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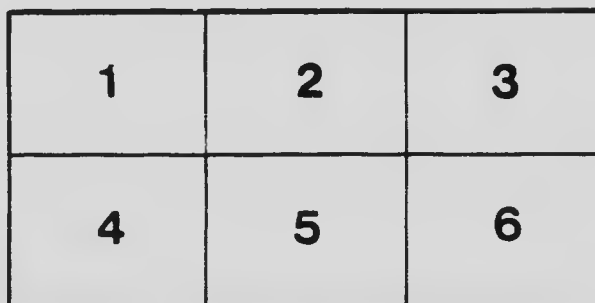
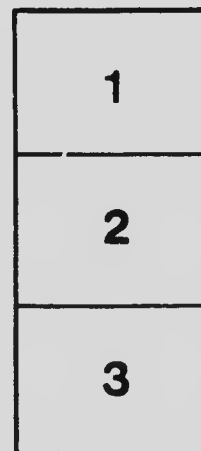
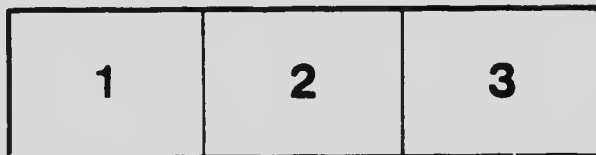
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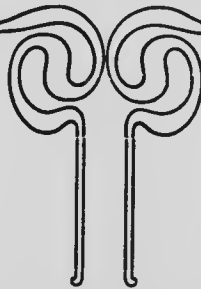
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MONETARY TIMES' HUDSON BAY
COMMERCIAL ACCESS SERIES.

**Certain Queries Affecting Funda-
mental Interests of the Province of
Ontario Serially Considered.**



- 1st—Why Ontario lacks Commercial access to Hudson Bay?
- 2nd - How such access can best be obtained?
- 3rd—What Provincial advantages will result from up-to-date transit facilities extending to the Great Canadian Sea *via* Ontario?

In answering the first query—**Why Ontario lacks Commercial Access to Hudson Bay** various causes can be mentioned as retarding such access, the most prominent being :

1. Absence of General Information respecting the contiguity and conditions of the great Canadian Sea.

It has been remarked that if an enquirer should go on any principal street in Toronto and ask the first ten tradesmen he met, whether Ontario has any tide water sea coast, nine out of the ten would say "No—the nearest to it is down on the St. Lawrence River, or Gulf, in the Province of Quebec," and look askance at him as an ignoramus for asking such a question !

They would be amazed and incredulous when informed of the fact that near the centre of Ontario its northern boundary is for two hundred miles along a salt sea coast, where the tide changes in level nearly ten feet twice a day, and that it could be reached from the C.P.R. in an air line distance of 250 miles. But as yet there is not a public road, or even a "blazed" trail, through Ontario to that coast, the only access, except by snowshoes, being by canoe in the summer season along the water courses of lakes and rivers, with several portages ; the best route being via C.P.R. station at Missanabie Lake and the West Branch of the Moose River to Moose Fort at its mouth ; the average time of transit being twelve days going north with the river current, and fourteen days returning against the same. The Anglican Church Bishop Newnham, residing at Moose Fort., started in July, 1902, with his family, to come to Toronto, by canoe as far south as the C.P.R. Owing to sickness among his crew of canoemen, he was obliged to camp midway and wait for relays, and consequently was twenty-eight days in making the passage to the C.P.R.

There are along the Ontario coast over 1,000 persons who can read and write, including native Indians taught at the mission schools, but as yet no regular mail service is afforded them by the Dominion Government. The Hudson Bay Company employees carry frequent mails in summer, but the residents are without any from November to June. Such non-progressive conditions as these, it is safe to say, cannot be found in any other civilized country on the globe. The cause is not far to seek. The business interests of the Hudson Bay Fur Company are benefited by the isolation of Hudson Bay, in the basin of which it has thus far maintained a monopoly of the fur trade, and warded off competition. Hence when the sea coast residents of Northern Ontario petitioned the Federal Government for regular mail service, it was granted as a matter of course, but the Fur Company brought sufficient influence to bear to have the order rescinded and former conditions retained. Commercial access to the northern sea was also materially retarded thereby. This policy from the

same source has been manifested in other instances too numerous to mention at this time, but that the effect has been to create erroneous impressions as to the accessibility, climate and resources of Hudson Bay in the public mind there can be no doubt. Hence the phenomenal ignorance as to its commercial and industrial importance, and the general apathy toward developing the same can be in part explained.

2. Certain peculiar topographical conditions have discouraged railway extensions upon the shortest routes from existing "trunk lines" in Eastern and Central Ontario to the Sea Coast.

The main features are, that the land next south of Hudson Bay presents a zone over 100 miles wide, which is mainly a treeless and largely-flooded "muskeg," or morass, between the Notaway and Albany Rivers, including the Ontario shore, which must remain an uninhabited waste for all time. But beyond this is a greater disadvantage because of the adjoining marine area being so shallow as to render the safe approach of sea-going steamers impossible. Professor Bell, of the Dominion Geological Survey Department, has mentioned finding the water in that section of the Bay so scant that he touched bottom with his canoe paddle when out of sight of land on a clear day!

At the mouth of the Moose River the moderate-sized vessels of the Hudson Bay Company are accustomed to anchor some ten miles from the shore and transfer their cargoes from the Company's post by barges. It is also reported that the southermost section of the sea is gradually filling up from the "silt" of the large rivers in the vicinity, and thus the marine difficulty of securing harbor facilities is proportionately increasing.

It will at once be seen that railway extension under such conditions would be a waste of capital, which railway investors and managers will, of course, avoid.

This will explain the reasons why the Grand Trunk and the Canadian Pacific Railways do not propose extensions from their trunk lines to Hudson Bay, and the most recent project, known as the Algoma Central Railway, has abandoned its original route to Moose River entrance, and seeks a junction with the C. P. R. at White River Station; also why the Provincial Railway from North Bay to Cobalt is not projected to extend north of the junction with the Grand Trunk Pacific trans-continental line, located south of Lake Abitibi.

Other minor causes for the marvellous want of commercial access to Hudson Bay might be stated, but will be omitted in this brief statement of salient facts.

In answer to the second query—"How such access can be best obtained," certain business axioms will apply with special force :

A. That the development of new and extensive industries mainly depends upon adequate and economical transit facilities between producer and consumer.

B. That industry and commerce only prosper where natural products can be transported under the best conditions from the region where easiest produced to that where most wanted.

C. That the intrinsic value of transit appliances, whether in the form of railways, canals or otherwise is determined not by the cost of construction, but by average net earning results.

In applying these axioms to the problems of commercial access to Hudson Bay the main facts relating to its natural products and the best market for the same are as follows :

NATURAL PRODUCTS

The natural products of the great northern sea are mainly in its immense and practically inexhaustible fish resources,

Its vast area, which including Hudson Straits, is over five times greater than all of the five great lakes in the St. Lawrence basins combined (namely, Lakes Superior, Michigan, Huron, Erie and Ontario) : within its coasts of over 6,000 miles in extent are to be found the cod banks of Ungava Bay and South Shore of the Straits, which are apparently as prolific as those of Newfoundland, and much more accessible. At certain seasons of the year the cod appear in the clear waters in such numbers that Commander Gordon, R. N., in his report, states that he could only describe them as "millions to the acre," and that two of his crew filled a yawl boat in an hour by jigging, i. e., dropping bare hooks among the cod, and by jerking upward, pulling the fish on their sides. The commercial value of this fish is too well known to need special mention.*

Next in importance is the salmon, which is known to be of the finest quality of any in the world. They abound in the rivers on the east coast of the Bay, but in the northwest section the "Roe's Welcome" and Wager River come in from the sea as at Fraser River in British Columbia, and bid fair to rival the salmon fishing on the Pacific Coast, where over five millions of dollars were paid for the "catch" for canning purposes in one season.†

*Note—The *Toronto Globe* of Nov. 24 last refers to a report by Commander Benzie, of the Hudson Bay Company, who had returned to Montreal from a five months' cruise in the Labrador, in which he says : "The fisheries have yielded a harvest of surpassing richness."

†Note—The Hudson Bay Company one year loaded a small schooner with several hundred tons of salmon taken on the east side, and undertook to send them to market in a frozen state, but before a cold storage system was perfected. The venture failed.

Commander A. P. Low, who explored the coast of Hudson Straits in the Dominion Chartered Steamer *Neptune* during the seasons of 1903-4, reported. (See Department of Marine and Fisheries Sessional Paper 21 of 1905, page 129):—"That at a point on the North Shore of the Straits or adjoining waters, . . . two boats with a small net were sent to the mouth of a little river close by and with four casts of the net both boats were loaded in less than two hours with over 5,000 pounds (two and a half tons) of fine Arctic salmon, there being over 1,000 of the fish weighing from three to ten pounds each, and adds '*There is no doubt that a profitable fishery could be carried on here.*' When it is considered that there are hundreds of such streams along that coast, and that two hours catch would be worth \$750 at wholesale on Ontario lake port docks, some idea of the wealth waiting Ontario enterprise can be formed."

The sturgeon should also be mentioned, which are prolific in the rivers along the eastern shore, of which there are ten, ranging from 300 to 500 miles in length, including connecting lakes. The sportsman will find speckled trout fishing without limit along the numberless smaller streams of the east coast.

White fish, resembling those on the Lakes, abound in the waters of the Bay, as do the smaller species of herring, smelts, etc. As a proof of their abundance, the phenomenally large "schools" of porpoises and white whales which feed upon them can be cited. Commander Gordon, R. N., reported that near the mouth of the Nelson River he saw the surface of the Bay alive with them as far as the eye could reach. Judging from the results in the North Sea,* it is safe to say that a million or more tons of edible fish could be taken yearly from Hudson Bay and Straits without diminishing the supply.

In former years the whale fisheries there yielded millions of dollars to Massachusetts enterprise, but the discovery of coal oil, and diminished numbers of the whales, has reduced the industry to one vessel from New England and a few occasional steamers from Scotland.

Hudson Bay is navigable the year round, like the ocean, only the shore ports being closed by ice in the winter.

By a singular combination of natural forces the main obstruction of navigation to and from the Atlantic Ocean is **outside of the Bay and Straits**, in the shape of icebergs and immense "ice floes" hundreds of square miles in extent, and from 10 to 20 feet thick, which, moving with the current of the Gulf Stream, pass out of the Arctic Ocean, through, or collect in, Baffin's and Davis Straits, and enter the Atlantic opposite to the entrance to Hudson Straits, oftentimes blocking the latter effectually until nearly midsummer. One hundred and eighty icebergs have by actual

*Note—The North Sea is estimated as yielding over two millions of tons of fish annually.

could be seen in the vicinity of Cape Chidley in one day. The *Toronto News* of November 11, 1905, contains an account of a vessel named the *Discovery*, sailing from London June 15, 1905, bound for Charlton Island, which encountered an ice-floe **100 miles east of entrance to Hudson Straits**, which closed around it and held it fast for five weeks before becoming broken sufficiently to free the vessel far southwards.

This feature has prevented Atlantic coast fishing vessels and men from carrying on operations near the Straits or Bay fishing grounds, while the same would be quite accessible from an Ontario port, **which fact renders commercial access from that direction doubly important and assuredly profitable.**

The natural products of Hudson Bay being shown as practically unlimited in extent and value, the next feature for consideration is the best market for them.

THE BEST MARKET FOR HUDSON BAY SEA FOOD

Is that section of the United States lying midway between the two oceans and southerly from the great lakes, with Chicago as its commercial centre.

In this region, with its thirty or more millions of inhabitants, prosperous above the average, the fish of Hudson Bay would find eager buyers at moderate prices.

An average individual consumption of one and a half pounds 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 10 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 preëmpting 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 easily provided, more economically operated, and more promptly transported via the Albany River and Lake Superior combination water and railway route than by any other heretofore proposed or prospectively available.

The third and last query :

What provincial advantages 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 :

*NOTE.—These are the Chicago & North Western Railway 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.

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.*

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 Aug. 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 18, 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.

Marvellous 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 the same transit system.

3. It 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

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	\$99,714.15	for 13,958 men
Quebec	34,704.30	“ 7,736 “
New Brunswick	14,872.75	“ 1,635 “
Prince Edward Island	9,652.50	“ 1,301 “
Ontario	0,000.00	“ 0,000 “

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 1, 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, Dec. 1, 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.

"Rather dear?" queried the *News*.

"Too dear to my liking," replied the dealer.

"Talk about combines," said he, "the fish combine exacts money from the people every day. It keeps the fish supply down and the prices up. The worst of it is, it is a Yankee combine; in fact there are two of them, one in Detroit and the other in Chicago. The late Government seemed to give these companies everything their own way, and the small fishermen had no show. It is quite time for the new Government to take a hand in the matter."

Fresh water salmon retailed to day at 25 cents a pound, fresh haddock at 10 cents a pound, cod higher at 12½ cents a pound. Smelts were up to 15 to 20 cents a pound.

The *Mail and Empire*, Toronto, Wednesday, Feb. 7th, 1906 :

INTEREST AROUSED IN OUR FISHERIES.

We know that about a million and a half dollars' worth of fish are caught in our lakes every year, that a handful of Canadians get a miserable living out of the industry, and that the Fish Trust pays some license fees for the privilege of depopulating our waters. The nets with which they are caught are not made in Canada; the gill nets come chiefly from Scotland, and the pound nets from the United States. About \$25,000 is paid annually to overseers and guardians. The fish themselves are eaten in New York and other American cities. For only five per cent. of the catch is consumed in Ontario. As Mr. Harris says: "We have an expensive organization of clerks, 127 overseers, guardians, cruisers, patrol boats, and hatcheries distributing fry. With all this staff, outfit, and the accompanying expenditure, the people of Ontario cannot place a full-grown fresh water lake fish on their tables except as an occasional luxury." We are surely playing a losing game.

6. Immense commercial and financial benefits to result from early access to Hudson Bay Sea Food Resources.

Within two years after the new route is open, and refrigerator cars can take fish from a tide water Ontario seaport to Chicago, or other centres of demand, within 48 hours, a supply of 1,000 tons a day for 7½ months (April 15 to Dec. 1), or 225 days, can be safely estimated as a minimum delivery, with an average value in Ontario of 4 cents per pound, or \$80 per ton. This will amount to eighteen millions of dollars net cash received in Ontario, giving employment to thousands of fishermen, who, with their families will have their main headquarters in Ontario, and expend their earnings there. Millions will be paid to Provincial farmers for agricultural supplies, and millions to merchants and manufacturers for goods to make northern life comfortable.

That millions in capital invested in fishing vessels, both sail and steam, in fishing stations and outfits, will be required before these results can be obtained in full measure, goes without saying, but that these facilities will follow commercial access and proofs of profitable investment is equally certain.

In view of the foregoing facts and precedents it is quite safe to estimate the loss to the industries and commerce of Ontario at five millions of dollars for each year that commercial access to the fisheries of Hudson Bay is delayed.

A decade or two later may witness the sea food product nearing the million tons mark annually, with eighty millions of dollars proportionately dispensed therefor.

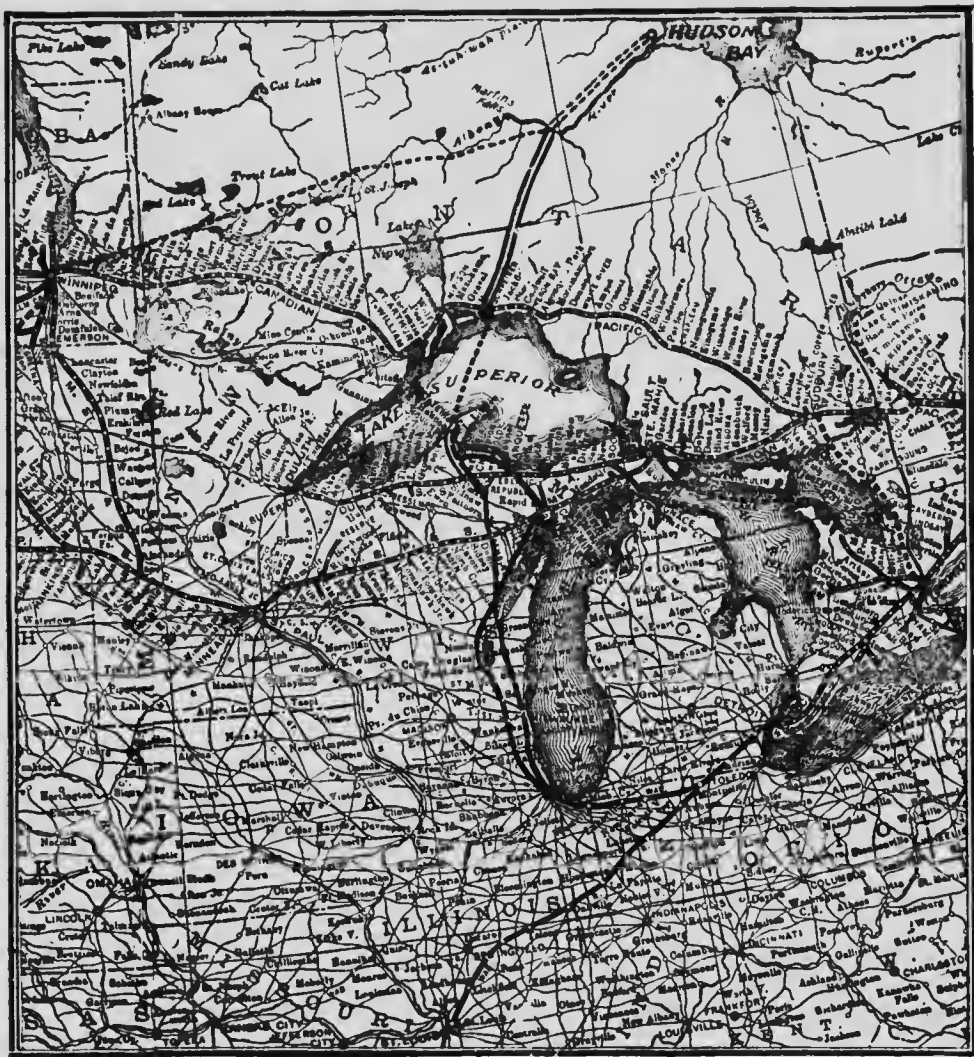
Then "The Empire State" will divide titular honors with its northern neighbor as equally entitled to be known as "The Empire Province."

EDGAR A. WILLS

62 Church Street,
Toronto, February 9th, 1906.



THE GREATEST UNUTILIZED FISHING AREA IN THE WORLD



FROM C.P.R. MAP

SMALL LINES INDICATE EXISTING RAILROAD LINES

THE BEST MARKET AREA FOR FISH IN THE WORLD

The following from a Montreal leading journal indicates outside views of the situation :

THE MONTREAL DAILY STAR,

November 25th, 1905.

To the Editor of the Montreal *Star* :

Sir, As a Canadian, born in the good old Province of Quebec, but for many years a resident of the United States, having mining interests in Minnesota, near the Canadian line, I am seeking information.

Why is it the case, while Canada has nearly in its centre the largest inland sea on this continent, known as Hudson Bay, there is no means of access to it from the Great Lakes and rivers of the St. Lawrence Basin, except by canoe routes along rivers, and only in the summer season? There is not a road or even a winter trail, as I am informed, to those shores from the settlements of either Quebec or Ontario.

I had supposed a route was being rapidly opened from the Canadian "Soo," but when there to attend the semi-centennial celebration of the opening of the first canal alongside the falls of St. Mary's River, I learned a railway had been commenced there some five years ago, ostensibly to go to Hudson Bay, but which has not yet reached half way to the Canadian Pacific Railway's main line, and has been deflected westward, to accommodate mining interests, and the plan of extending it northward to Hudson Bay has been practically abandoned.

Said an American engineer, whom I met at the Soo, in discussing the subject : " If the state of New York or any of the Lake States, as they are called, which extend into the St. Lawrence Basin, had control of the section of territory situated between the Lakes and Hudson Bay, there would have been a railway to those shores at least twenty-five years ago, and the sea food industry would have rendered it a paying investment within one-third of that time, and would now be bringing more money into Central Canada than any one of the exports now relied upon. I own great chagrin at having such an imputation cast upon Canadian enterprise, without having any defence to make that seems adequate. Can you help me out of this dilemma ?

A CANADIAN-AMERICAN.

The foregoing communication expresses itself quite clearly. The question propounded : Why Canadian enterprise has not opened up commercial access to the greatest sea of North America, which is less than three hundred miles distant from the great Lakes, is indeed a difficult one to answer. Quebec Province can be charged with delinquency only in part, however, owing to its geographical position. While its boundaries touch Hudson Bay and its railway to Lake St. John extends to within three hundred miles of the great sea, yet the inducements to span the intervening spaces are far less than those which exist in Ontario. To bring the sea food of the northern sea to Quebec would be like carrying coals to Newcastle, as the nearer waters of the Gulf of St. Lawrence and of the Ocean afford an abundant and cheaper supply. But when the position of Ontario is considered, that fact referred to by our correspondent is made to appear more striking. A great market for sea food is to be found in that section of the Union known as the "Prairie States," including a part of Ohio, of Michigan and Wisconsin. Thirty millions of inhabitants are here found in the United States who have to depend for sea food on outside supplies. Most of them can afford to pay liberal prices. Their wealth is above the average of the continent. The fisheries of the Great Lakes are not adequate. Prices have doubled within the last ten years. A fact not generally known, is that the markets of Cleveland and other lake cities have relied largely upon the recent supply obtainable from Lake Winnipeg, in Manitoba. But this source of supply, like that more Eastern, is becoming materially diminished. Apart altogether from the possibilities of traffic along the route of the railway, the fisheries of Hudson Bay would materially contribute to the cost of a railway running to its shores.

EDITOR STAR.

