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The Monetary Times

Trade Review and Insurance Chronicle

39th Year—No. 38.

Toronto, Canada, March 16, 1906.

\$2 A YEAR
IN ADVANCE.

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IMPORTANCE TO ONTARIO OF HUDSON BAY.

Fourth Paper.

3. Prompt, up-to-date transit facilities extending to the great Canadian sea via Ontario will add more to the prestige and influence of this Province than any railway of like cost in its history.

For this wealthiest Government and people in the Dominion to delay commercial access to the great Canadian sea until some other Province can claim that honor will be a stigma and reproach upon this generation of Ontario citizens, which will go down in history as an indefensible blunder. (The extracts from a leading Montreal journal to be found on a following page afford proof of this conclusion.)

That this danger is imminent a telegram from Winnipeg, as published in Toronto at same date, and copied in annexed note, will indicate:

Winnipeg, December 1st, 1905.—With three railroad companies moving towards Hudson Bay, the eyes of all shippers in the Middle West are turned toward the great inland sea.

The Canadian Northern has surveyors in the field running a line from Prince Albert, in Saskatchewan, to Fort Churchill, on the shores of the Bay.

A mysterious company, known as the Manitoba and Midland, is now letting contracts for construction from a point on the Manitoba and American boundary line to Portage la Prairie, and surveyors are running lines north of that town in the direction of the Bay.

Further west in Manitoba a company known as the Brandon, Saskatchewan and Hudson Bay is having surveys made from Devil's Lake, N.D., due north, and active construction on the grades will likely begin within the next few months. There is also some mystery in connection with the promoters of this line, as the incorporators are all employees of the Northern Pacific.

4. The proposed railway route will be the most important "colonization road" of its length yet projected in Ontario.

It will traverse the most isolated section of the Province for 250 miles, and open access to the

northern boundary of the same along the Albany River, where steamer transit is practicable, with but two breaks by falls between the sea and Lake St. Joseph, a distance of over 450 miles, the last-named lake being over seventy miles long. Regular steamer service for the whole waterway will doubtless soon follow railway access to the river now only reached by canoe. At present there is not an agricultural settler, or industrial settlement, or public road, or school within fifty miles of the railway line, or of the river, except near the C. P. Railway along the lake shore, and possibly at one or more of the five Hudson Bay Fur Company posts in that immense district, which totals over 47,500 square miles, equalling thirty millions of acres of land, not counting 22,500 square miles in the fifty-mile belt north of the river in Keewatin territory, which it will practically annex to Ontario for commercial purposes.

5. Also the opening of commercial access to the Sea Food Resources of Hudson Bay will reduce the price of lake fish for Ontario housekeepers at least one-third, at a saving to them of at least one million dollars annually. It is well-known that the lake fishery product is mainly in the control of "trusts," which force the price paid to fishermen downward and that paid by marketmen upward, taking the cream of profit of the industry into a few hands outside of the Province, the only remedy for which is to enlarge the area of supply where competition can exist. Present prices of fish in the Provincial market are almost prohibitory.

The appended extracts from Toronto newspapers indicate the situation. See notes:

The "News," Toronto, Friday, December 1st, 1905:

FISH WAS DEAR TO-DAY.

The Supply was Small—How Housekeepers Pay Tribute to a Combine.

Fresh fish was scarce to-day. Whitefish sold at 12½c. to 15c. a lb., and salmon trout at 10c. in cases, but generally at 12½c. a lb.