

Hudson's Strait and Bay from rocks, shoals, and other impediments to navigation will exempt vessels in that quarter of the globe from the heavy expenses for pilots, lighthouses, etc., which burden shipping by the St. Lawrence, and are even more onerous in some other parts of the world. The delays from drifting ice in the strait, which have occasionally occurred to sailing vessels, would not be experienced by steamships.

We have seen that in proportion as we decrease the cost of transportation to a foreign market, we increase the home value of all kinds of farm produce, and consequently of the farm itself. Now, considering the vast extent of fine land to be affected by the opening of the route above referred to, if the value of each acre of it were enhanced in this way by only a few shillings, the aggregate increase would amount to more than a hundred million of dollars. Such a gain as this, together with the various other great advantages which, as we have seen, may be derived from the opening of this new ocean route, will, I think, sufficiently illustrate the commercial importance of Hudson's Bay.

GEORGE A. BAYNE (now deceased), *Civil Engineer, Winnipeg.*

*Season 1884.*

The harbour at Churchill is one of the finest I have ever seen. Nature has done so much for it in the way of protection from storm and in depth of water, that without further improvements it is fitted to take rank among first-class ocean ports. I took careful soundings, and find a distance of 400 feet from high water mark along the shore a depth of 38 feet, deepening suddenly to 50 feet. These soundings were taken at extreme low tide. At spring tides the river rises at least 15 feet, so that it will be seen that the river affords from 53 to 65 feet of water. The entrance to the harbour I judge to be about half a mile in width, the point on the west side extending into the bay, and overlapping that on the east.

From reliable information I learned the following facts, viz. : (1) The Bay and Harbour of Churchill are open for navigation from the 15th of June to 20th October for ordinary sailing vessels, such as now trade to this port. (2) That sometimes the ice does not take fast in the harbour until the 1st December. (3) That the ice is never solid in the bay for a greater distance from the shore than half a mile, and this is liable to be broken up by wind and tide. (4) That this harbour is considered by the coasters to be the best on Hudson's Bay.

From the above facts it will be seen that, so far as the harbour at Churchill is concerned, there will be found little difficulty that experience and practice will not overcome to prevent the loading and unloading of steamers all the winter.

C. N. BELL and Dr. BELL.

Mr. Charles N. Bell, in his "Northern Waters," 1884, says : "It is found on investigation that fully 750 vessels have passed through Hudson's Strait, and this does not cover, it is known, the whole number. The list includes British troopships, emigrant ships, war vessels of the English and French (some of them carrying 74 guns), as well as ships bound on voyages of dis-