

Foregoing articles, in discussing the third of these queries, as to Provincial advantages, have shown how Ontario may be enabled to take the lead of the other provinces in fishery industries, how a considerable addition can be made to her industrial population, how the railway route here proposed, from the Albany River to Lake Superior, will be a most important colonization road, and how access to the sea-food resources of Hudson Bay will reduce the price of fish to Ontario house-keepers. We now contend:—

6. Immense commercial and financial benefits to result from early access to Hudson Bay Sea Food Resources.

Within two years after the new route is open, and refrigerator cars can take fish from a tide water Ontario seaport to Chicago, or other centres of demand, within forty-eight hours, a supply of 1,000 tons a day for 7 1-2 months (April 15th to December 1st), or 225 days, can be safely estimated as a minimum delivery, with an average value in Ontario of four cents per pound, or \$80 per ton. This will amount to eighteen millions of dollars net cash received in Ontario, giving employment to thousands of fishermen, who, with their families will have their main headquarters in Ontario, and expend their earnings there. Millions will be paid to Provincial farmers for agricultural supplies, and millions to merchants and manufacturers for goods to make northern life comfortable.

That millions in capital invested in fishing vessels, both sail and steam, in fishing stations and outfits, will be required before these results can be obtained in full measure, goes without saying, but that these facilities will follow commercial access and proofs of profitable investment is equally certain.

In view of the foregoing facts and precedents it is quite safe to estimate the loss to the industries and commerce of Ontario at five millions of dollars for each year that commercial access to the fisheries of Hudson Bay is delayed.

A decade or two later may witness the sea-food product nearing the million tons' mark annually, with eighty millions of dollars proportionately dispensed therefor.

Then "The Empire State" will divide titular honors with its northerly neighbor as being equally entitled to be known as "The Empire Province."

EDGAR A. WILLS.

62 Church Street,
Toronto, February 9th, 1906.

The following from a Montreal leading journal indicates outside views of the situation:—

The Montreal "Daily Star."

To the Editor of the Montreal "Star:—"

Sir,—As a Canadian, born in the good old Province of Quebec, but for many years a resident of the United States, having mining interests in Minnesota near the Canadian line, I am seeking information.

Why is it the case, while Canada has nearly in its centre the largest inland sea on this continent, known as Hudson Bay, there is no means of access to it from the Great Lakes and rivers of the St. Lawrence Basin, except by canoe routes along rivers, and only in the summer season? There is not a road or even a winter trail, as I am informed, to those shores from the settlements of either Quebec or Ontario.

I had supposed a route was being rapidly opened from the Canadian "Soo," but when there to attend the semi-centennial celebration of the opening of the first canal alongside the falls of St. Mary's River, I learned a railway had been commenced there some five years ago, ostensibly to go to Hudson Bay, but which has not yet reached half way to the Canadian Pacific Railway's main line, and has been de-

flected westward, to accommodate mining interests, and the plan of extending it northward to Hudson Bay has been practically abandoned.

Said an American engineer, whom I met at the Soo, in discussing the subject: "If the State of New York or any of the Lake States, as they are called, which extend into the St. Lawrence Basin, had control of the section of territory situated between the Lakes and Hudson Bay, there would have been a railway to those shores at least twenty-five years ago, and the sea food industry would have rendered it a paying investment within one-third of that time, and would now be bringing more money into Central Canada than any one of the exports now relied upon. I own great chagrin at having such an imputation cast upon Canadian enterprise, without having any defence to make that seems adequate. Can you help me out of this dilemma?"

A CANADIAN-AMERICAN.

The foregoing communication expresses itself quite clearly. The question propounded: Why Canadian enterprise has not opened up commercial access to the greatest sea of North America, which is less than three hundred miles distant from the Great Lakes, is, indeed, a difficult one to answer. Quebec Province can be charged with delinquency only in part, however, owing to its geographical position. While its boundaries touch Hudson Bay and its railway to Lake St. John extends to within three hundred miles of the great sea, yet the inducements to span the intervening spaces are far less than those which exist in Ontario. To bring the sea food of the northern sea to Quebec would be like carrying coals to Newcastle, as the nearer waters of the Gulf of St. Lawrence and of the Ocean afford an abundant and cheaper supply. But when the position of Ontario is considered, that fact referred to by our correspondent is made to appear more striking. A great market for sea food is to be found in that section of the Union known as the "Prairie States," including a part of Ohio, of Michigan and Wisconsin. Thirty millions of inhabitants are here found in the United States who have to depend for sea food on outside supplies. Most of them can afford to pay liberal prices. Their wealth is above the average of the continent. The fisheries of the Great Lakes are not adequate. Prices have doubled within the last ten years. A fact not generally known, is that the markets of Cleveland and other lake cities have relied largely upon the recent supply obtainable from Lake Winnipeg, in Manitoba. But this source of supply, like that more Eastern, is becoming materially diminished. Apart altogether from the possibilities of traffic along the route of the railway, the fisheries of Hudson Bay would materially contribute to the cost of a railway running to its shores.

EDITOR "STAR."

November 25th, 1905.

CANADA'S MINERAL PRODUCTION IN 1905.

The summary of the mineral production of Canada for the year 1905, compiled by the Section of Mines of the Geographical Survey of Canada, is now to hand, and, though it is subject to revision, gives an approximately accurate idea of the rate of progress of this great and growing Canadian industry. Briefly stated, it shows that the Dominion produced last year mineral wealth to the value of over sixty-eight and a half million dollars, an approximate increase of eight and a half millions, or about 14 per cent. over the previous year, in spite of a marked falling off in the output of gold from the Yukon. Leaving the latter for the moment out of the reckoning, the general mining industry of the rest of the provinces shows an increase in value of output for the year 1905 of nearly \$11,000,000.

The following table shows the production of minerals last year in detail.