

and at this point there is a large quantity of china clay or Kaolin. Mr. Charlton says that although Hudson Bay is open all the year, the entrance to the straits is blocked by ice coming down from the north, so that navigation between the bay and the Atlantic Ocean is only practicable about four or five months in the year, from August to December. But this would be the time of the year when a large portion of the Manitoba grain could be shipped by way of Moose Factory to Europe. This route would be even shorter by a few miles than from New York to Liverpool. From Moose River to Liverpool the distance is 3,050 miles. The Moose River country offers exceptional opportunities for the manufacture of pulp.

Mr. Charles T. Harvey, C.E., accompanied Mr. Charlton. He says the whale fishing, heretofore carried on by New England, will be transferred to Ontario, as vessels can reach Marble Island several weeks earlier by wintering at Moose River. An old whaling captain estimates that the profits of the trade if prosecuted from a railroad terminal in Ontario would be \$250,000 a year. The catch of "right" whales, which are worth from \$10,000 to \$20,000 each, can be regulated by the Dominion Government when the new route is available and the whaling industry increased, while these valuable mammals could be protected from extermination. Mr. Harvey's report says:—

The estimate that one million of dollars would soon, after railway facilities reached these shores, be paid out annually at Ontario's seaport for salmon alone, is undoubtedly a safe one.

So much for the reasons why the Hudson Bay district's wealth should be diverted to Canada. The report of the cruise of the Diana shows very clearly that a railway line between Toronto and James Bay would be of immense advantage by establishing a connection that would greatly lessen the length of a winter in the sub-arctics, and increase the yearly season for whaling and fishing in Hudson Bay by several months. Rear Admiral Markham says the account of the Diana's trip is at variance with all previous experience. In his opinion, the Hudson Bay route is open certainly four months and possibly six months a year. He declares that it would be an immense boon to commerce, cheapen the transport of cattle and wheat to Great Britain, be invaluable from an imperial standpoint in saving time in the transport of men and stores to the naval base at Vancouver, and afford a duplicate British route should the Canadian Pacific Railway be seized by the United States in time of war.

Take it either way and we should have the railway. If navigation is difficult, by its aid we can open the fisheries of Hudson Bay for a couple of months longer than they are at present open, each year we shall make an immense gain. The products of these industries will be handled in Canada, and Canada will send supplies to the men engaged in them. If, on the other hand, navigation is open, we shall have a great all-Canadian route from Toronto and from Winnipeg to Liverpool. That will place us in a very advantageous position in case of commercial or military operations against us by the United States.

The question for discussion is the route and manner of building the road. Its necessity and feasibility are undoubted.

CANADIAN COPPER.

The copper market is feeling the beneficial effects of a generally heavy demand, both domestic and foreign. Lake copper has reached the highest price that has been asked in months. Foreign stocks are reported to be now only about 29,000 tons, which is less than ever known before in the history of the copper trade. Much of the metal now being exported is used for the manufacture of ammunition for European armies, and there is a constant demand in this branch of the trade.—Daily Financial News.

Canadian copper will form a by no means minor part of the quantity required. Yet, it is being sent out of Canada without the slightest regard for the fact that every cent of profit on it goes into American pockets when we have the remedy in our own hands. It is refreshing to read the following extract from the Canadian correspondence of The Paper Mill:—

It is believed to be beyond a doubt that at least one clause of the export duty Act passed by Parliament last midsummer will be put into effect. The act, it will be recalled, covers certain other raw materials, beside pulp wood and saw logs. These are specified metals in their crude form, especially ores and matte containing nickel and ores and matte containing silver, other metals being generally combined with these, as copper with the nickel and lead with the silver. Nickel copper matte and silver lead matte have been and are being freely shipped to the United States, the first from the district of Algoma in Ontario, the second from East Kootenay in British Columbia. * * * This export trade is similar to that in eggs and pulp wood. The opposition to it is based on the same principle as that to the exportation of the timber in its raw state, namely, that Canada should have the benefit of the industries which manufacture the material into the finished product. For that reason saw logs, pulp wood, nickel, copper matte ore and matte, and silver lead ore and matte were all grouped together and made subject to an export tax by the same act. The act, it may be said once more, was not put into operation, though it may be, when ever the Governor in Council sees fit to proclaim it. * * * It is stated that a definite promise has been made by Sir Wilfrid Laurier that an export duty on nickel ore and matte will be announced in the forthcoming budget.

The Paper Mill's correspondent sets forth the reasons so often stated, at length, in these columns, and upon which we base our claim for the export duty which our contemporary kindly assures is in prospect. Then by way of logically and effectually disposing of the argument that the export duty will cause nickel-steel works to be established in Canada, he says, "This, of course, is a magnificent dream."

We should be very much obliged if The Paper Mill would furnish us with some argument just a trifle more tangible than a mere assertion. We have contended and we still contend for the export duty on copper, nickel, and pulp wood. If The Paper Mill can shew us the flaw in our apprehension of its effect we will be glad to acknowledge our mistake. In the meantime a bold statement is no proof, and our contemporary will do well to remember that, "Who laughs last laughs best."

THE DEATH OF W. H. STOREY.

We have to record the death on the morning of March 6th, of Mr. W. H. Storey, the founder and head of the Canada Glove Works, at Acton, past president of the Canadian Manufacturers' Association, and one of the men to whose indomitable energy Canada owes her progress as an industrial