WHAT THE NEW HUDSON'S BAY RAILWAY MEANS TO CANADA

Old Hudson Bay and New Manitoba; wheat for Europe via the former and gold and silver for the world out of the latter.

This is the news which, when the cold weather breaks with the coming of spring, will start a new rush into the great Canadian Northwest. This is the promise which has turned the thoughts of prospectors, wheat growers, investors—men of pioneer instincts—toward the new 178,100 square miles of territory tacked on to the northern boundary of the province of Manitoba by the Dominion Government in 1912.

Through this new district civilization is reaching out to historic Hudson Bay, for the Hudson Bay division of the Canadian Government railways from The Pas, on the Saskatchewan River, to Port Nelson, on the western shore of the bay, is now approaching completion. This new division will be 424 miles long. Its main object will be to provide an alternative or optional route for the products of the prairies to Great Britain. At the present time the bulk of the shipments go via Montreal. Winnipeg is 600 miles nearer to Port Nelson than to Montreal, whereas for all points to the north and west of Winnipeg—and this includes almost the entire fertile belt—the distance in favor of Port Nelson is greater. It is estimated that the Hudson Bay route will mean an average shortening of a thousand miles between the wheat fields and Liverpool. In other words, wheat can be landed at Nelson as cheaply as at Fort William.

But the present significance to Canada of the Hudson Bay railroad lies not in its attractions as a grain carrier through Canada's far northern gateway, but in the fact that with its development has come the opening up of a hitherto unknown mineral property of vast wealth around the head of Lake Winnipeg. For history has repeated itself here. The building of what was to be a grain carrying railroad—the Temiskaming and Northern Ontario—from North Bay, on Lake Nipissing, up into the country around Lake Temiskaming—resulted in the discovery and development of the big silver mines at Cobalt and the gold mines at Porcupine. While the attention of all North America has been turned to the battlefields of Europe, the building of the Hudson Bay railroad to carry grain to Europe, via Hudson Bay, has resulted in the discovering and partial opening up of a new mineral district of first importance in Northern Manitoba.

While a searching investigation of the resources of New Manitoba was being made with a view to estimating the possibilities of their development in connection with furnishing local tonnage for the railway, samples of quartz containing flecks of free gold were found at Beaver Lake, 140 miles northwest, in 1913. A small rush followed. Then, in August, 1914, better indications of the precious metal were found at Herb Lake, and only the outbreak of the war killed what would have been a genuine boom. In the summer of 1915 Flin-Flon was discovered with an ore body which has been proved up to a depth of 900 feet, showing a tonnage of between sixteen and twenty tons of sulphite of copper, the values being: Gold, .077 ounce per ton; silver, 1.09 ounces per ton; copper, 1.65 per cent., and zinc, 3.63 per cent.

Followed the discovery of the Mandy Mine, at Schist Lake, which has already produced 26,000 tons of high grade copper ore. Other claims of importance have been opened among the little lakes that dot the district, and the last word has by no means been said on the mineral possibilities of New Manitoba. The government has announced its intention of building the necessary branch railroad lines into the mine district just as it reached out to join Porcupine to the Temiskaming and Northern Ontario in the other case.

The Hudson Bay Company has long maintained posts at the mouths of all the chief rivers, but Churchill and Nelson, being available for large ocean steamships, are the two ports best suited to become the termini of railways leading to the settled parts of Canada.

Port Nelson, at the mouth of the Nelson River, will be the terminus of the Hudson Bay railway. Although the harbor is naturally inferior to Churchill, improvements are being made to secuer safe anchorage and dockage. Records of the Hudson Bay Company, covering a period of seventy years, indicate that on an average Nelson is open seven months in the year.

The fisheries of Hudson Bay will probably prove to be its greatest natural resource. Seal and porpoise, or white whale, and cod fisheries are productive, and will probably furnish the basis of a very valuable industry.

Fur bearing animals, for which Hudson Bay for centuries has been noted, exist in the territories surrounding the whole bay. Polar bears and Arctic foxes may be encountered anywhere north of Churchill. Black bears, wolves and moose are common in the country around the southern part of James Bay, and smaller animals, such as the otter, beaver, martin, fisher, mink, ermine, lynx and wolverine exist in great numbers throughout the Hudson Bay country.

The only kind of striking needed just now.

Weekly Market Report

Breadstuffs.

Toronto, Dec. 2.—Manitoba wheat—No. 1 Northern, $2.30; No. 2 Northern, $2.27; No. 3 Northern, $2.23, in store Fort William.

Manitoba oats—No. 2 CW, 88¼c; No. 3 CW, 86½c; No. 1 feed, 83½c; No. 2 feed, 81⅝c, in store Fort William.

Man. barley—No. 3 CW, $153¾; rejected, $1.35½; feed, $1.35½, in store, Fort William.

American corn—No. 2 yellow, $1.70; No. 3 yellow, $1.69, track, Toronto, prompt shipments.

Ontario oats—No. 3 white, 88 to 90c, according to freights outside.

Ontario wheat—No. 1 Winter, per car lot, $2 to $2.06; No. 2 do, $1.97 to $2.08; No. 3 do, $1.93 to $1.99, f.o.b. shipping points, according to freights.

Ontario wheat—No. 1 spring, $2.02 to $2.08; No. 2 Spring, $1.99 to $2.08; No. 3 Spring, $1.95 to $2.01, f.o.b. shipping points, according to freights.

Peas—No. 2, $2.60.

Barley—Malting, $1.50 to $1.53, according to freights outside.

Buckwheat—$1.30 to $1.32, according to freight outside.

Rye—No. 3, $1.37 to $1.40, according to freights outside.

Manitoba flour—Government standard, $11, Toronto.

Ontario flour—Government standard, $9.50 to $9.60, Montreal and Toronto, in jute bags. Prompt shipment.

Millfeed—Car lots, delivered Montreal freights, bags included: Bran, per ton, $45; shorts, per ton, $52; good feed flour, $3.15 to $3.50.

Hay—No. 1, per ton, $26; mixed, per ton, $21 to $23, track, Toronto.

Straw—Car lots, per ton, $11.50 to $12.50, track, Toronto.

Country Produce—Wholesale.

Eggs—New laid, cases returnable, 80 to 85c; held, 55 to 56c. Butter—Creamery solids, 61 to 63c; do, prints, 62 to 64c. Honey—White, per lb. 20 to 21c. Live poultry—hens, 4 to 5 lbs., 18 to 25c; hens, under 4 lbs., 15 to 20c; hens, over 5 lbs., 23 to 26c; spring chickens, 19 to 28c; roosters, 15 to 20c; ducklings, 22 to 28c; turkeys, 30 to 38c. Eggs—No. 1, 60 to 61c; selects, 63 to 64c; new laid, 85 to 90c. Butter—Creamery prints, 65 to 67c; choice dairy prints, 57 to 59c; ordinary dairy prints, 50 to 53c; bakers', 45 to 50c. Oleomargarine (best gr.), 33 to 37c. Cheese—New, large, 31½ to 32c. Maple syrup—Per 5-gal. tin, $3 per gal.; do, one-gal. tin, $3.15.

Provisions—Wholesale.

Smoked meats—Rolls, 30 to 31c; hams, med., 37 to 38c; heavy, 33 to 34c; cooked hams, 49 to 51c; back, plain, 47 to 48c; backs, boneless, 49 to 52c; breakfast bacon, 42 to 46c; cottage rolls, 33 to 34c.

Barrelled Meats—Pickled pork, $46; mess pork, $45.

Green Meats—Out of pickle, 1c less than smoked.

Dry Salted Meats—Long clears, in tons, 32½c; in cases, 28 to 29c; clear bellies, 27 to 28c; fat backs, 32 to 33c.

Lard—Tierces, 29 to 29½c; tubs, 29½ to 30c; pails, 29¾ to 30¼c; prints, 30½ to 31c. Compound lard, tierces, 28½ to 29c; tubs, 29 to 29½c; prints, 30 to 30½c.

Montreal Markets.

Montreal, Dec. 2.—Oats, extra No. 1 feed, 98½c. Flour, new standard grade, $11 to $11.10. Rolled oats, bags, 90 lbs., $4.50 to $4.55. Bran, $45. Shorts, $52. Hay, No. 2, per ton, car lots, $24 to $25. Cheese, finest easterns, 27c. Butter, choicest creamery, 68 to 68½c. Eggs, fresh, 90c; selected, 65c; No. 1 stock, 58c; No. 2 stock, 55c. Potatoes, per bag, car lots, $2.05 to $2.35. Dressed hogs, abattoir killed, $25. Lard, pure, wood pails, 20 lbs. net, 31c.

Live Stock Markets.

Toronto, December 2.—Choice heavy steers, $13.25 to $13.50; good heavy steers, $12.50 to $13; butchers' cattle, choice, $11.50 to $12; do, good, $10.50 to $11; do, med., $8.75 to $9.25; do, com., $6 to $6.50; bulls, choice, $10 to $10.50; do, med., $8.75 to $9; do, rough, $7 to $7.25; butcher cows, choice, $10 to $10.50; do, good, $9 to $9.25; do, med., $8 to $8.25; do, com., $6.25 to $6.75; stockers, $7.50 to $10; feeders, $10 to $11.50; canners and cutters, $5.10 to $6.25; milkers, good to choice, $110 to $175; do, com. and med., $65 to $75; springers, $90 to $175; light ewes, $8 to $9; yearlings, $9 to $10.50; spring lambs, per cwt., $13.75 to $14.25; calves, good to choice, $17 to $18.50; hogs, fed and watered, $15.75; do, weighed off cars, $16; do, f.o.b., $14.75; do, do, to farmers, $14.50.

Montreal, Dec. 2.—Butcher steers, common, $6.75 to $8.50; butcher heifers, med., $7.50 to $8.50; com., $6 to $7.50; butcher cows, $6 to $8; canners, $4.75; cutters, $5.25 to $6; butcher bulls, com., $5.50 to $6.25. Good veals, $14 to $17; med., $9 to $13; grass, $6.50 to $7. Ewes, $7 to $8; lambs, good, $13.75 to $14; com., $12.50 to $13.25. Hogs, selects, $16.75 to $17; lights, $15 to $16; heavies, $16; sows, $12.75 to $13.

CANADIAN GOVERNMENT MERCHANT MARINE FLEET OF 23 SHIPS

Completed Before End of 1919 Unless Severe Weather Hinders Construction of Many Large Steel Vessels Now Under Way in Dominion Ship Yards.

A despatch from Ottawa says:—Unless severe weather upsets the present expectations, the Canadian Government Merchant Marine Fleet will number twenty-three vessels before the end of the present year, according to Mr. Alex. Johnson, Deputy Minister of Marine. It is hoped that sufficient vessels to bring the total to the above number will have been delivered before the end of next month.

The Canadian Navigator, a steel vessel of 4,350 tons, built by the Canadian Vickers yards at Montreal, has been completed, made her trial trip and handed over to the Government.

The Canadian Spinner, an 8,350-ton steel ship, will have her trial trip and be delivered before the end of next week, it is expected. She will, after being handed over, leave Montreal either for Halifax or St. John, to load for South American ports.

An instance of rapid shipbuilding work has been accomplished by the Vickers works in the case of the Canadian Planter. This ship, which is of 8,350 tons displacement, was launched on the afternoon of November 22, the boilers were installed on November 23, the engines installed on November 24, and, it is expected, unless severe weather upsets plans, to turn the vessel over to the Government before navigation closes.

The Canadian Settler, which is being built at the Tidewater Yards, at Three Rivers, Que., will, it is expected, be handed over on Saturday morning next, while the Canadian Rancher, also from the same yards, will be delivered before the close of navigation. Another vessel on which delivery is expected before the close of navigation is the Canadian Traveller, being built at the Levis yards. The Canadian Railer, under construction at the Wallace Shipyards, Vancouver, is expected to be complete and handed over before the end of the year, making the twenty-third vessel of the Canadian Government Merchant Fleet in commission.

SOMALILAND BACK TO BRITISH RULE

Reverted to Barbarism During Great War.

A despatch from London says:—The loss and reconquest of that thankless tract of scrub desert called British Somaliland, on the southern shore of the Gulf of Aden is one of the unwritten pages of the great war. When the Camel Corps was withdrawn from Somaliland and sent down to take a share in the German East African campaign, the outlying regions of the protectorate reverted to barbarism.

This was the only part of the British Empire lost in the war. Sixty-eight thousand square miles just slipped out of the Empire and nobody noticed it.

Among the gallant band now recovering it, yard by yard, is a young officer named Ransome, who was one of the army of four Britishers which invaded German East Africa two days after the war was declared and fired the bush along a hundred miles of border.

The Germans saw pillars of smoke and imagined a great army and feared to attack. Meanwhile British reinforcements arrived and the country was saved from butchery by one of Ransome's companions, armed with a sporting gun, made for shooting humming birds without disturbing the plumage.

Plymouth Elects Lady Astor.

A despatch from London says:—Lady Astor has been elected to Parliament to succeed her husband, the new Viscount Astor, by 5,000 majority.

"Everybody is capable of being convinced by common sense," said Lady Astor. "Mine was a campaign of common sense."

Her husband's majority in the election last year was nearly 12,000, which shows a loss to her sex of nearly 7,000.

The vote stood: Lady Astor (Unionist), 14,495; W. T. Gay (Labor), 9,292; Isaac Foot (Liberal), 4,139.

The post-card is 49 years old in Britain.

L. H. CLARKE NEW LIEUT.-GOVERNOR

Chairman of Toronto Harbor Commission Succeeds Sir J. Hendrie.

A despatch from Ottawa says:—Mr. Lionel H. Clarke, Chairman of the Toronto Harbor Commission, has been appointed Lieutenant-Governor of Ontario in place of Sir John Hendrie, whose term of office has expired. He will take over the duties as soon as he is sworn in by the Governor-General.

Lionel H. Clarke, Ontario's Lieutenant-Governor-to-be, is well known in the business world, but to the public generally he has not heretofore been in the limelight. He was born in Guelph and educated at Trinity College at Port Hope, being an Anglican in religion.

About thirty years ago Mr. Clarke came to Toronto, and he has been active in the grain business. He is President of the Canadian Malting Co., Ltd., and up until the Dominion Government appointed the Wheat Board, Mr. Clarke was a member of the Board of Grain Supervisors.

Mr. Clarke in recent years has given considerable of his time to municipal affairs, although he never sought the suffrage of the people in any civic office. For one year he was President of the Toronto Board of Trade. He was also for a time the city's representative on the York County Good Roads' Commission. He was also a member of the Canadian Niagara Falls Park Commission.

When the Toronto Harbor Commission was organized seven years ago, Mr. Clarke was appointed Chairman, which position he has occupied up to this present time. Under his administration millions of dollars have been spent in carrying out the harbor improvements, which will give a waterfront unexcelled on the Great Lakes.

Wild Beasts in India.

Tigers killed no fewer than 1,000 persons in India last year; wolves and bears accounted for 338; leopards for 325; and crocodiles and alligators for 194. Snakes headed the list with 22,600 victims.

U. S. SOFT COAL STRIKE CONTINUES

All Proposals Are Rejected by Both Sides.

A despatch from Ottawa says:—Canadians can now look forward to a shortage of soft coal supplies for some time, in the opinion of Mr. C. A. Magrath, Dominion Fuel Controller, who has just returned from Washington. In view of the breaking off of negotiations between the miners and operators, there can be little hope of amelioration of the situation for some time.

Previous to receiving the announcement of the breach at Washington, Mr. Magrath, who had been in conference with the Fuel Administrators of Ontario and Quebec, issued a statement calling attention to the gravity of the soft coal situation, and urging the most rigid conservation policy. On being informed of the new development across the border, he called attention to the fact that he had anticipated that the award might not be acceptable to either miners or operators, and said that now the utmost care with our present supply would be necessary.

70 Per Cent. of German War Fleet for Britain

A despatch from Paris says:—The Supreme Council has adopted the British suggestion for partition of the German war fleet. Under the arrangement Great Britain will receive 70 per cent. of the total tonnage, France ten per cent, Italy ten per cent., Japan eight per cent., and the United States two per cent.

Have New Home For Next Session

A despatch from Ottawa says:—Work will be rushed on the new Parliament buildings so as to have them ready for occupation by February 1 in case it should be decided to have the next session begin then. Temporary fittings and desks will be placed in the building to accommodate the members and Senators and the Commons staff.

The building, which is being constructed on the cost plus system, will cost eight million dollars, instead of $5,100,000 originally estimated, mainly on account of the great increase in wages and the cost of materials used.

While Parliament sits workmen will proceed with the construction of the east wing. It will be years before the ornamentation is completed. Half a million dollars will be spent for furniture.

Princess Mary Makes Debut In Speech at Public Function

A despatch from London says:—Princess Mary made her debut as a speaker at a public function on Thursday night, the occasion being a farewell rally of the Women's Land Army, which is being disbanded. The ceremony was a picturesque one in the old Draper's Hall. After making an effective speech, Princess Mary presented "distinguished service bars" to some fifty women for their war work. The women and girls present wore their war uniforms and later were entertained at a supper and concert. They gave the Princess a hearty welcome.

Five-Shilling Note For Great Britain

A despatch from London says:—Great Britain is going to have five-shilling notes, which at the present rate of exchange are equivalent to one-dollar bills.

The present high price of silver is responsible for their introduction, and if the cost keeps at its present height some substitute will have to be found for lesser valued coins.

Largest of Shells Driven Through Thickest of Plate

A despatch from London says:—Sir Robert Hadfield announces that the largest calibre of armor-piercing shell has been driven in recent British tests through the thickest of modern armor plate. This feat in gunnery, he says, will render the British big guns, weighing something like 180 tons, unsurpassed in naval engagements in the future.

Bodies Picked Up From Ill-Fated Myron.

A despatch from Sault Ste. Marie, Ont., says:—After nearly a week's patrol of the north and south shores of Lake Superior and Whitefish Bay, searching parties were successful on Friday in picking up five bodies above Salt Point, in Whitefish Bay, from the ill-fated steamer Myron. The remains arrived here Friday night. No word has been received as to their identity.

War area in Northern France and Belgium is estimated to contain 3,000,000 tons of copper, of which one-third may be reclaimed. Sectors where hard battles raged are said to have 250 tons of iron to every 2½ acres.

The wonderful improvements in farming made in the last 250 years have been due mainly to two things: The introduction of grasses and clover, and the invention of labor-saving machinery.

PRINCE OF WALES' FAREWELL MESSAGE TO HIS FELLOW-CANADIANS

A despatch from Ottawa says:—"I can never forget it, nor can I express the whole of my deep gratitude for the open-hearted welcome which my Canadian comrades in arms and all my Canadian fellow-countrymen and women have given me." The foregoing is from a farewell message from his Royal Highness the Prince of Wales, which has been received by his Excellency the Governor-General.

The message follows:

H.M.S. Renown, Barrington Passage.

"The Renown is weighing anchor, and I feel that my first visit to Canada is really at an end. I can never forget it, nor can I express the whole of my deep gratitude for the open-hearted welcome which my Canadian comrades in arms and all my Canadian fellow-countrymen and women have given me.

"Will you please convey this message of thanks, most inadequate though it be, to Sir Robert Borden and the whole Dominion Government, whose care and hospitality throughout my visit have been so generous and so kind. The last four months will influence the whole of my life and I shall never be happy if many months elapse without a visit to my home on this side of the Atlantic.

"My best wishes to all the people of Canada till we meet again.

(Signed) "Edward P."

BRINGING UP FATHER