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Hudson's Bay Company, in London, for the list in the Appendix showing the dates of the arrivals of the Company's ships at Moose Factory, and of their departure from that point, and to Mr. Chief Factor Fortescue, for the similar list in reference to York Factory. They show that very few interruptions have occurred in making the regular annual voyages to these ports during periods of one hundred and forty-seven and ninety-three years respectively."

Although the establishment of a line or lines of steamships to ply between England and Churchill or York Factory, will, if successful, do a great deal towards the development of the resources of Hudson's Bay and of the territory on or near the coast, the central and southern portion of the territory claimed by us can only be opened up, and its resources fully developed by railways. The period during which the Moose and Albany Rivers can be navigated is so short, and the navigating itself so bad, that heavy goods could not be sent inland to any point south of the long portages on the Moose, or Martin's Falls on the Albany, but at a very heavy cost for freight. During the greater part of the summer these rivers are too shallow to be navigable by anything but canoes or flat-bottomed boats of very light draft.

As regards the probability of the territory becoming accessible by railway, I may say, that it was thought to be at one time all but decided that the Canadian Pacific Railway was to cross the Height of Land on a course about north-northwest from Lake Nipissing, and pass through the southern part of this territory at no great distance from Matawagamingue, Flying Post and New Brunswick, so frequently mentioned in this and former reports. This route is laid down on the railway maps, and called "Route No. 2, Report 1874." Last year it was stated that all idea of thus locating the route for the railway had been abandoned, and that it would be carried along the north shore of Lake Superior and south of the Height of Land, whatever the cost might be. This spring it was said that the route along the north shore of Lake Superior had been found to be all but impracticable, and engineers were sent up the Mississagua River, almost, if not quite, to the Height of Land, to find a route that way, the object being, as I suppose, to make the line from Lake Nipissing to Algoma Mills a part of the main line, instead of only a branch as originally contemplated. The engineers, I was told, were again disappointed in this route also. Finally, when I returned from the north I learned that a party had ascended the Wahnapiatae River, as I presume to find a feasible route for the main trunk line, over the Height of Land, with the intention, most likely, of reaching and afterwards following "Route No. 2—Report 1874" above referred to—a route which has been, I believe, improved by the subsequent explorations of Messrs. Gamsby, Ramsay, Poulin and other Canadian Pacific Railway engineers and explorers.

I am of opinion, that if advantage be taken of the glacial troughs or channels (already alluded to) the Height of Land may be crossed at several points without very much difficulty. But in order to do this, the line must, I conceive, run *with* and *not across* these ice-formed troughs or channels, until it fairly emerges on the other (north) side, where at or about the junction of Laurentian and Huronic groups of rock, I believe it will be then possible to run the line westward without any such engineering difficulties as are met with on the south side of the watershed. The ice channels at or about the meridian of the source of Monabing and possibly of the Wahnapiatae River also, run nearly north and south. I am inclined to think that to the westward of this meridian (81° 30') the bearing of these troughs inclines more and more towards south-west and north-east, and on the other hand, or eastward, become more and more south-east and north-west. The idea does not appear to have occurred to the engineers or explorers of the Canadian Pacific Railway, that it might be very much better to follow two sides of the triangle, in order to surmount a serious difficulty of this nature, than rigidly adhere to the shorter and more direct hypotenuse, which from the physical and geological character of the country presented most formidable engineering difficulties; or, if it did occur to them they were often, I suspect, too much hampered and bound by written instructions, to venture to make so great a deflection as was in this case necessary. The advantages however of lighter work, easier grades and a better route would far more than compensate both the Syndicate and the public for any increase in the length of the railway thus entailed. Not the least of these advantages would be, that by following this route the railway will