

The output of metallic and non-metallic minerals for all Canada in 1902 was \$70,000,000, the largest figures on record. By provinces the largest mineral output has heretofore been that of British Columbia, but first rank now goes to Nova Scotia, whose grand total is \$19,502,130, some two millions ahead of the western province. Ontario is third, while the Yukon takes only fourth place, with \$12,600,000. It will be news to many that Nova Scotia, the province down by the sea, surpasses the Klondike in mineral production, but the statistics show it so, and at the same time testify most encouragingly to the industrial life that is latterly manifesting itself in the east.

Of Nova Scotia's total output a large proportion was of coal, some 4,725,000 tons out of a total 6,550,000 tons for all Canada being her record. The industries in Cape Breton are both cause and effect of much of this development. Valuable gold and iron deposits also go to make Nova Scotia the banner mineral province of the Dominion.

The Possibilities of Hudson Bay

AN expedition of which less has been said than of those to the far Arctics, yet from which more practical results are, perhaps, to be expected, is now at work in Hudson Bay. It has been sent by the Canadian Government, under the charge of experienced navigators, and will be away two years, during which time it will make a thorough investigation of Canada's great inland sea.

The objects of the expedition are three-

fold. Of first importance will be the re-hoisting of the British flag at various trading-posts, and the assertion of Canadian authority over the entire region. Heretofore jurisdiction over Hudson Bay has been neglected, and as a result Scotch and American whalers have become somewhat aggressive, prosecuting extensive fisheries without paying duties to Canada. These are to be warned away, and a governor of Hudson Bay left in power, with a detachment of the North-West Mounted Police. Possible international complications will thus be prevented by taking visible possession of the country.

A second purpose of the expedition is to thoroughly examine into the practicability of a railway to Hudson Bay. This project is based upon the belief that a direct line from Manitoba to a Hudson Bay port would provide the shortest route for moving western wheat. The one essential is the navigability of the Bay, and this the expedition will investigate during the two seasons. If its report is favorable a subsidy may be given, but if not, the project will be finally dropped.

Still another part of the expedition's duties will be to prospect a deposit of iron ore which is known to exist on the shore of the Bay. During the coming winter overland expeditions will be made north of Chesterfield Inlet in the hopes of locating gold fields. In addition, the expedition will make careful observation of tides, fish and animal life, geological formations, etc., these several duties constituting a work of great importance to Canada.