and surrounding margin, and a country, too, peopled with only the population of one English city. The need of Canada is and will be for many years, population and capital. They are being received in large numbers and sums. Great Britain in recent years has sent us hundreds of thousands of new citizens and about one billion dollars to finance Canadian development. In return have been given bread, opportunities, careers and percentages anywhere from four to twenty. Mr. Fielding pointed out in his Budget speech that this is Canada's growing time. Growth in population, wealth, national unity, national status in the eyes of the world and sense of Empire responsibility, has been the lot of the country during the past year. With eyes towards the future, the most conservative prophet will agree that the present is only the beginning of better things to come.