

Wealth of Hudson Bay.

J. W. Tyrrell, writes a letter to the Toronto Globe, regarding the navigation of Hudson bay and straits, from which we take the following:

"Outside and entirely independent of the question of navigating Hudson Straits, there exist other urgent reasons for sending an expedition to Hudson Bay. Our fisheries and our fur trade in that region are sadly in need of protection. Our coast lines and our harbors require to be correctly located and charted, and our mineral resources demand attention. The resources of the Hudson Bay district are numerous and of great commercial value. They may be briefly stated as follows:—The right whale, the white whale, the narwhal, the porpoise, the walrus, seals of several varieties, the polar bear, the reindeer, the musk ox, the wolf, the wolverine, and foxes, white red and black. Also salmon, white fish and trout of the finest description. Besides these fish and animals, nearly all of the richer minerals have been found in the region. As to the occurrence and abundance of these resources I can bear personal testimony, having crossed the bay no less than five times and spent three seasons upon its shores.

I have seen the surface of the water as far as the eye could reach from the deck of a ship appear as an undulating, plunging mass of white because of the presence of great shoals of white whales.

I have observed the islands and shores in many localities swarming with walruses, and I have witnessed such sights of reindeer that only photographs can describe. These, as well as all of the other products previously mentioned, have a high commercial value, but I will not further dwell upon this subject, excepting to speak briefly of the whale fisheries, through which alone Canada has already lost many millions of dollars. I might go into figures to prove this statement, as I have them before me, but it will be sufficient to explain that the assertion is not made without ample information upon which to base it. An average right whale, in bone and oil, is valued at from ten to twenty thousand dollars, and as three or four whales are commonly captured by one vessel in a season, it is readily seen what are the possibilities of a single whaling voyage. It is, of course, an indisputable fact that foreign whalers have for years been poaching in Hudson Bay and the adjacent waters to the north and east. I have seen as many as four vessels in one season myself, so that although by the treaty of Utrecht the sovereignty of Hudson Bay was ceded to Great Britain, it is just possible that through long-continued acquiescence, these foreigners may be establishing their rights, whilst ours are being allowed to lapse.

It is unquestionably high time that our government should take steps to assert Canadian jurisdiction in our north seas, and this can not be better done than through an expedition, which may at the same time further investigate the problem of navigating Hudson Strait."

In his letter Mr. Tyrrell quotes remarks of Admiral Markham, a well-known arctic navigator, regarding the question of navigating the bay. Admiral Markham said:

"Steam has made a revolution in ice navigation. A well-found steamer is able to make her way with ease through the ice found in Hudson straits in June and July, when a sailing ship would be hopelessly beset and incapable of pushing on. The most advantageous time for pushing on is, of course, in calm weather when the ice is loose. Under the same conditions a sailing vessel would be hopeless. It is, therefore, only reasonable to infer that what has been performed regularly and year after year by sailing ships, can be accomplished with greater regularly and cer-

tainty by well-found steamers, specially constructed for ice navigation, and provided with powerful machinery. A channel which has been navigated for 270 years, first by the little fly-boats of the 17th century, then by the bluff-bowed, slow sailing, exporting vessels of Parry's day, and for a long time by the Hudson Bay Company ships, cannot be very formidable, and if sailing ships can annually pass through it, steamers will find less difficulty in doing so. The result of all the experience gathered from voyages during two centuries and from observation at the stations, is that Hudson strait is perfectly navigable and free from ice in August and later in the season. It must be remembered that this passage has been successfully accomplished nearly every year for the past two centuries, while the vessels which have been employed in the service have been ordinary sailing ships, dependent entirely upon wind and weather. It is very rare indeed that they have failed to get through, and still more rare that any of them have been destroyed by the ice. It appears from the official reports of the Hudson Bay Company that Moose Factory on the southern shore of the bay, has been visited annually by a ship since 1735, with but one exception, namely, in 1779, when for once the vessel failed to achieve the passage of the strait. The percentage of losses by wreckage among the vessels employed in the Hudson bay is far less than would have to be recorded in a like number of ships engaged in general ocean traffic."

The Cattle Season

The fall round-ups are now in progress. What is known as the High River round-up includes the country between Calgary and Mosquito Creek, flanked on the west by the Rockies and on the east by a line running north and south about the mouth of High river. The object of the round up is the collection and identification of cows and calves, the ownership of the former being determined in the brand they carry, and in the calves being branded to correspond. This concluded, a second round-up is held for the gathering of beef for shipment. While a few steers and spayed heifers may be yet unsold the whole of the marketable beef cattle on the ranges have been purchased by Gordon & Ironsides for shipment during the summer and fall. Notwithstanding reports in the early part of the season about low prices, the figure paid by Gordon & Ironsides is the same as last year, \$10 per head. Ranching in Alberta is an industry which has succeeded in placing itself on a basis of mutual protection. The leading ranchmen this season successfully resisted the effort to pull down prices and fixed the price of their fat steers at \$10 and told the buyers they "could take 'em or leave 'em." The buyers "took 'em." To a certain extent the buyers can pull even on a falling market by culling out only the best and fattest steers for shipment and leaving the poorer ones, and this they usually do when cattle are down in England. The bulk of the cattle that are at all fit for export will be taken, and the ranchmen's \$10 figure paid. From conversations with cattle men who are in a position to know it is found that Alberta's foremost industry continues in a thriving condition, and there no longer remains any doubt that it is one of the safest, soundest and most lucrative investments a man can put his money into.—Calgary Herald.

W. C. Ball, the only colored prospector in Rossland district, has sold his Abe Lincoln mine for \$2,000.

Harry Sandison, merchant tailor, Winnipeg lost an arm by a gun accident, while out hunting recently. He is doing well under treatment.

WALKER HOUSE.

The most conveniently located Hotel in Toronto
One Block from Union Railway Depot
A first-class Family and Commercial House

Terms from \$2 a day

DAVID WALKER, Proprietor
Corner York and Front Sts., TORONTO, Ont.

AUSTIN & ROBERTSON,

WHOLESALE STATIONERS,

MONTREAL

Dealer in all Classes of

Writings and Printings,

Linens, Ledger and Bond Papers,

Quotations and Samples on Application.

Partner Wanted.

Wanted in an established and growing jobbing and retail business, a partner with business energy and some business experience sufficient to manage the commercial part of the business, while the subscriber manages the practical part. A capital of about \$3,000 necessary. To the proper party, the opening is an exceptionally good one.

Apply by letter addressed to
PARTNER P. P., Commercial Office, Winnipeg

St. Lawrence Hall

MONTREAL, - P. Q.

Every attention paid to Guests. First class
in every respect. Appointments perfect.
Graduated Prices.

Robin, Sadler & Haworth

—MANUFACTURES OF—

LEATHER BELTING

MONTREAL and TORONTO.

WISCONSIN CENTRAL

LINES.

LATEST TIME CARD.

Daily Through Trains.

12:45 pm	6:25 pm Lv	Minneapolis Ar	8:40 am	4:20 pm
1:25 pm	7:15 pm Lv.	St. Paul Ar.	9:03 am	3:40 pm
	4:05 pm Lv.	Duluth Ar.	11:10 am	
	7:15 pm Lv.	Ashland Ar.	5:15 am	
7:15 am	10:5 am Ar.	Chicago Lv	5:0 pm	10:40 pm

Tickets sold and baggage checked through to all points in the United States and Canada.

Close connection made in Chicago with all trains going East and South.

For full information apply to your nearest ticket agent or

JAS. C. FOND,
Gen. Pass. Agt., Milwaukee, Wis