



In Craft like this Ojibways Navigated the Northward Rivers Two Centuries Ago.



How Earl Grey is travelling down the Hayes River



Tracking up a Rapids—instead of a Portage



The Ojibway River-Giant's Meditation



The Old Stockade will soon be crumbling down

THE FUR-POST REGIME

History reverts itself—in transportation. Two centuries and more the Hudson's Bay Company voyageurs pulled the York boats up stream from York factory. The Ojibway sewed up his birch bark canoe. With no charter from a government the trade route was established. The route cost nothing. Time was of small value. Most of the heavy goods travelled up stream—goods for the fur posts from the old wooden ships anchored out in Hudson's Bay. The furs went down stream in the York boats and the canoes. But the fur trade is just about dead now. The Ojibway is largely out of a job. He wears civilised clothes. When the last fur goes out of the country and the railway begins to carry out wheat the hinterland Indian will be a museum relic. All he ever was or hoped to be is summed up in the ancient Hudson's Bay motto, "Pelle pro Cutem." He knew little or nothing about horses for he lives where horses are of little use. He is a river man; unlike his cousin of the great wheat plains who, when buffaloes were a thousand times thicker than self-binders are now, rode his pony like a lord and cared not a curse for the river. The building of the Hudson's Bay road will rout one more tribe of red men out of their fastness.

THE LONG REACH TO THE NORTHERN SEA

Picture Panorama of Scene from the 17th to the 20th Century



The Railway Minister.

Hon. George P. Graham believes as heartily in the Hudson's Bay railway as any grain-grower in Saskatchewan.



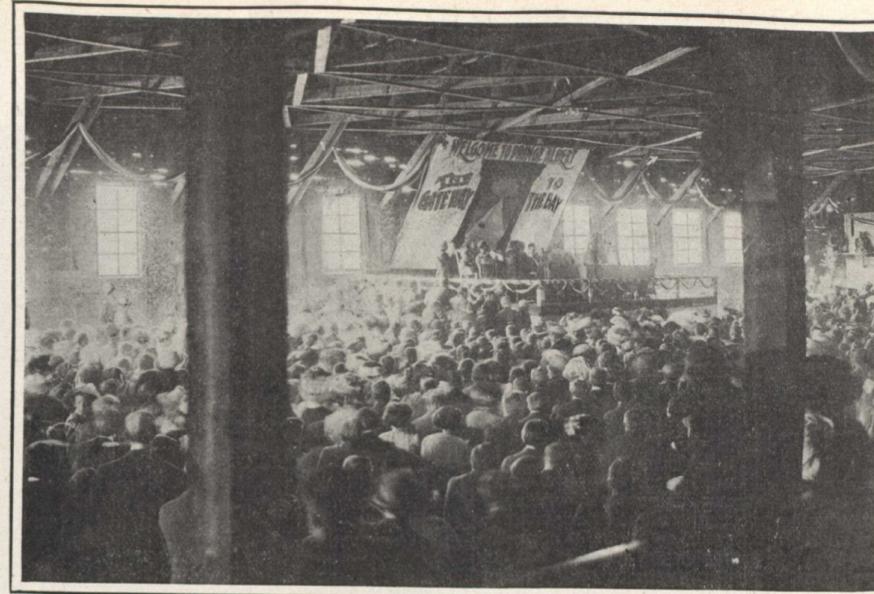
The Governor.

Earl Grey now from Norway House down the York Factory is the General to the Bay.



The Promising Premier.

Sir Wilfrid Laurier wore this smile at Prince Albert when thousands of wheat-growers called for a through line to the sea.



Farmers at Prince Albert—"The Gateway to the Bay"—show the Premier the need of a Hudson's Bay Road

OPEN THE ROAD TO THE BAY

The Economic of the Question

By ARTHUR HAWKES

THE railway to Hudson's Bay, at last, is really imminent. The contract for the bridge across the Saskatchewan at the Pas, half-way between Oxbow and the mouth of the Saskatchewan, has been let. The signs are that, when Parliament meets, the Government will have made up its mind just how the road is to be built and operated. The Governor-General, gratefully describing in England as "the best press agent Canada has ever had," this day travelling from Winnipeg to Churchill, and will give to the Court of Public Opinion his evidence about the country up there, and the way out.

Sir Wilfrid Laurier and the Minister of Railways have been going through the Prairie Provinces, listening to the most unanimous demands of farmers on the two great economic questions in which they are interested. They want a tariff that would be no tariff at all, especially on agricultural implements. Their cry has given the Free Traders of Great Britain some excuse for saying that Protection in Canada is a losing game; that is, if Canada is chiefly west of Lake Superior.

The farmers have also called for the Hudson's Bay Railway with an insistence that must be rewarded. Good politics and good economics do not always go together; for the politician is apt to surrender to the glamorous influences of demonstration which are the shadows of redistributions to come, in which the demonstrators will double their voting strength at Ottawa. The Premier has been fairly accommodating, but he has all the time declined to go very much farther than he went before the 1908 election, when he committed the Government to the speedy building of a road to Hudson's Bay.

Some impatient people, who imagine that the construction of a railway can be put in hand as easily as Red Fife can be distributed over the waiting fields, profess disappointment that more has not been done. But really the Government has made good progress. The land surveys have been made; the conditions at Churchill and Nelson, which must be investigated at this moment; the contract for the bridge has been let—fair intimation that the Government is committed to obtaining its initial access to the Bay by using the line built a couple of years ago by the Canadian Northern Railway from its Dauphin-Prince Albert branch to the Pas, where a flourishing town has sprung up.

The Grain Growers' Associations in Manitoba and Saskatchewan have persistently requested Government building and ownership of the road to the Bay. There is a distinct Socialistic element in the Grain Growers' Associations which like its counterparts everywhere, is enormously successful in gaining a hearing. It has scarcely been taken seriously. The Government to undertake the whole work of the rough end of a railway, which, however important, must, as a transportation enterprise, be subsidiary to a network of railways that

have been established in accordance with what has been regarded as the settled railway policy of the Government by the country at large, and by outside investors of capital, as essential to Canada as ballot-boxes.

The Government will take the course which on the whole seems best to it. It must respect western opinion in the same degree that it regards eastern views. For, the east has benefited a great deal by the opening up of the west, the impetus and fundamental credit, which have been made the Twentieth Century West possible, were furnished by the east, which has, therefore, a vested interest in the further development of the west.

In this connection the west, judging by some of its newspapers, is unduly nervous. Here and there a growl is heard which, being interpreted, means that the Government is run by the railways and the railways run the west in the interests of the east, and that, even if the road to the Bay should be built and remain in the hands of the railways, eastern control of transportation will be only like a vicious stepmother to the hundred miles of track north of the Saskatchewan, and to the lone terminals on the frigid inland sea.

The first thing for the west to do is to disabuse its mind of the idea that eastern public opinion generally has any hostility to the Hudson's Bay road. In the end, the channels of commerce will flow where they ought to flow. He is a duffer who reads commercial history who imagines that the facilitation of commerce reduces commerce in any place where it has reasonable capacity for prosperity.

There are in the United States a few short-sighted people, some of whom imagine they are statesmen, who really suppose that the expansion of Canada during the last dozen years is a disaster to the republic, because it has drawn a few hundred thousand people to our side of Parallel Forty-Nine. The truth is that the expansion of Canada, both through the employment of American capital in industries, and in the settlement of United States people on western farms, has increased the prosperity of the United States as much as it has developed the resources of Canada, because there have been transferred to Canada, from other countries, capital and people who have created increasing demands for all kinds of United States products. Three hundred million dollars of American money invested in Canadian industrial enterprises, which is called the drain of American capital away from its proper home.

But there is on deposit in New York, available for enterprises in the United States, a Canadian dollar for every dollar of American money actually invested in Canada. The money invested in Canada is producing more, for the owners of it in the United States, than the interest earned on call loans in New York is earning for the Canadian lenders of that money. Hudson's Bay situation has a like relation to the development of Eastern Canada. The evidence, submitted to the Senate Committee a year ago, indicated that the shortening of the grain route to

THE RAILROAD ERA

The bard who will write the parody "On the Road to Hudson's Bay," Tune—"On the Road to Mandalay"—will shortly achieve renown. Five hundred and a few odd miles overland from the banks of the Saskatchewan to the edge of the northern sea is just about the river measurement by the tortuous Hayes from Norway House at the head of Lake Winnipeg to York Factory. This voyage will take Earl Grey, now on the way, the best part of twenty days—easy travelling with several portages all of which were marked on the excellent map of the region made by Sir John Franklin long ago. For a long distance north of Prince Albert there is arable land. A picture on the following page shows a field of oats almost man-high growing two hundred miles north of Prince Albert, which will bring the outward fringe of the grain-grower to within three hundred miles or less of the terminus no Hudson's Bay. After that the land is sterile and rocky; almost denuded of game and fur; a vacant, rather desolate land whose chief value to the great middle west will be as an artery for box cars loaded with wheat for Hudson's Bay elevators. "Pelle pro Cutem" has served its day as a motto in that country. The slogan now is—"On to Hudson's Bay."



Minister of Railways tells Prince Albert about the road to the Bay



And it won't be long till the track-laying Hercules drives out the dusky Ojibway river man.