

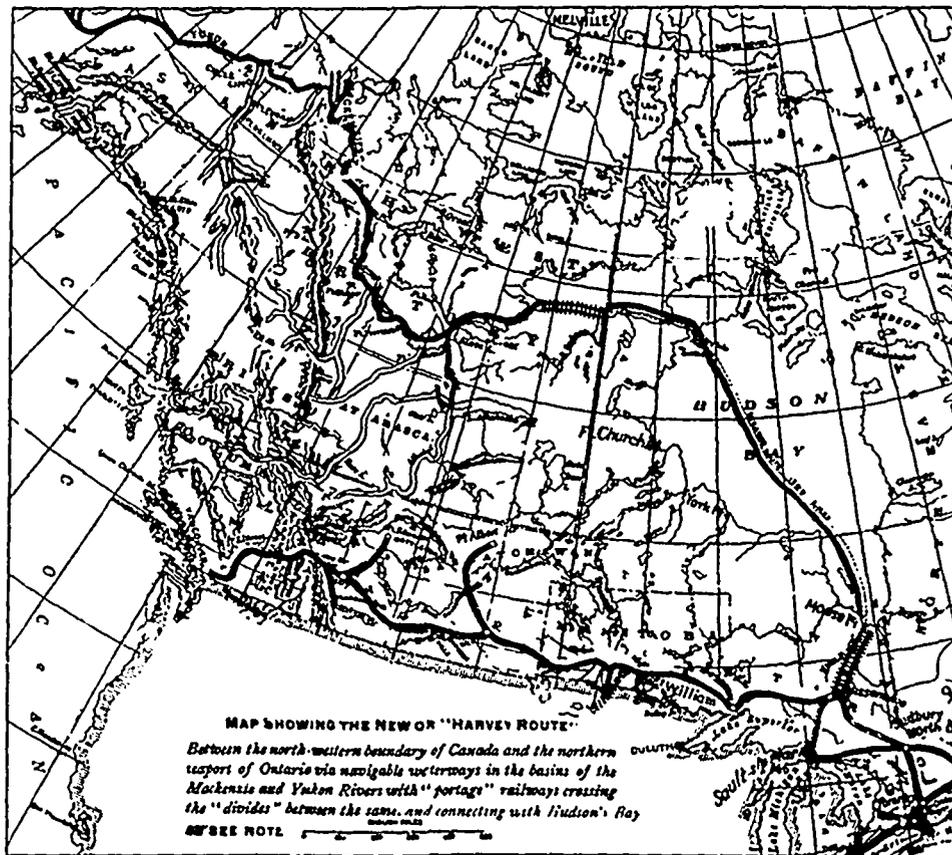
and west. That throughout this arable and pastoral area latitude bears no direct relation to summer isotherms, the spring flowers and the buds of deciduous trees appearing as early north of Great Slave Lake as at Winnipeg, St. Paul and Minneapolis, Kingston, or Ottawa, and earlier along the Peace, Laird, and some minor western affluents of the Great Mackenzie River, where the climate resembles that of western Ontario. That the native grasses and vetches are equal and in some districts superior to those of eastern Canada. That the prevailing south-west summer winds of the country in question bring the warmth and moisture which render possible the far northern cereal growth, and sensibly affect the climate of the region under consideration as far north as the Arctic circle and as far east as the eastern rim of the Mackenzie Basin.

Fish were found in abundance and salmon in nearly all the rivers.

The forest area, the report says, has upon it a growth

miles, where a portage railway would be built; from Great Slave Lake to the mouth of the Mackenzie River is 1,400 miles; a railway line 50 miles long would connect the mouth of the Mackenzie river with the Porcupine, a branch of the Yukon, which affords navigable water for 1,500 miles to the Behring Sea.

The line from Missanabie to Moose Factory is estimated to cost \$30,000 per mile, or \$7,500,000, and this sum it is proposed to raise partly by means of land and money grants which are to be asked from the Ontario and Dominion Governments on the following conditions: First—That no payments should be made until a considerable part of the work was actually done, and that a large reserve should be made until the road was actually finished to Hudson Bay. Second—That the stock control of the enterprise should be deposited in Toronto as a trust, and that it should be retained in that condition until the railway was completed and open for traffic. Then that the Dominion Government, and after that the Provincial



of trees well suited for all purposes of house and ship-building, for mining, railway and bridging purposes, far in excess of its own needs, and of great prospective value to the treeless regions of Canada and the United States to the south, the growth on the Laurentian formation being scant, but the alluvial portion has upon it the "Liard," a balsam poplar, sometimes called Balm of Gilead or rough bark poplar, 120 feet high, with a stump diameter of five or six feet. The white spruce, 150 feet high, with a stump diameter of four to five feet; the larch of about the same size, and the banksian pine, whose straight stem is often 100 feet long, with only two feet of diameter at the stump.

This is the country to which we wish to secure ready access. The route proposed is shown by the accompanying map. From Missanabie on the C.P.R., to Moose Factory on James' Bay, the southern extremity of Hudson's Bay, is 250 miles; from Moose Factory to the head of Chesterfield Inlet, the north-western extremity of Hudson's Bay, is 1,300 miles of deep water navigation; from the head of Chesterfield Inlet to Great Slave Lake is not more than 175

Government, and following these the citizens of Canada and of Toronto, should have an opportunity of taking a controlling interest in the stock at par, which should be valued in the construction operations at the same rate.

The charter under which the first line in this new chain of connection is to be built was granted to a number of Sault Ste. Marie men seven years ago, and was transferred by them a short time since to a group of well-known Toronto capitalists, among whom are Stapleton Caldecott, S. H. Blake, J. W. Langmuir, Robt. Kilgour, and James Scott.

The engineer in charge of the preparatory work is Charles T. Harvey, C.E., whose work is well known in connection with a number of important works.

THE DEEP WATERWAYS QUESTION.

The United States commission appointed to consider the question of an international deep waterway route from the Great Lakes to the sea has reported to Congress, and the Canadian commission appointed to co-operate with the American commission have also sent in their report. The