

# The Arctic in Hudson Strait

(Concluded from page 11.)

breaker. There is no give whatever to the pans and they are too thick to be broken even by the full impact of a rapidly-moving vessel.

The date of the closing of navigation at the western end of the Strait, from the causes just described, cannot be predicted with certainty, since both the mean monthly temperature and the time when the old ice comes down in force are variable. This, however, may be said in a general way: that a vessel runs serious risks by remaining near the western end of the Strait later than the first week in October. Seasons may occur when the Strait is open until November, but other seasons are bound to occur, as they have in the past, when the Strait is frozen up in September. It will be noticed that to all intents and purposes the date of the opening of navigation is determined by the conditions at the eastern end of the Strait, while the date of closing depends chiefly upon those at the western end.

We have briefly reviewed the obstacles to navigation arising from the presence of ice in Hudson Strait. Concerning the Bay little need be said since the latter is always navigable both earlier and later than is the Strait. Occasionally ice fields of large extent are met with, as for example during August, 1912, when, as I am informed by Captain Waite, of the Beothic, a field of heavy Arctic ice extended almost across the whole bottom of Hudson Bay—occupying an area of not less than 36,000 square miles.

While field ice is rightly regarded as the most formidable barrier to the navigation of Hudson Strait, much could be said about other impediments. Allusion has already been made to the tidal races and eddies at both the eastern and western entrances to the Strait. These currents, being both rapid and extremely variable in direction, make uncertain in the highest degree navigation in thick weather. The prevalence of fog, moreover, and of snow storms, the latter more especially in September and October, goes to make this thick weather only too common.

Last, but in some respects most in-

sidious of all—because it strikes at the very heart of navigation—the mariner's compass becomes next to useless in these regions. This is due to the circumstance that the proximity to the earth's magnetic pole causes so large a diminution in the directive force of the earth's magnetic field as to accentuate to an alarming extent any residual compass error. In the case of modern iron vessels the compass is in fact almost useless. When in addition such a vessel is rolling at all heavily, the compass-card is wont to spin about in complete circles. Nor can a table of compass deviations be made to serve, since these deviations change appreciably even as the vessel passes from one end of the Strait to the other. Magnetic storms, too, are frequent, when changes of as much as a point occur in the direction of the compass-needle. All these factors require that in thick weather masters of vessels proceed slowly and with the utmost caution, for it is only rarely that in this region of precipitous coasts soundings will be of any value to them.

It has already been mentioned that in order to be able to work through ice of any kind an iron vessel would require to be constructed much more strongly than is the modern ocean tramp. Heavier plating, transverse girders, and a strongly reinforced bow would be indispensable features. This, of course, means diminished carrying capacity and increased freight charges, the consequence being that a freighter built for the Hudson Bay route could not be made to pay when tramping on the regular routes in the winter time. In addition to this one must consider the higher insurance rates, and still more the frequent delays which cannot but attend navigation in Hudson Strait and Bay; both of which stand to raise freight charges to a prohibitive degree. Whether in view of these facts the Hudson Bay route will be able to compete successfully with the other routes is a moot question, and one the answering of which in the affirmative by the present Government will be regarded by many as a step fraught with the gravest consequences.

## Schools as Social Centres

THE movement towards using the schoolhouse as a social centre is gathering way. The New York view is well expressed by *Vogue* in a recent issue as follows:

### The Opportunity Around the Corner.

"The experiment of making the public schools in town and country social centres has been so successful that it is to be wondered that reformers have not long ago put it into more general practice. In educating the great, unassimilated mass of foreigners which composes so large a part of our population, it is indeed wise to begin with the younger generation. We can no longer blink the fact that a generation has arrived upon the scene of our national development which threatens to throw us back to an ethical plane which the enlightened peoples of the world have long since left behind. The criminals who throng our courts are not alone illiterates, but men and women who have passed through our public schools and under the direct influence of those we have placed over them. The educational authorities have failed to supplement weak parental control, the root of the trouble, so the community must now, for its very life's sake, take a hand in stemming this fearful moral waste of the young, not alone for the sake of the victims, but also for the coming generation whose progenitors these undisciplined young people are and for whom they will furnish vicious instincts and environments, and so pass on their own demoralization.

"The chief element of hope in the plan of using the school as a social centre is that it is based upon the idea of mutual helpfulness—of teacher co-operating with parent, of rich co-operating with poor, enlightened with illiterate. But this method of reform must fail unless the better class of women and men that there is in almost every neighbourhood

gives itself freely to the work. It is largely because parents have ignored the schoolhouse as completely as though it did not at all affect their own lives that the present conditions have come to pass.

"The first use of the schoolhouse as a social center is, of course, to make it a place where the children will like to spend their playtime, a place that offers all the joys of the street with none of its dangers. And here comes up the old question of supervised playgrounds, but however it be settled, there is work and to spare for every cultured young girl and woman in the neighbourhood of a public school in bringing wholesome, happy play and instruction into the out-of-school lives of the children.

"Another phase of the subject is the opportunity here offered of training the young voter in that direct and concrete fashion that all lovers of the practical crave. This should be a recognized part of the plan in every center. The training need not go beyond informal talks on civics delivered in a stimulating fashion, in rooms set apart where the young men of the neighbourhood may meet and thrash out their opinions. The little jeweler, caterer, baker, clerk, and small merchant in the side street, does really need and desire a quiet place where he can talk "politics" with his peers. The respectable men of this class will not go to saloons, and they are often so circumstanced that they cannot open their homes to their friends.

"To these men should go the well-informed men of the neighbourhood, and those who have no gift at speaking publicly can do much to educate this unformed public opinion by mingling with the men and talking with them as with their own kind. Thus, much of the sophistry and the untruth of editorial and platform demagogues could be exposed, as also the half-baked theories of those voluble leaders who propose to improve by revolution."



The "Andover" is the fashionable type of single-breasted, two-button suit that is now being worn extensively in London and New York. You will be delighted with it.

**\$12.50**

If these coats are made double-breasted style, 75c extra. Duty Free and Carriage Paid.

**USE THIS COUPON NOW**

## Don't Buy Your Summer Suit

Until you have seen our Style Book. Send for it to-day.

Sign the coupon and we will send, absolutely free, 72 pattern pieces of the finest English suitings you ever saw. With these suitings will come proofs to convince you that you can buy your summer suit direct from us in London and get better materials, better fitting and better service than you could possibly get from your local tailor for double the cost.

When you receive these patterns you can make this test. Pick out the suiting you like, take it to your local tailor, ask him what he would charge to make you a suit of that quality of material. Then compare his price with that asked by us.

Surely one can't make a fairer offer than that. Sign the coupon and mail it now. The patterns will be sent by return mail. Or write us a postal, addressed to

**CATESBYS Limited Dept. 7**

119 West Wellington St., Toronto.  
Coronation Bldg., Montreal.  
160 Princess Street, Winnipeg.

Or CATESBY LTD., Tottenham Court Road, London, England.

The "reason why" of our values is that we save you the four middlemen's profits that your local tailor has to pay before he even gets the cloth.

Your suit is shipped five days after your order is received in London. We guarantee perfect satisfaction in every particular and detail of the transaction. The price includes the payment of all duty and carriage charges by us.

MESSRS. CATESBYS LIMITED,

119 West Wellington Street, Toronto;

Gentlemen,—Please send me your 1913 Style Book and 72 pattern pieces of cloth. I am thinking of buying a suit.

Full Name .....

Full Address .....

Dept. Canadian Courier.

## Algonquin National Park

THE IDEAL SUMMER RESORT FOR CAMPER, FISHERMAN, CANOEIST.

200 miles north of Toronto, 175 miles west of Ottawa

Altitude, 2,000 feet above sea level

Good hotel accommodation



### THE NEW CAMP-HOTEL "CAMP NOMINIGAN"

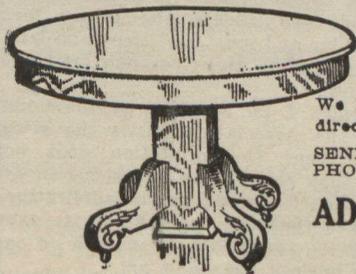
being inaugurated this season, will prove attractive. This sort of camp is new to the "Highlands of Ontario." It consists of log cabins constructed in groups in the hearts of the wilds, comfortably furnished with modern conveniences, such as baths, hot and cold water, always available.

Handsomely illustrated folder free on application to J. Quinlan, Bonaventure Station, Montreal; C. E. Horning, Union Station, Toronto, Ont.

G. T. BELL, Assistant Passenger Traffic Manager, Montreal.

H. G. ELLIOTT, General Passenger Agent, Montreal.

## FURNITURE From FACTORY to YOU Freight Free



We have cut out all unnecessary expense by shipping direct from our various factories to your home.

SEND FOR OUR LARGE PHOTO ILLUSTRATED Catalogue No 17

**ADAMS FURNITURE CO., Limited**

Canada's Largest Home Furnishers. Toronto, Ont.