in July, 1902, with his family, to come to Toronto, by canoe as far south as the C.P.R. Owing to sickness among his crew of canoe men, he was obliged to camp midway and wait for relays, and consequently was twenty-eight days in making the passage to the C.P.R.

There are along the Ontario coast over 1,000 persons who can read and write, including native Indians taught at the mission schools, but as yet no regular mail service is afforded them by the Dominion Government. The Hudson's Bay Company employees carry frequent mails in summer, but the residents are without any from November to June. Such non-progressive conditions as these, it is safe to say, cannot be found in any other civilized country on the globe. The cause is not far to seek. The business interests of the Hudson's Bay Fur Company are benefited by the isolation of Hudson's Bay, in the basin of which it has thus far maintained a monopoly of the fur trade, and warded off competition. Hence when the sea coast residents of Northern Ontario petitioned the Federal Government for regular mail service, it was granted as a matter of course, but the Fur Company brought sufficient influence to bear to have the order rescinded and former conditions retained. Commercial access to the northern sea was also materially retarded thereby. This policy from the same source has been manifested in other instances too numerous to mention at this time, but that the effect has been to create erroneous impressions as to the accessibility, climate and resources of Hudson's Bay in the public mind there can be no doubt. Hence the phenomenal ignorance as to its commercial and industrial importance, and the general apathy toward developing the same can be in part explained.

2.—Certain Peculiar Topographical Conditions have Discouraged Railway Extensions upon the Shortest Routes from Existing "Trunk Lines" in Eastern and Central Ontario to the Sea Coast.

The main features are, that the land next south of Hudson's Bay presents a zone over 100 miles wide, which is mainly a treeless and largely-flooded "muskeg," or morass, between the Notaway and Albany Rivers, including the Ontario shore, which must remain an uninhabited waste for all time. But beyond this is a greater disadvantage because of the adjoining marine area being so shallow as to render the safe approach of sea-going steamers impossible. Professor Bell, of the Dominion Geological Survey Department, has mentioned finding the water in that section of the Bay so scant that he touched bottom with his canoe paddle when out of sight of land on a clear day!

At the mouth of the Moose River the moderate-sized vessels of the Hudson's Bay Company are accustomed to anchor some ten miles from the shore and transfer their cargoes from the company's post by barges. It is also reported that the southernmost section of the sea is gradually filling up from the "silt" of the large rivers in the vicinity, and thus the marine difficulty of securing harbor facilities is proportionately increasing.

It will at once be seen that railway extension under such conditions would be a waste of capital, which railway investors and managers will, of course, avoid.

This will explain the reasons why the Grand Trunk and the Canadian Pacific Railways do not propose extensions from their trunk lines to Hudson's Bay, and the most recent project, known as the Algoma Central Railway, has abandoned its original route to Moose River entrance, and seeks a junction with the C.P.R. at White River Station; also why the Provincial Railway from North Bay to Cobalt is not projected to extend north of the junction with the Grand-Trunk Pacific trans-continental line, located south of Lake Abittibi.

Other minor causes for the marvellous want of commercial access to Hudson's Bay might be stated, but will be omitted in this brief statement of salient facts.

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The net earnings of the Cape Breton Electric Railway for December 1905 show an increase of nearly one hundred per cent. over those for the same month in the preceding year.

OUR HALIFAX LETTER.

The annual meetings of several local corporations have been held during the week, including the Halifax Fire Insurance Company and Empire Trust Company. The plan to buy up the uncalled capital of the Halifax Fire Insurance Company from reserve fund was passed unanimously, and certain amendments to the charter were also agreed upon. It was suggested that in future the holder of one share of stock be entitled to one vote at all meetings. At present the holder of $20 of paid up capital has one vote, of $200 two votes, and so on up to the maximum of $1,800, the holder of which has ten votes.

Receipts of Halifax Tramway are showing a considerable increase over last year, one of the few things to be credited to the mild weather. The annual meeting of the company takes place to-day (Monday). The annual meeting of the Acadia Fire Insurance Company also takes place to-day; the Eastern Trust Company to-morrow, and the Royal Bank on Wednesday.

Activity in real estate transfers and enquiries for real estate continues here. The Royal Bank is reported to have purchased the adjoining building on George Street, and the Union Bank has done likewise on Prince Street. The latter bank now owns the block from Hollis Street to Bedford Row, and has one of the finest properties in the city. The Canadian Bank of Commerce building to be erected on the corner of Granville and George Streets is expected to cost over $100,000.

The new drug merger will affect Halifax seriously by removing one of her most progressive and popular business men, in the person of L. J. Mylius, who will remove to the Upper Provinces (Ontario or Quebec) at an early date. The three wholesale drug houses merged here are those of Hattie and Mylius, Brown & Webb, and the Simson Bros. Co., Limited. The business will hereafter be conducted under one roof in the Hattie and Mylius building on Sackville Street, which is being improved for the purpose. The manager here hereafter will be J. B. Hattie, assisted by Daniel Hockin.

The stock of Wellner & Scott, wholesale milliners, is offered for sale by the receivers, the Eastern Trust Company. Mr. S. S. Scott, a partner, committed suicide a week or two ago due, it is supposed, to business worries. He was a very well-known and extremely well-liked citizen.

The death is announced to-day of Geoffrey Morrow, partner in the hardware firm of Stairs, Son & Morrow, one of the oldest houses in the province. Mr. Morrow was only 51 years of age, and was one of the best liked of Halifax business men. He had been a great horseman, and was a noted amateur rider of running horses in the days of the Riding Club here.

Halifax, 12th February, 1906.

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THE LATE E. B. EDDY.

In the death of Mr. E. B. Eddy, Canada loses one of her most prominent industrial kings, though it is true that, by birth he was not a Canadian, but came from Bristol, Vermont, where he was born in 1827. Notwithstanding this, he was a man who in his life-time did much to spread the name of Canada as a manufacturing country, his paper, matches, and woodenware being known throughout the world. First establishing himself in Hull as a manufacturer of matches, he later developed into one of the largest lumber operators in the Ottawa valley. He embarked largely in the pulp and paper business in 1892.

His indomitable spirit of tenacity was sorely needed on several occasions during his business life, for he was often in straits for money, and it is said that he suffered under no less than twenty-seven fires. One in 1882 involved a loss of $250,000, while the one in 1900, by which every branch of his business except the sulphite mill was completely destroyed, will go down to history. It is a wonderful illustration of the spirit of the man on this occasion, when misfortune came sufficient to daunt the heart of the bravest, that, though