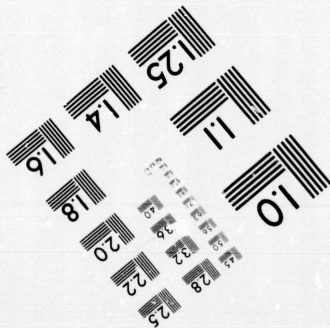
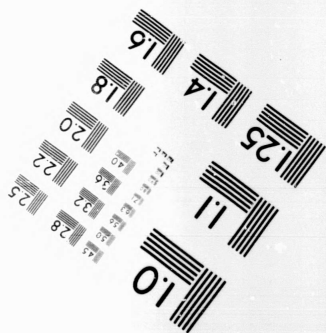
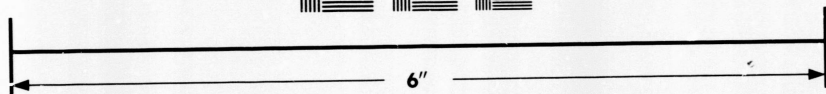
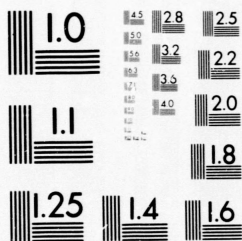


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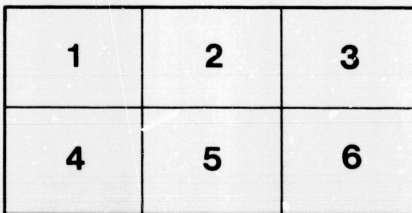
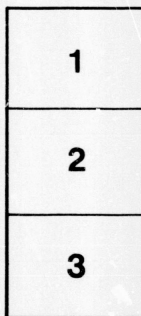
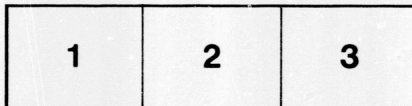
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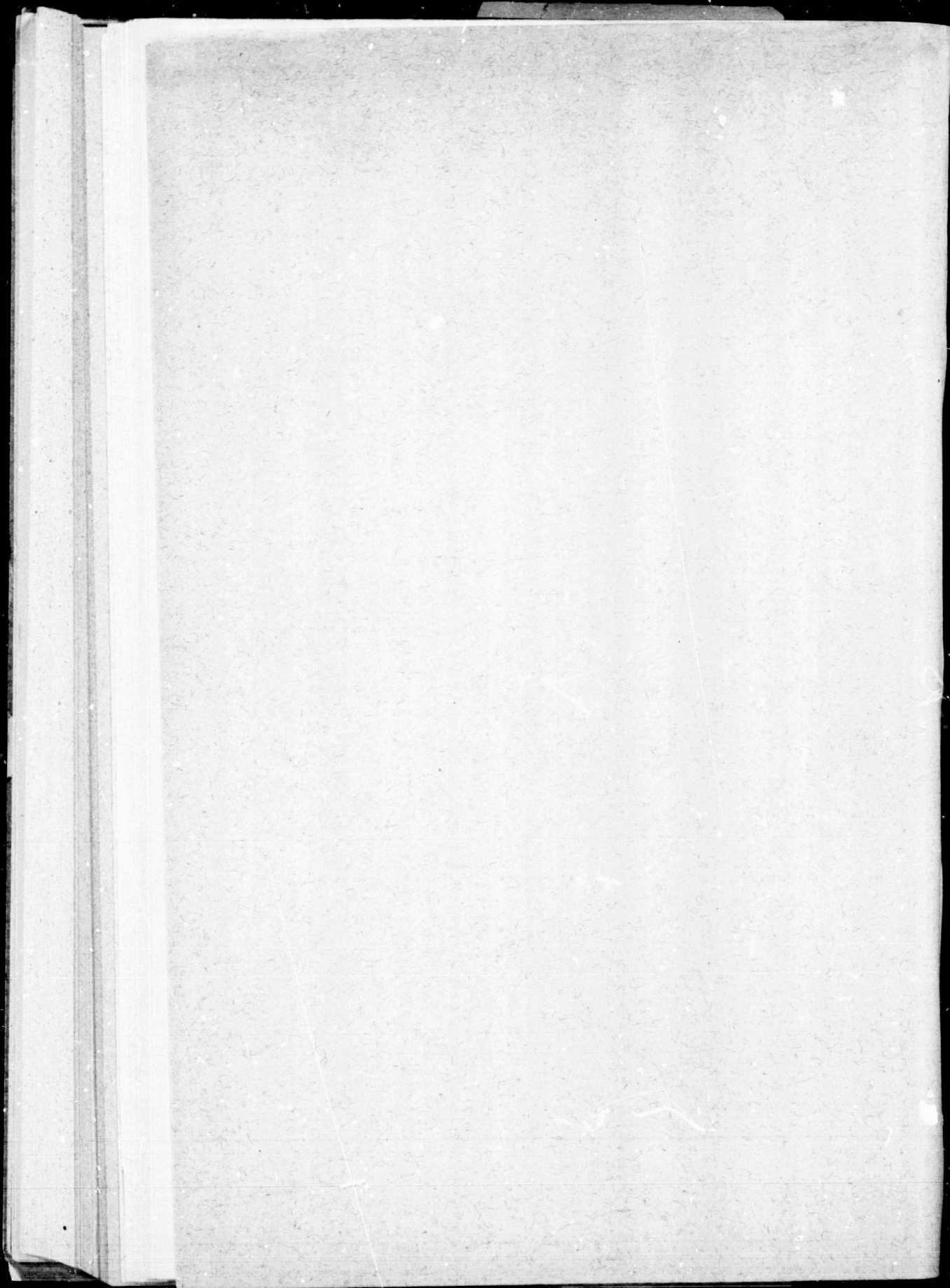
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HUDSON BAY

Proposed utilization of its land and water resources.

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A NEW COLONY — A RAILWAY TO REACH IT.  
—

*Read before the Literary and Historical Society of Quebec,  
7th March, 1895, by C. Baillairgé.*

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## HUDSON BAY

Proposed utilization of its land and water resources.

A NEW COLONY — A RAILWAY TO REACH IT.

By C. BAILLAIRGÉ, A. M.

Land Surveyor, Engineer and Architect — Ex-president of the Quebec Geographical Society. — President of the Province of Quebec Association of Arts. — Member of the Canadian Association of Civil Engineers — Fellow of the Royal Society of Canada.

To the Northward of Quebec is a vast expanse of water discovered in 1610 by Henry Hudson, and it is called by the name of this intrepid navigator.

The bay extends from the 51st to the 63rd degree of North latitude, in which direction it measures 825 miles; and from the 78th to the 96th degree of West longitude, which gives it a breadth of about 630 miles.

Its area is 397,000 miles; say six times that of the Gulf of St. Lawrence; five times that of our great fresh water lakes combined: the Ontario, Erie, Michigan, Huron and Superior with Georgian bay in the bargain — see report of Min. of P. W. for 1883-87 page 14, by G. F. Baillargé esq., at the time deputy minister of the Dept.

Approximating to the size of the Gulf of Mexico in length and breadth, Hudson Bay is three times the extent of the Caspian sea or of the Black Sea; twice that of the Red



Sea, half that of the Mediterranean between Africa and Europe.

But may be you will have a more tangible, striking proof of the vast extent of this inland sea, when I tell you that its area is 26,500 times greater than that of the harbor here between Quebec, Levis, Beauport and the Island ; and this is no way disparaging, since the Quebec Harbor is celebrated amongst those of the entire world.

Some thirty years ago, several of you are witness to the fact — no less than 1600 vessels entered our harbor during a single season ; of which 400 at a time, and had they been of an average length of 500 ft : or of that of our present ocean steamers, and to each of them a radius of 1100 ft, could have swung around together with the tide and had ample room to manipulate and lighter in.

This bay, Sirs, is vast, vast as is everything in this new world of ours — our lakes beside those of the older continent — our rivers, the Amazonas, St-Lawrence, Mississippi in parallel with the streamlets Thames and Seine and Rhine of Europe ; vast as our Sierras, our Rockies beside the Pyrenees, the Alps ; the Muir glacier of Alaska vaster than all the old world glaciers put together ; as the Geysers of the Yellowstone, 50 ft in breadth and spouting their boiling waters to two and three hundred ft. in height, beside the Icelandic tiny thermal springs ; as America itself beside the other continents ; Chicago's Columbian exposition compared with all those the world had seen till then.

And yet great as are our lakes, our estuary of the St. Lawrence ; still when compared in size with Hudson Bay, they are but like the Saguenay with its majestic rocks towering to a height of 1800 ft. compared with the Colorado, where three Capes "Trinity" three "Eternity" must be piled the one upon the other to reach the apex of the monstrous flanks of this stupendous canon, the mightiest work of

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God's successive ages, and like Niagara on a smaller scale, telling how old the world is and by comparisons of mountain chains how older is this so called "new world" of ours, than that which falsely bears the name of being so.

But if every thing here is grand in scale, we must not, by allowing ourselves to be forestalled by the inhabitants of another Country, in the accomplishment of that which I am here this evening to propose, allow it to be said and go abroad that Canada, America while grand and great in features of the land, are less so in those of their intelligence; in their inhabitants' conceptions of ways and means to utilize these God-given treasures in a way worthy of the great architect, the would be builder up of our fortunes, provided that as set forth in Holy Writ we put our own shoulders to the wheel.

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God moulds men's minds on a par with the scale of nature they have to do with: compare our canals, the largest in the world, with their locks and sluices to the tiny or mere miniature ones of Europe. See how we strive ahead of the old world in our gigantic bridges, the Niagara, the Victoria, the Brooklyn. The Firth of Forth of Scotland took a lesson from our cartilevers, and outstripped America in the finest bridge the world has ever seen: two spans of 1700 ft. built without scaffolding, by merely running the two halves out from each side of each pier and abutment, in a way to balance each the other, and until meeting at the centre; but we Americans will shortly take the lead again with a bridge over the Hudson of far greater span, and Europe shall not catch up to us in engineering enterprise, not having the extent of land or continent whereon to build a C. P. R., a G. T. R. or even an I. C. R.; and in the same way have we the talent and can we find the capital to reach Hudson Bay by rail, and if need be, build an iron road around it, be it even 5000 miles or more in circuit. But that will be for future generations

to carry out ; through nothing extraordinary, even if we had to build it ourselves, since Russia is now building a railway through the very heart of Siberia, from Moscow to Vladivostok near Corea on the Pacific coast which F. G. Carpenter in a copy righted article in the *Montreal Daily Star* of the 2nd inst. — in an interesting and instructive description of this Trans-Siberian highway, of its objects and resources, gives as over 7000 miles in length, while in fact it is but 5000 miles or thereabout, since it covers but 100 degrees of longitude in a latitude where the degree is barely 50 miles instead of the 69 which it is at the equator ; and when this road is terminated, let me say, en passant, and that which China has under way to meet it from Peking, it will then be possible to travel all the way from Paris to Peking by land.

What we are now concerned with, is merely to reach the bay, only 350 miles remote, built up a new colony at James Bay and exploit the riches of the waters and the land. The road would pass within 50 miles of Mistassini. Henry Fry in an issue of the *Chronicle* of the 18th ult., has shown how we can build cheap steel or iron vessels for the purpose. Hill is at the government with his promising scheme of turning the bay into a new Alaska of fur bearing seals. Low is about to issue his report on the mineral and other riches of Labrador, his discoveries of lakes larger far than Mistassini, of rivers with higher falls than those of Montmorency or Niagara, in fact an Eldorado for Quebec and God knows we want it badly. Some ninny ('citizen') under the heading of "A railway to the moon" had it in the *Mercury* a year ago or more that "a railway to Hudson Bay" was 50 years before its time ; ignoring, as most men do who look not before they leap, that while he was thus writing himself down an unbeliever, a railway was already partly built and under way from Parry Sound to Nipissing, Nipissing to Madawaska on the C. P. R., Madawaska to Temiscamingue and that the C. P. R. have now taken this road in

tow and will continue it to Abittibi and thence to Moose factory on James Bay. Let us then not delay and get to Rupert House at the other corner of the bay, when, in exploiting the products of the fisheries, there will be ample work for both : and just think my hearers, of the magnificent discovery only lately made that Ungava Bay at the mouth of Hudson strait abounds in the loveliest of salmon, the best the world has ever known of, because of the coldness of the water there : and oh for a dash at them, they are there in thousands, ten of thousands, millions — I am not exaggerating — the whole supply of the Frazer river in British Columbia, of the St. Lawrence and all its tributaries, is not to be compared, so the report goes, which has just reached us, to this wealth, not of the dead yellow metal, but of living gold.

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For some years past, idealists have nursed the scheme of making Hudson Bay a high road for the products of the Western prairies on their way to Europe, by a route shorter by several hundred miles than the St. Lawrence, Portland or New-York routes now followed, and a better latitude for grain on an ocean voyage, due to a lower temperature and less danger of heating in the transit.

The Federal Government, impressed with the feasibility and advantages of the scheme has already expended \$122,000.00 in investigating and studying the project, during the years 1884, 5 & 6, when an expedition was sent out under charge of Lieut. Gordon, to survey and report upon the date at which the ice breaks up and forms again along the 500 miles of Hudson straits or narrows ; on winds, and ice and currents both in the bay and straits, climate, geology, fisheries, and resources of the surrounding country. The Lieutenant had buildings or camps erected at points along the straits and partly around the bay and during the three years, the necessary studies were pursued most thoroughly and exhaustively.

A survey was made of Churchill harbor and of port Nelson where the then proposed Winnipeg railway was to have its terminus. A report of the progress made by the expedition was each year sent to the Department of Marine and Fisheries and published in their yearly blue books. These are books Sirs and Ladies, which but few ever read, but which teem with, one would think sensational, situations of peril and anxiety, difficulties encountered and to be overcome. It is in such books, published at great expense by Governments and fully and beautifully illustrated, that one becomes initiated to the marvels, the wondrous of the Colorado, the gigantic petrifications and precious stones of Arizona, the Yosemite valley, now the so called United States National Park, the land of giants of this new world so called. It is through reports such as these that we have learnt of — and only since the last forty years — the giant trees of the Mariposa valley, 300 ft. in height, 3000 years in age; but I am wandering from my subject.

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The first year's expedition was on board the "Neptune" belonging to Mr. Job of Newfoundland. It was manned by a corps of expert mariners including a geologist, a doctor, observers, a photographer, 2 carpenters, and 12 caretakers of the several camps and observatories. It is with this expedition that our poor friend Ashe of the Quebec observatory, went out and was a year or more away at Ashe inlet which was called after him and still bears his name.

The 85 and 86 expeditions were on board the "Alert" of some 700 tons, built for Sir George Nares for his arctic voyage of 1876. The total hands were 52 including the editor of the Winnipeg Times, and 43 respectively, a meteorologist and the other scientists required on such a mission.

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The meteorological observations taken on board the Neptune in 1884 at Nacvaek bay, 100 miles short or south of

the mouth of Hudson Strait, show a mean temperature at cape Chudleigh of 39° for August, 33° for September, and 49° and 43° respectively at Belle-Isle, or of 10 degrees below the latter. The mean temperature leaves no doubt as to the impossibility of navigating the straits in April. During May, the strait is covered with large fields of ice, and as the mean temperature is 25° or 5½ below the freezing point of salt water, the breaking up does not commence during that month. During June and July when the temperature has increased to 37° and 40° (all Fahrenheit) the ice becomes honey-combed and melts rapidly, though, from all accounts, it is only from the middle half of July that one can count upon a possibility of finding clear enough water to navigate the strait for commercial purposes.

There are icebergs at all seasons in the straits, where they have been found grounded in 80 and 100 fathoms of water, showing a thickness of from 500 to 700 ft., but less in August and September than at any other season; while the young or azure ice of the season attains a thickness from 4 to 7½ ft. from the western end of the strait to Marble Island at the opposite or western side of the bay.

About the beginning of July great quantities are met with of arctic ice several years old and 40 to 50 ft. in thickness. The quantity of ice crossing the mouth of the strait is enormous: it sometimes, in the spring, forms an impenetrable barrier of from 50 to 100 miles in extent, between the mouth and the free waters of the ocean.

During ordinary years the period of navigation is limited to the 3 months from July 15 to Oct. 15, while vessels of small draft and with small propellers might possibly continue for another two or four weeks, together 4 months at the utmost.

The mean date of arrival at York Factory of 116 consecutive voyages of the Hudson Bay Company's vessels, was

the 4th of Sept., of which 48 during August and ranging from Aug. 6 to Oct. 7 and in such cases the vessels had to winter in the bay.

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But while the strait is thus navigable only during 3 to 4 months at most, not so of the Bay itself, where the waters are not so cold, the mean temperature of the bay being some 7° warmer than in the strait, 500 miles North of the centre of the bay, and due also to the fact that large bodies of deep water are tempered as well from the heat of the underlying bottom as from the fact that so soon as the surface is frozen over, it imprisons the contained heat and prevents it from escaping into the atmosphere.

During the voyage of the Neptune, it was observed that while the surface temperature of the strait water was 32° to 33° or close to the freezing point of salt water; that of the bay itself was as high as 41°, at Churchill 37.7° at 100 miles North East of York factory 39.4°, at marble Island 36°.

The Bay itself is now known to be navigable early in June, and the Churchill factor declares that never does the ice extend far enough from shore for clear water not to be seen beyond, and, that this distance is inconsiderable, say only a mile or less, you have often been in a position to see for yourselves while travelling over the ice bridge between Quebec and the Island.

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The 3 to 6 knots currents in the strait, notably increase the dangers of navigation; and, says Lieut. Gordon, these dangers are enhanced by the perturbations the magnetic needle is subject to, in this not far vicinity from the magnetic pole, supposed to be in latitude 82° or thereabout, according to sir John Ross; the vertical attraction becoming so great, that while the dip is but 67° in England, it increases to 87° or by 20° in the distance to Digges Island at the North

end of the Bay, the only way of safely navigating the strait, being by the constant use of the sounding line.

The fish and mammalia of commerce are the so called right whale "*balaena mysticetus*", the most prized on account of the high price of its whale-bone. A fish 50 to 60 ft. gives, say one ton of bone and 20 to 40 tons of oil, the blubber varying from 6" to 18" in thickness. The white whale "*balena catodon*" or porpoise, the most prolific of the bay, schools of which are at every tide seen to enter the Churchill, York and Nelson rivers. They are worth \$10 each as an average. In 1883 the Co. killed as many of them as 200 during a single tide at Churchill; say a \$20,000.00 catch. They are made to ground on the fore shore or batteries and prevented from returning by powerful nettings stretched across, until the tide subsides. The Narwall "*monodon monoceros*" or unicorn, which gives a large amount of blubber for its size; the tusk of the male being often of a length of 5 ft. and which, of ivory is highly valued. The morse or sea horse "*trichechus rosmarinus*" which is found in flocks at no great distance from the shore, to the North of Marble Island, where the Company send every year from Churchill, two vessels returning within a few weeks loaded down to their full capacity with oil and skins and ivory: In 1884, \$7,000.00 worth. Again there is the sea lion of several species "*phocae*" but not so numerous as on the Nfld. banks; though the Esquimaux kill a great many utilizing their meat for food, their hides for vestments, canoes "*kayoks*" huts. Now there is the polar bear "*ursus maritimus*" which venture out upon the floating ice in quest of seals which they capture while asleep. There is no known case where, notwithstanding their natural ferocity, they have attacked man. Of fishes, there are the salmon and trout only which are exported, though excellent white fish are captured in Nelson river and other water courses where they delight



in brackish waters or where the salt water meets the fresh. As to cod which is abundant in the strait East of Ungava bay, there does not appear to be any in the Bay.

Whale fishing is looked after, and has been for the last 40 years, by our neighbors of Massachusetts and Connecticut, who generally leave New Bedford and New London in July, arriving at Marble Island in September where they winter until the following June. They then saw themselves out of the surrounding ice, cruise in the bay during July whence they return in September with the cargoes of blubber and whale-bone, the value of which for the last 25 years has been estimated at a million dollars.

According to the United States Commissioners of fisheries for 1875-76, their whalers made at least 50 trips to Hudson Bay, bringing home cargoes worth \$1,371,000.00 or of an average value of \$27,240.00 per trip per vessel during the eleven years prior to 1874.

The total value of the oil alone obtained and exported from the Bay by the H. Bay Co. and United States fishermen in 1883 is estimated at \$150,000.00 and at \$1,500,000 for the 10 years. Gordon's estimate — see his report of 1886 — is that in the 30 years from 1846 to 1876, the number of whalers from the New-England States to Hudson Bay and Northumberland Inlet, was 113 : 14.3 barrels of sperm oil, on an average, per trip per vessel, 496 barrels whale oil, 7965 lbs of whalebone. The mean value of each cargo says Gordon, at present prices would be \$47,200.00.

During the 70 years there were but 30 wrecks, but if it be considered that their tonnage barely reached 240 tons it will be seen how great the profits were.

In addition to the whaling industry, these whalers treat, without permit, with the natives, the Esquimaux for muskox

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and other pelt, while the Company pay license to the Government of Canada, and had so paid \$22,000.00 in 1885.

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The mineral resources and natural history of the Hudson Straits and bay are set forth in the report of Dr Bell who accompanied the expeditions and filled the post of physician or doctor and of geologist during each of the three voyages. His reports are annexed to those of Lieutenant Gordon and show that while gneiss predominates along the Straits, the Hudson bay region is mostly Huronian, a formation in which most economic materials are found. His report of 1888 says : iron, ferrous clay, copper ; lead, zinc, molybdenum, silver, gold, gypsum, salt, hematite or soapstone, lignite, anthracite, petroleum, asphalt, mica, graphite, asbestos, chromate of iron, apatite, iron pyrites, hydraulic lime, building stone, glass blower's sand, refractory clays, brick clays, molding sand, shelly marl for manuring or fertilizing purposes, ochre, turf, paving stones, roofing slate and other substances, together with stones for ornamental purposes and minerals of scientific interest.

M. Bell is of opinion that judging from information obtained up to 1887, the N. W. region of Hudson bay is that which, of as yet unexplored lands, gives promise of the richest field in materials of economic value.

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Among the terrestrial fauna : the principal are the polar bear, the white, black, red and grey fox, rein-deer, wolf, hare along the strait and to the North of the bay. Amongst birds, the most abundant species are the wild goose, the swan, the duck and ptarmigan.

In report of 1886 of assistant Payne, he says the plan's sprout about the 20th to the 27th May, leave during June,

blossom in July, ripen their seeds in August and begin to die off about the 20th of that month and up to Sept. 15th.

The forest essences are white and red spruce or tamarack, balsam, white birch, aspen and poplar in the interior and North of the Labrador region, while white spruce and tamarack are found along the western shores of the Bay.

The tides at Churchill, it appears, rise some 8 to 15 ft. and the port is well suited as a terminus for the Winnipeg and Hudson Bay railway which will be 650 miles in length and is subsidized in lands to the extent of 6,880,000 acres — see 49 Viet., chap. 73 — 1886 and order in Council of May 11, 1885.

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We have now seen a rapid sketch of the Bay and its resources, its size, its climate, the difficulties of reaching it by water; that already there are two projected railways under way, one from Winnipeg to port Nelson, the other 350 miles from North Bay on the Ottawa river to Nipissing, Temiscamingue, Abittibi and Moose Factory at James Bay, one of the most southern points of Hudson Bay. The North West and Ontario are interested in these lines: while Quebec, more interested than either, in getting there, has done nothing as yet, except that, to be sure, the lake St John Railway is in the right direction to reach Rupert House, or where Mistassini by the Rupert River, larger than the Siguenay, flows into James bay at a point just opposite Moose Factory where the Temiscamingue route is to have its terminus, though 120 miles therefrom.

It has been said that a straight line from lake St John to Rupert House would leave great lake Mistassini — a hundred miles in length — some 50 miles Eastward, and and though the distance should be thus increased by say 30 miles, it probably would be well to touch at Mistassini on the way, thus affording an issue for its resources and those of

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the region round about it, (and whence the road could some day reach the Labrador Coast en route for Europe) and then running along Rupert River to its outlet into the Bay.

Fortunately now we have a Beemer with us and after successfully running to lake St-John, Chicoutimi and St-Anne, and when he shall have completed our electric ci y lines ; let us hope, for he is still young and hale and hearty that with Hoare as engineer Scott and Cresman as managers, it may not be many years ere we shall see this road surveyed and the first rail laid not later than at the very beginning of the 20th century of this Christian era, and before the year 1900 is out, I will venture to surmise. We cannot expect much from the Federal Government though it must at least do as much for us as it has already done for the two other lines alluded to ; but it will indeed behove our Local Legislature to step in and do the needful to give Quebec that back country so much required for its welfare ; for in addition to the economic features of the enterprise, and now that all nations are fighting for the Alaska seal ; let us carry out Hills' scheme of snatching this lovely mammal from persecution and quick destruction, by transplanting a colony thereof to Hudson Bay where the waters are just of a temperature to suit ; and where the poor thing, the ladies dote on, shall not be hounded as it is at present, but left to our parental care. When, some time ago, Hill lectured here on this subject of the Alaska seal in Hudson Bay, the query was raised, so I am told, as to how the defenceless amphibian would hold out against the other supposed to be voracious monsters of the deep ; but no fear, I presume, need be anticipated on this head, as whales and porpoises feed on smaller fry than seals ; and to proof, the fact that many varieties of the seal and so called sea-lion—though such a misnomer cannot well be conceived—abound in the waters of the bay and only fall a prey to the polar bear, which, when the bay is peopled round about its shores and vessels constantly cruising there, the bear will have to make

tracks further North and leave the seal to be exploited for more useful purposes.

And shall we thus continue to allow poaching in our waters by our American Cousins, amiable though they be. See how our gulf fisheries of the St. Lawrence have in a few years dwindled to almost nothing, when, before we allowed our neighbours of beyond the line of 43 to wade in our waters, some ten to twelve vessels yearly made such a good thing out of the whaling industry, and might be doing so still, but for our apathy in looking after our own interests.

If, says Gordon, we are to allow American whalers to continue their depredations in Canadian waters, Canada should receive a fair equivalent and this should be seen to in any future treatise of reciprocity between the two nations; and without a large compensation for the right to do so, Govt. should reserve the right to enact laws to prevent the continued destruction of the mammals and their disappearance from our seas

And that there may be no doubt as to what I have said about the road to Moose factory by the way of lake Temiscamingue, being under contract and already partly built or completed may be by this time to Abittibi, here is what Hon. N. Nantel, minister of Public Works of the Prov. of Québec, says in relation thereto in his report for 1894, page V: The Montreal Occidental Railway, will be next year built as far as "La chute aux Iroquois," reaching the new parishes founded by curé Labelle. The Company proposes to push on to lake Nominigou and thence to Temiscamingue, where it will join the Temiscamingue colonisation road, of which the works will be completed next year, as per information received to that effect from the C. P. R. authorities. If this scheme is realized, the North side of the Ottawa valley will be traversed by a railway in its richest districts, if considered

under the triple head of mines and minerals, forests and agriculture.

It behoves me now to say something more special about James Bay, which is merely a narrower portion of the Hudson Bay and at the Southern extremity thereof or nearest to Quebec. This we glean from surveyor Ogilvie's report of January 1891 to the Hon. Minister of the Interior, Ottawa, by whom Ogilvie had been instructed to survey the Temiscamingue and Abitibi route to Moose factory. This Bay is some 160 miles in width from East to West and 260 miles from South to North and therefore of an area of 40,000 miles or 2660 times as vast as the harbor of Quebec. In this bay there are islands, one of which Agooniska is some 70 miles in length. Between Moose and Rupert, 120 miles as already stated, the shore is high and of uniform level, the soil sandy with a growth of timber which becomes intensified and of larger size along the rivers Rupert and Abitibi which empty into the bay. At Moose and Rupert says Ogilvie the Company has gardens where it raises all the potatoes it is in need of. Other vegetables are grown in sufficient quantities; but melons, tomatoes and cucumbers will not ripen; and as for that, as is well known, even in Quebec and its vicinity, there are many places where melons and tomatoes will not come to absolute maturity, nor tobacco either on occasions of early frosts.

Currants, continues Ogilvie, thrive well at both places and are good in size and quality and wild strawberries and raspberries, gooseberries are to be found all along the bay; the only difference being that they ripen later than in Ontario, or about the end of August. Blueberries are found in quantities all around the bay, and as well known, this is a fruit of great value, as at a low temperature, it keeps well for a very long time.

At every port around the bay there are horned cattle in abundance, of heavy stature and in no way inferior in appearance to cattle in Ontario. At East main, some 56 miles North of Rupert, cattle are raised and sheep, and distributed as required to the several posts, including milch cows, sheep, etc. The cows feed on a beach grass or hay flooded at every tide and which is housed or stacked between tides for winter use. The wood around the bay is not of large diameter; but for all purposes of construction, there is an abundance of it; while mill sites are plentiful on the Rupert and rivers discharging into it and into the bay, with fuel wood for years to come.

On the Rupert, or call it our side of the bay, and between it and East main, is a most valuable stone, called red rock, which can be taken out of almost any size for building purposes and would afford when cut and polished, an ornamental stone of much beauty.

Of course the James Bay fisheries alone are not of such extent, though ample for all food purposes of a colony there if there were on, as to warrant a road being built merely for their utilization; neither is this the idea, in any way; but from James Bay to reach the Hudson waters and put them to contribution, utilizing the railway as well for colonisation purposes as for the shipment of all Bay produce to and through Quebec to foreign ports; since as has been said, navigation through the straits could hardly be depended on even during the 3 months stated, when the sound has almost constantly to be used to feel your way and keep out of danger.

Again, as shown, an outside whaler could but make, as at present, one trip in two years; whereas by the scheme I propose, the required fleet of vessels should be built here or in the Province of Quebec, fully equipped, sent out to enter the Bay by Hudson Strait and once there, to remain there;

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making, not one haul in two years, but two hauls a year or doing 4 times the business in an equal interval. They would winter in James Bay where the men would, while living on board during the first winter, utilize their time in putting up the buildings required for themselves and families and could amply provide for their own subsistence and of those depending on them, by raising the vegetables and fruits required and providing themselves with oxen for horses, cows for milk, sheep, etc., with all the meat required, varying there fare with some of the wild goose or duck which are found, as already said, in great abundance about the bay.

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### WHALE FISHING

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England in the 27 years from 1860 to 1887 with only 8 whalers or whaling vessels engaged in the catch, made £1,634,624 stg. = \$8,173,120 or a yearly average of \$302,710; with an average of only 8 whales from the coast of Greenland, and of 82 from Davis straits, a total of 2478 whales during the 27 years, and a mean value of \$3330.00 for each whale.

The English whaler is generally a 400 to 500 ton vessel. It is armor plated along the water line with what is called iron bark: an Australian wood of extreme hardness. Under the flooring of the hold are placed some 50 iron tanks capable of containing from 250 to 300 tons of oil. Each whaler has eight boats and from 50 to 60 men, the monthly expenditure say \$2500.00. Average cost of whaler \$87,500 with an auxiliary engine of 75 H. P. The boat is some 27 ft. in length, 6 in width, 2½ in depth. To each boat 6 to 800 fathoms of 7/8" line or rope. On a raised platform or jack deck at the bow of the boat is a small gun sometimes made to do duty in throwing the harpoon. The gun is swivelled so that it may be pointed in any required direction.



When from the "crow's nest" (a mere barrel attached to the mast head of the vessel) a whale is signalled, one of the ship's boats puts off immediately in pursuit, but careful not to heave in sight of the whale's radius of vision. At 25 feet, if by hand, 75 feet where the gun is used, the harpoon is thrown; it penetrates the monster's flank and being barbed, cannot be withdrawn. To the shank of the harpoon which is of  $\frac{1}{2}$ " iron and some 6 feet in length, is attached one end of the 600 fathom line already mentioned, the line being wound on a drum in a way to allow of its free and unobstructed delivery as it spins along with the retiring whale, which as soon as speared, is off with the rapidity of an arrow. It dives towards the bottom of the sea, against which, if only from 400 to 500 fathoms off, the whale sometimes strikes and breaks its jaws. After an interval of 30 to 40 minutes it rises again to breathe or blow as it is called.

During the interval, other boats have put off from the whaler, ready to harpoon it when it reappears. Off it goes a second time, but now with less speed, for being weakened from loss of blood; nor does it go so far, when, on returning a second time, sometimes a third, its slower motion allows of the boats getting near enough to spear at the heart or lungs, after which it is killed and brought alongside the whaler. Ropes from the deck are then passed under it, with the return end passed through sheaves, which as the blubber, from one to two feet thick, is cut from the mammal's flanks and hauled on deck, to be cut and boiled or melted and made oil of, allow of rotating the whale in a way to present successively every portion of its body to the process of robbing it of its coating. And now for the whale bone of which there are generally as many quintals as there are tons of oil, and of equal, sometimes greater value.

Whaling, always sensational and exciting is sometimes dangerous. Salmon fishing is a miniature of this, for as soon as struck the salmon goes and comes and goes again until so

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weakened as to allow of being captured: the work of half an hour or thereabout; whereas to secure the whale, an hour is required, sometimes close on two, and one must be on the quiver and know how to approach it, for with a stroke of its powerful tail, it has been known to stove in a boat, or break it in twain, launching its occupants into mid air, if not into internity. Its speed is said to be as much as 50 miles an hour; twice that of one of our so called ocean grey-hounds, or it could keep pace with a locomotive flying at a mile a minute, which makes it necessary, so to reel the rope that there may be no hitch in the unreeling or paying out; or else the rope will snap and lose the whale, or the boat may be hauled with it below the surface and its occupants lose their lives.

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During the 27 years of which I have spoken, the value of oil has varied, says the last edition of the Encyclopedia Britannica, from 5 to 11 cts a pound and of whale bone, from 80 cts to \$4.91. This last has become so expensive now a day, that it is no more used in umbrellas and corsets, for which steel is used in stead, and the whale bone reserved for the polishing of silk and other uses.

A pair of jaw bones of the whale is to be seen in the museum of Laval University, more than ample in size to drive a carriage and pair through. The bone, as a whole, is made up of some 500 blades having parallel fibres, of which a large consumption is made for industrial purposes, as brushes, brooms and the like. When the bone was introduced in 1708 it sold for \$3,500 a ton, while during the present century the price went down to as low as \$120. Later on it again rose in value to \$1000 and now sells as high as \$7500 for greenland bone.

There are three species of bone, that which is obtained from the right or Greenland whale—whale bone—that from

southern seas or from the so called black whale "*balaena australis*," and that from the Pacific whale "*balaena Japonica*." To prepare the bone for commerce the blades are boiled 12 hours or until the substance has become quite soft, and it is then it can be separated into ribbon-like strips and of the required breadth and thickness, and even into filaments of the tenuity of hair, according to the usage to be made of it.

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The cachalot or sperm whale is that from which spermaceti is obtained. It is hunted all the year round in tropical seas. Before the war of independence of the United States or in 1774, a fleet of as many as 370 vessels used to engage in the chase and capture, and up to 1846 the number of whalers had increased to 735 vessels, with an average tonnage of 315.

The head of the cachalot which is an 'odontoceti' or toothed mammal, is sometimes as much as 12 to 14 ft., or one third the length of the fish. It is very high and stumpy truncated in front, due to an accumulation of a singularly modified fatty substance which overlies and fills the cavity above the upper base of the cranium. The oil contained in the cells of this enormous cavity, after refining it by boiling, produces the substance called spermaceti or whale sperm, blanc de baleine as we say in french; while the thick coating of blubber which on all sides covers and surrounds the fish, or mammal I should say, for whales as porpoises, seals and dolphins are not fish, truly speaking, they being viviparous, or bringing forth their young alive as other or terrestrial mammals do; the thick coating, I say, of blubber which encases the animal on all sides gives the sperm oil worth 12 cts a pound or \$1.20 the gallon.

The lower jaw of this whale has on each side of it, some 20 to 25 large teeth which are of ivory of a valued quality.

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The substance 'ambergris' formerly used, in medicine and now in perfumery, is a morbid secretion from the animal's intestine, and which is found floating — in masses, says Webster, of from 60 to 125 lbs. weight — on the surface of the sea frequented by this whale. Its origin and purity are made known by the presence of the horny mandibula of the cephalopods on which the cachalot feeds.

The American whaler is, as stated, a vessel of only some 300 tons, and crew of 30; instead of the 400 to 500 tons of the English whaler and its crew of 40 to 50 hands; but I have yet to tell you of the Norwegian whaler, the most economical of all. The most marked trait of Norwegian whaling is their use of the explosive harpoon which kills the fish as it strikes it. The harpoon which weighs 123 lbs. and is loaded with a cartridge containing  $\frac{3}{4}$  of a lb. of powder, is fired by a gun of some  $4\frac{1}{2}$  inches aperture at the muzzle and of 3 inch bore or caliber. The gun weighs 15 cwt. and the charge of powder is one pound.

The whaling vessel is a steamer of some 80 tons and 30 H.P. The boat is not only used to bear the gun, and pursue and kill the whale, but also to tow it ashore, where, not only are its oil & whalebone utilized; but also the flesh, the bones which are made manure of, and nothing lost. In 1885 the Norwegians killed 1300 whales and during the following year more than 1700 and this with a fleet of only some 30 boats, equal to from 43 to 56 whales per season for each vessel, and what the Norwegian does at home, so can the Canadian likewise do in Hudson Bay.

All these data, ladies and gentlemen, are for no idle purpose; but to lay down some firm, some reliable basis on which the profits of whale fishing in the bay may be predicated; for, to demonstrate the necessity of a railway to Hudson Bay, it is to be shown, not only that there are profits to be realized, but profits large enough to pay interest on capital, manage-

ment. interest on cost of building the railway and to cover yearly working expenses of every description ; but sufficient, in addition, to pay a good fat dividend to shareholders venturing on the concern, and such as to make it worth their while to start on such a venture.

Now, as already shown, the average profits on a 25 yrs. business by our neighbours of the United States, has been \$47,000.00 per trip or \$ 3,500 per annum as per report of the United States Commissionners of Fisheries who were not likely to overvalue the advantages for fear of creating competition on the part of Canada.

But these whalers from New Bedford and New London and which for 40 years or more have frequented the waters of Hudson Bay ; make but one trip or voyage, as I have said, in two years ; wintering at Marble Island to the Westward of the bay and doing all their killing during the ensuing spring, in a way to return home before the straits become packed again with ice of the following fall and winter ; and, given all the untoward circumstances, the delays and dangers of an arctic voyage, the go and come through a strait not less than 500 miles in length, packed with ice nearly the whole year round, and open only 3 to 4 months out of twelve, and where the needle is altogether unreliable, and constant sounding has to be resorted to and relied on—it is evident that with such retardatory influences, no more than one trip in two years could ever be attempted with any promise of success.

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Now I am here to-night to solve the problem of not only doubling, but of possibly quadrupling the profits I have told you of ; by, as I have already hinted, a flotilla of say 100 vessels of from 300 to 350 tons each : equipping them with all necessary implements for the chase, including boats on the english system, or some of them, as a trial, on the Nor-

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wegian plan, with provisions as for an arctic voyage of from two to three years. These vessels to reach the bay, once for all, by the Hudson straits, of course; and then to remain there and not return, thus putting them in the way, not only of one cargo every year, but of two; there being the fall as well as the spring whaling season.

But such would be too lonesome, too monotonous a life without something to while away the long and dreary nights of winter. There must be the minister, the curé, the missionary if you like, the village church; and even that, the curé though jolly he might be and amiable, would not suffice. There must be something more: you have already guessed it, my fair hearers, God had guessed it after he created Adam. Woman must be there and she is ever brave enough to be where she can minister unto the wants of man. The crew must have their wives and families with them, by them: the tramp of the little ones' feet must be heard, and the music of their voices; and there must be the butcher and the baker, the shoemaker and the tin smith and so on, and a post office; and the girls' school and the boys', a justice of the peace, a magistrate or mayor, may be a few notaries and lawyers of which we have lots to spare and of doctors too; later on, a college, a hospital, an asylum: in fact a village with the parson's house or presbtery or both.

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It will be shown that the climate, the temperature of James bay, where this new colony would be installed, at this the nearest or southernmost end of it, of course—and in fact thereof, the docks or basins for the housing or wintering of the fleet — is in no respect inferior to that of Rimouski or Quebec.

In support of this view, Mr. Scott, the worthy and active manager of the lake St. John railway, informs me that Mr. Bell the geologist who passed a whole and long season at

James bay, told him he had bathed in the bay, on every day without exception of his sojourn in the locality, from June to September inclusively; and you may have noticed in the Ontario papers and Montreal gazette of the 28th of February 1893 that on the occasion of the funeral of bishop Horden, missionary to Moose factory, "the weather was warm and spring-like."

Here now are extracts from a letter of Rvd. father Nedelec, who has been so much among the indians and travelled the country over. I shall club and condense the citations to refrain from keeping you too long.

He says: The country generally is habitable with the exception of a few places to the Eastward where, notwithstanding, fish is plentiful. All kinds of grain are grown there excepting wheat and buckwheat, while vegetables and fruits thrive well on the soil. Space there is for millions. Extreme heat 100°, maximum cold 50° as at Manitoba. Mean temperature of January only 3° (below zero I presume) in some places the climate is superior to that of the North of Germany, of Poland, Norway, the North of Scotland, of Lake St. John and Newfoundland. As a general rule the bay resembles Quebec and the Lake St. John district. The country is vast and more habitable by far than any one can conceive. Fur-bearing animals, birds and fish are found in quantities. Snow not excessive. And he adds: what was Canada 200 years ago, what were the United States. In my opinion says the missionary, it would be a good thing for the Province of Quebec to take possession of such portion of Hudson bay as belongs to it.

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Dr Bell, geologist to the expedition, in his report, says: a considerable portion of the territory South of James Bay is adapted to colonisation. The summer and winter temperatures are those of Rimouski. The summers are not so hot,

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nor the winters so cold as those of Winnipeg. Mean depth of snow 3 ft, says he, or less than at Quebec. Potatoes and other vegetables are plentiful. Hay grows luxuriantly and spontaneously; barley and oats are good crops and in a word, the country produces everything which Rimouski can grow. The region is also well adapted to raising cattle. White and red pine are to be found near moose factory, but the most abundant growth is white, black and red spruce or tamarack, white cedar, white or soft birch, balsam and poplar with some elm and ash.

Among the fish, says Bell, which are to be found in James Bay is a fine white fish, Lake Superior trout, sea trout, salmon, rock cod, caplan, etc, besides the strictly fresh water fish as trout, pickerel and the like.

Says Dr Bell — if a railway were built from Quebec to James Bay, we should strike for the mouth of Rupert river. A boat which from there would cruise along the East shore of James Bay, would in summer have its attractions for Canadian and United States tourists. I declare this, says he, from my own experience.

Now let us see what Rvd. father Lacasse says of the country about the bay. With him we are better acquainted, for having often seen him here and attended his lectures on the subject: The country, says he, is extremely well adapted to colonization, and the soil of good quality. Potatoes and all vegetables thrive there. Beef is excellent. Native hay is there in abundance. Ducks and wild geese abound, 36,000 of them being killed every year for the Company's provisions. Such is the number the Indians are called on to supply. Sturgeon is plentiful in the rivers and on the East coast (our side) porpoises are found in great abundance at only 30 miles from shore, and all other fish to be met with in the Gulf of St. Lawrence.



I do not hesitate a moment, says the Rvd. Gentleman, to recommend the construction of a railway from Quebec to James Bay. Indians also say that the land around Mistassini is level and argillaceous. The country may be compared to Germany in Europe. The climate is that of Kamouraska with the same flowers and native fruits: as raspberries, strawberries, gooseberries, cranberries, juniper and other berries.

The bay is navigable from 5th to 17th of May and closes about the 20th November. The highest tide rises 10 ft.

Returning to my scheme: say that of 3000 men — 30 men to each of 100 whalers — 1000 are married, to each of whom a suit of 3 to 5 rooms according to requirements, an out house for storage of fire wood or fuel, etc., a stable for the cow, a vegetable garden, a potatoe plat; and starting from the first rise in the Rupert, an aqueduct, and a soft water tap for each and every family.

The other 2000 men comfortably housed, either in their vessels, properly docked for winter, and close at hand; or in buildings put up for the purpose, where they could club, 10 to 20 together, and instead of, as here, lolling away their time at playing dice and dominos and checkers, could better utilize it at, first, quarrying the red sand stone or granite already mentioned, to build themselves their foundations; with, and their chimnies and their baking ovens; and when that were done, get out stone for exportation by the railway — erecting also mills, lime kilns, forges, and the like; and, in the bay, the docks required to shut in the fleet and prevent any shove of ice from injuring them during their time of inactivity.

Methinks, that if I did but possess the imagery of words, I should paint you such a pretty picture of this little colony that on every side we would hear the cry reiterated: all aboard for Mistassini and Hudson Bay.

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NOW THEN FOR THE COST OF IT.

From lake St-John to Mistassini 173 miles, thence to James Bay 207 miles — together 380 miles which at \$12,000-per mile, (for the country between the lake and bay is by no means as hilly as the Laurentians) including sidings, telegraph line etc..... \$4,570,000.00

20 stations, one at every 20-miles and enough to begin with..... 10,000 00

19 locomotives at \$10,000.00..... 190,000 00

Cars of all kinds including passenger, vans and platform cars..... 57,000.00

Add for work shops, cisterns, turn tables, hand cars, f. eight sheds, stores, etc..... 183,000.00

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\$5,000,000.00

Annual cost of road — interest at 5 % on \$5,000,000.00 ..... 250,000.00

Salary or wages of telegraph operators along the line or at each station, station keepers, engineers, stokers, conductors, brakemen ..... 39,000.00

10 men per section of 20 miles to repair track and keep it clear of snow..... 40,000.00

Cistern keepers..... 4,000.00

50 hands in work shops..... 15,000.00

Fuel for the 19 engines..... 38,000.00

Contingent and unforeseen..... 54,000.00

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Annual cost..... \$440,000.00

And on this \$440,000.00 it is likely we might save \$40,000.00 — \$25,000.00 of which by getting money at  $4\frac{1}{2}$  % instead of 5 % and in running trains in winter only once or twice a week between December and March of each year.

INSTALLATION OF THE COLONY AND WHALERS.

100 vessels fully equipped with fishing tackle, boats, &c.,— 300 tons at \$100 — \$30,000 each .....	\$3,000,000.00
Houses for 1000 families, 10 families per house at \$1000.....	100,000.00
Houses or camps for the other 2000 men (unmarried) say 20 men per camp, 100 of them at \$500.....	50,000.00
Crib work and stone filling for docks for wintering vessels in a basin, with 100 ft. all round the dock walls, to allow the ice free play with the tide along the jetties. Wharves say 30 ft. wide, 25 ft. high, basin 1000 × 1000 ft. (1,000,000 ft. sup.) or for each vessel a space of 150 ft. × 40 = 6000 ft. per vessel × 100 = 600,000 ft., adding the 100 ft. space all around or 40.0 ft. lin. perimeter by 100 = 40,000 ft. — together 1000,000 as above set forth — say 4120 lin. ft. of wharf = 144,444 cubic yards at \$1.25 .....	143,000.00
200 stables, wood sheds at \$100.00.....	20,000.00
Stores and utensils and furniture for 200 tenements at \$100,00.....	20,000.00
Aqueduct, say.....	100,000.00
Chapel and presbitery.....	10,000.00
Post office, schools, contingencies and unforeseen.....	57,000.00
	<u>\$3,500,000.00</u>
Interest at 5 % on cost of installation.....	\$175,000.00
3000 men at \$20.00 per month, 66½ cts per diem or \$240.00 per annum.....	720,000.00
100 vessels for fuel say 30 cords each — 3000 cords at \$2.00.....	6,000.00

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200 houses for fuel at 25 cords each, and 25 cords each for 100 camps — 7,500 cords at \$2.....	15,000.00
300 oxen, one per 10 men for laboring pur- poses at \$30.00.....	9,000.00
700 cows, of which 200 for the men at 1 per 10 men, 500 for the 2000 families or 1 for 2 families at \$30.....	21,000.00
Fodder for 200 cows and 300 oxen, 1000 at \$25 cost of gathering.....	25,000.00
Add for insurances and repairs.....	29,000.00
Annual cost of Colony.....	<u>\$1,000,000.00</u>

SYNOPSIS.

Annual cost of Road including interest on ca- pital say.....	\$500,000.00
Annual cost of Colony including interest on cost of installation.....	1,000,000.00
	<u>\$1,500,000.00</u>
Add 10 % dividend on \$1,500,000 capital cost of installation.....	850,000.00
Total annual cost.....	<u>\$2,350,000.00</u>

We have seen that Goldon, at current prices, values each cargo at an average of \$47,000.00; but to start on a surer basis, let us only take the low figure of \$27,400.00 which we get as an average of the \$1,372,000.00 on dividing that figure by the 50 cargoes during the 50 years prior to 1874 as per report of the United States fishery commission.

Reducing this again, to deal in round numbers, to \$23,500.00 by striking off \$3,920.00 for unforeseen losses, insurances, etc., this reduced sum of itself, into 100 vessels or cargoes, gives us the \$2,350,000.00 of annual expenses including interest at 5% on capital and a 10% dividend on the venture.

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But since there will or may be, two fishing seasons per annum, spring and fall, and therefore 2 cargoes per whaler per annum ; the profits, will be thereby doubled and the shareholders receive, not 10 but 25 to 30 % or more on their money, since the doubling of the profits in no way increases the sum to be paid for interest on capital.

M. Light, consulting engineer, to the Government of the Province of Quebec, assures me that he told Honble. M. Garneau some 20 years ago, when the latter was minister of P. W., that he Light was of opinion that the future of Quebec lie in the direction of Hudson Bay, and says he is still altogether of that opinion.

Mr Scott, manager of Q. L. St. J. Rly., also favors a road to Hudson Bay ; but would reach it at Moose factory, the opposite corner to Rupert house, and 120 miles from it ; but of course by varying the line which he would continue from River à Pierre to lake Temiscamingue and thence by Abittibi to James Bay, in company with Oatario, which — and he has this, he says, from Bailey of Toronto — is desirous of joining Quebec in carrying out the enterprise.

This road as projected by the Lake St. John company, has its great advantages, no doubt : it will pass through a country rich in resources capable of paying interest and profit on cost of additional length of road, in thus opening up the interior of the country, the whole valley of the Ottawa. This route by Temiscamingue and Chapleau would shorten by 180 miles the distance between the great lakes and the sea, and the shortening would be increased to 300 miles by Chicoutimi, St. Alphonse the Saguenay and Lake St. John, if the road were made to run direct from the latter to Abittibi and thence to Lake Superior ; and as you know, the farther North we go, the farther we recede from our summer temperatures, the better would the grain, the cereals from the North West, behave under this colder temperature, and

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shorter route; but for the present, let us stick to our last and have our own road to ourselves, and on our own side of the bay, the shortest and most direct route possible between Quebec, Lake St. John, Mistassini and James Bay, and which can in no way interfere with the Parry Sound route; there being room for both; since the road I propose would be fully occupied in the transportation of some 50,000 tons of oil per annum in addition to fish, furs, and other economic products.

Why, Sirs and Ladies, have we always to this day, had the shivers when we read of Hudson Bay? How is it that all the data which I have supplied you with this evening, and of a nature so favorable to the colonisation of James Bay, are so flagrantly at variance with the reports made by the employees of the company. We need in no way wonder at this, if we will but consider for a moment, the immense interest the company has, and of course has always had, in dissimulation, in disseminating error, doubt and darkness all around; as does a certain fish which when pressed by its enemies, throws forth a fluid so black as to render itself invisible. The company, however it may feign to deny the fact, discourages all advances towards its gaining grounds, all participation in the rich spoils of its immense territory.

Yes, I too felt half frozen when reading the Company's reports, on this pretended glacial country, until our own explorers, our missionaries came in and gave the lie to all such statements, well calculated as they were to be discouraging and destructive of all zealous endeavours to work our way thither; and a moments consideration suffices to show, even if no favorable reports existed as to climate, that it can not, be as painted by the Company; since, if you will but glance at the map, you will be surprised to see that the latitude of James Bay is precisely that of the British Isles: England, Ireland, Scotland; that of Paris, even, or very nearly so, and if these seem more favored, in respect to temperature than Quebec, Rimouski and the country about the bay; it is

due, as we all know, to the fact that a river whose waters are warmer than those of the surrounding ocean, a river within an ocean, the so called gulf stream, is poured out of that boiling cauldron, the gulf of Mexico, where a tropical sun heats and expands its waters upwards — and, as molasses in a heated cauldron, are seen to swell or overflow from the centre towards the sides — so do the waters of the gulf run out and cross the ocean until they strike the Western coast of Europe, carrying with them a corresponding stream, of heated atmosphere or air which tempers France and England, Spain, &c. ; precisely as on a smaller scale, of a hot summer's day, one can feel the deliciously cooled current of air which caresses one's cheek, after the mere transitory contact of it with the ice van which distributes that luxury about the city.

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Frenchmen ignored their country until in 1870 the Germans taught them their own geography. We are unacquainted with our own domain. Let us not wait then till the enemy make it known to us. Sir Edmund Head called us the inferior race and it is now or never to be seen if we merit this opprobrium. Let us be in haste, I have told you that Upper Canada, Ontario, has already commenced a road which from Nipissing at Parry Sound makes for lake Huron by Georgian bay and which by way of Temiscamingue and Abittibi will now soon reach James bay at Moose Factory, en route for the Hudson fisheries. We have but the same distance to go as they to reach there.

And now my hearties shall we not put our shoulders to the wheel. The people are all mighty. It is for we to impose our willing on Parliament, where our deputies are met to execute our wishes. It is several years since the roads already mentioned from Winnipeg and Nipissing to Hudson and James bays have been subsidized in money and in lands, and both by the local and the federal governments. Then why not ours.

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The former of these roads is alluded to in the issue of the *Morning Chronicle* of the 3rd inst.

While Mr Alphonse Gagnon, a young man, with whose talent and aptitude for patient and laborious research we are all acquainted, has among other subjects in a neat little volume of "Archeological studies and varieties," lately published, given us from Loudon's report on lake Mistassini and on his journey there and back from Lake St. John, a very interesting description of both, as surveyed also by our pioneer of the forest Mr. J. Bignell, and by Mr. Low, which you should all read and would certainly enjoy.

Ontario I have said, is richer than Quebec, more prosperous, and less in need than we are of seeking fortune elsewhere. It is for you to say if we shall continue thus to expatriate ourselves each year, and as thousands have already done in permanence, to go and puddle our neighbor's clay, carry it to them on our shoulders, black their boots for them — Sir Edmund Head was right: in one word become their valets, their domestics, while they of over the line of 45, proud of their superior intelligence and goaheadism, leave us behind or unlooked at while they pass us by on their way to poach in our waters and rob us of our God-given patrimony.

Let us labor, gentlemen. God has said pray, 't'is true, but it is' not of that contemplative outpouring which like faith, is worthless without deeds. God has said: aid yourselves and I shall aid or abet you; it is therefore the prayer of labor which is meant, the most efficacious of all Mgr. Paquet said the other day at the universitary meeting of the St-Denis Academy: labor leaves no leisures for unavowable deeds. God has said "earn your living at the sweat of your brow. My prayer is one of 18 hours a day, 14 of which I devote to my civic duties, though only paid for 7; the four remaining are my compensating ones, my recompense when I can thus utilize them, in writing up such a subject, and then imparting it to an audience like this appreciative of the subject and of my time and trouble.



