

of fish per week would absorb considerably more than one million of tons per annum taken from Hudson Bay.

With the source of supply and the nearest area of adequate demand thus defined, the second query—"How can commercial access be best obtained?" can be satisfactorily answered within the axiomatic rules hereinbefore stated. In view of the "muskeg" coast zone, and the shallow tide water adjoining the same, as before mentioned, the only available marine rendezvous within the limits of Ontario's sea coast is at the mouth of the Albany River, which does not afford a harbor for ocean steamers, but will offer shelter to ordinary fishing vessels of the type used in ocean cod and halibut fishing, as it has about ten feet of water over the bar at high tide.

No surveys, or estimates, have yet been made to determine the feasibility, or cost, of making a first-class harbor there, and until that question is settled, and its location determined, no railway line could be expected to extend to it as a terminal station.

As these preliminaries will require several years at least to adjust, commercial access to the sea fishing resources would ordinarily be considered as indefinitely postponed. But a redeeming feature occurs in the fact that the Albany River itself is a noble navigable stream, without an obstruction for 250 miles to Martin Falls (of 40 feet), and which can be utilized by river steamers, like the Ohio River, which it resembles in size and availability.

About 200 miles westward is a very favorable route for a railway, which on a nearly due south route will reach deep water on Lake Superior within 250 miles, thence 125 miles by steamer across that lake to the city of Houghton, in Michigan, where is the terminal of two trunk railway lines to Chicago, 400 miles south.*

By fitting up the river and lake steamers for car transit, fish in refrigerator cars can be taken from the shore of Hudson Bay to Chicago without breaking bulk within forty-eight hours and at less cost per mile than by any other available route.

Another most favorable feature is that a charter including that route has been granted by the Dominion Government, which will enable the railway company to extend to tide water on the north side of the Albany River, and avoid the "muskeg" found on the south side, and with power to extend to any harbor on the coast between the Albany and the Severn River as may be found desirable upon future examinations. This, being beyond the limits of Ontario, required Federal authority for charter powers, but the Province could well afford to bonus the railway extension to and into the territory of Keewatin as a most efficient way of pre-empting that section as preparatory to becoming an addition to the Province. The advisability of extending Ontario's boundaries northward is now a mooted question, pending a final decision by the Dominion Government in the near future, as recently stated by Premier Laurier when referring to the claim of Manitoba for an addition to the same territory.

These facts prove that commercial exchange between producer and consumer of the sea food wealth of Hudson Bay can be more promptly transported via the Albany River and Lake Superior combination water and railway route than by any other heretofore proposed or prospectively available.

*NOTE.—These are the Chicago & North Western, and the Chicago, Milwaukee & St. Paul Railway Systems, operating over 9,000 miles and 7,000 miles respectively, and connecting with over 30,000 miles of local railways radiating to all parts of the market region referred to.

The third and last query—

What provincial advantage will result from prompt up-to-date transit facilities extending to the great Canadian sea, via Ontario?—can, in view of the following facts, be answered approximately as follows:—

1. It will enable Ontario to take the lead of all the Dominion Maritime Provinces in fishery industries, in which at present it is in the rear.

NOTE.—The Dominion Department of Marine and Fisheries' latest report, 1905, shows the value of Provincial fisheries thus:—

Nova Scotia	\$7,841,602
British Columbia	4,748,365
New Brunswick	4,186,800
Quebec	2,211,792
Ontario	1,535,144
Prince Edward Island	1,199,510
Manitoba and North-West	1,478,665
Total in Canada	\$23,101,878

(Newfoundland is not included, as it is outside of the Dominion.)

Deep sea fishery bounties paid by Dominion per report, 1905:—

Nova Scotia	\$9,714.15	for 13,958 men.
Quebec	34,704.30	" 7,736 "
New Brunswick	14,872.75	" 1,635 "
Prince Edward Island	9,652.50	" 1,901 "
Ontario	6,000.00	" 0,000 "

2. It will add a considerable percentage to the provincial population:

and that of a hardy, industrial class, which is the backbone of the British Islands to-day. The development of the deep sea food industry there in the last half century has amazed the Old Country economic scientists.

NOTE.—The Toronto "Globe" of August 30th, 1905, stated that at the Port of Grimsby, on the North Sea coast of England, there was shipped in 1904 by railway alone over 126,000 tons of fresh fish to market, where fifty years before only a few fishermen, with a half-dozen or less small boats, gained a scant living—the change being effected by the extension of a railway to that place, which improved transit led to the use of steam "trawlers" or fishing tugs, and the expansion of the sea food product followed.

(The supply had been provided in past ages, but, as in Hudson Bay, enterprise had been lacking to utilize it.)

The same journal, under date of December 18th, 1905, has a notice of the fishing port of Yarmouth, England, where sixty years ago a Scotch fisherman had never been seen, but this year 585 Scotch boats, manned by 4,650 men and 3,000 girls from the Shetland Islands, had been engaged in the herring fishing from that port, with a catch of over 239 millions of fish, which estimating each to equal one pound weight, would total 120,000 tons, while the local home fleet caught over 226 million, the total being over 233,000 tons of fish from that town that season.

Marvelous as these returns are, those of the growth of the fish industry of Lake Superior in the last fifty years would, if the same had been reliably tabulated, also show stupendous increase. But no returns have been presented. A collateral fact can be stated, however, that whereas in 1855, when canal transit was first provided, the entire commerce of that lake region was less than 10,000 tons; in 1905—a half century later—it was over forty-four millions of tons by the same transit system.

AN ENACTMENT AFFECTING JUDGES.

It will have been noticed that a number of Canadian judges, in both minor and higher courts, have of late resigned positions as directors of boards of financial and other companies, for which services they had been in receipt of payment. They were impelled to this course by an Act passed last year by the Dominion Parliament, which measure provided for the raising of the salaries of the judges. This Act—4-5