

than one-third is occupied by Lake Winnipeg, having a navigable area nearly equal to that of Lake Erie. It drains with its tributaries a basin of about 400,000 square miles. Churchill has an excellent harbor. It is as near to Liverpool by the way of a ship as is New York City. It is nearer to Liverpool by 64 miles than is Montreal. As to the distance from the city of Winnipeg to Liverpool the saving is therefore substantially the whole distance from Montreal to Winnipeg. It is equal to 1,291 miles by way of Lake Superior, or 1,698 miles by way of Chicago. From Winnipeg south to the international boundary line at Gretna is 69 miles. This is the shortest possible route to tide-water for the great wheat-growing regions of the Northwest, both in the United States and Canada.

It has been estimated that the saving in the transportation of wheat by this route would be such as to add a profit of \$3 on every acre of wheat produced in North Dakota and Northwestern Minnesota.

The Canadian Government has not been insensible to these facts. It has adopted measures looking to the construction of a railroad to Churchill. In 1878 it sent out one of its vessels, the Neptune, from Halifax, with a corps of most competent observers, to ascertain the navigability of Churchill and other harbors on the bay through the straits of Hudson. It was found that ice forms in the harbor of Churchill on an average about the middle of November and breaks up about the middle of June, thus giving one hundred and fifty days of navigation in each year for large ocean steamers. The canal at the St. Mary's River for the five years ending with the year 1888 has been open for an average of about two hundred and twenty days in each year.

It is stated in a paper read before the Royal Geographical Society by Commodore Markham that the temperature of the water in Hudson's Bay is 14° higher than that in Lake Superior. The bay has been navigated for two hundred and seventy years. The Hudson's Bay Company was incorporated in 1670, and from the time it commenced its operations in this portion of North America until about the year 1864 it sent out its men and supplies and took out its furs by ships into Hudson's Bay. Moose Factory, on the extreme southern shore, was visited annually by a ship from the year 1735, with the exception of the year 1779. This commerce was carried on by means of sailing vessels, without the aid of adequate charts, or of any light-houses or artificial harbor facilities. Specially constructed steam-ships of great power and strength and of large tonnage could easily move each season the grain, cattle, and mineral products of the new Northwest, with adequate return freights to supply the wants of its people.

I submit these considerations because they are cogent reasons why we should act upon the pending subject with promptness and liberality. The tendency of transportation is at present over the east and west route by way of the Great Lakes and the Canadian and American canals. It ought to be generously and speedily encouraged. It draws these great commonwealths closer to each other along their entire length. The opening of another route whose tendency will be repulsive to political and commercial intimacy will be the certain result of provocation or retaliatory treatment by us of this great subject of our relations with Canada.

The engineer in charge remarks in his report for the year ending June 30, 1889:

The excavation for the lock-pit once made the work should be carried forward without interruption and as fast as possible. Any other course would be un-