

well-known authority on matters relating to the Dominion, and who, speaking in his capacity of President of the Geographical Section of the British Association at Swansea last year, referred to Churchill as destined to become the future shipping port for the agricultural products of the vast North-West Territory and the route by which immigrants would enter the country. Those who take a similar view and are interested in the success of the new route, have naturally sought to place its advantages in the most favourable light before the public, whose attention is invited to the resources of Hudson's Bay itself and of the country by which it is immediately surrounded. The trade in furs, which has hitherto constituted the principal business in that part of the world, is duly adverted to, while its fish and mineral resources are spoken of as being large and important. But it is on the great advantage likely to result from the establishment of a seaport in the very heart of the country, more than 1,500 miles nearer than Quebec to the centre of the North-West Territory, that stress is chiefly laid. Churchill Harbour, it is pointed out, is only 400 miles from the edge of the greatest wheatfield in the world, or not so far as from Quebec to Toronto. The lands, it is added, of the North West capable of supporting an agricultural population, exceed 200,000,000 acres in extent. This is the country which Lord Lorne has recently traversed, and of which the Correspondent of *The Times*, who accompanied the Governor-General, has written such interesting descriptions. It is hoped that the heavy freight, not only of this vast region, but of portions of the United States to the south of it would find its way by the proposed route to the markets of the world. In justification of this, mention is made of the fact that the distance of the central part of the agricultural lands of the North-West Territory to Churchill Harbour is about the same as to the city of Winnipeg, and that as the sea voyage from the former place to Liverpool is rather shorter than from Montreal to Liverpool, the whole distance from Winnipeg to Montreal—which by way of Lake Superior is 1,291 miles and by way of Chicago 1,698 miles—would be saved by the adoption of the Hudson Bay route, so that a consignment of grain or beef sent from the Saskatchewan or Peace River districts by way of Churchill might reach Liverpool as soon as it could arrive in Montreal if sent by the St. Lawrence route."—*The Times*, Oct. 27th.