

APPENDIX.

THE NEW ROUTE FROM EUROPE TO THE INTERIOR OF NORTH AMERICA.

"To the student of the map of the Dominion of Canada the most conspicuous feature which presents itself is the great inland sea of Hudson's Bay, which is about 1,000 miles long and has an area of 500,000 square miles. Part of the vast region draining itself into the bay is barren, but there are immense tracts of land, especially to the west, with a very fertile soil and a climate suitable to the growth of all kinds of cereals and root crops. On this side, the Nelson, which has a course of about 500 miles, is the longest of all the rivers which flow into the bay, the second in point of importance being the Churchill. Hudson's Strait, by which the bay is connected with the Atlantic Ocean, varies in breadth from 45 to 100 miles, and the chief danger to be apprehended in passing through it is the stream of ice which floats by the entrance at certain seasons of the year. It is this difficulty in the way of the navigation of those waters which constitutes the chief obstacle to the establishment of the route *via* Hudson's Bay to the North-West of Canada, for which the Nelson Valley Railway and Transportation Company of Montreal obtained a charter from the Canadian Parliament in the spring of last year. This charter gives the Company power to construct a railway from Churchill Harbour, which is situate at a central point on the western coast of Hudson's Bay, to the foot of Lake Winnipeg, with a branch southward to connect the proposed route with the Canadian Pacific Railway. The route has the great advantage of being the shortest and most direct from Liverpool to the North-West Territories of Canada, the distance by it from Liverpool to Churchill Harbour being only about 2,926 miles, while to Montreal *via* Cape Race it is 2,990 miles, and to New York *via* Cape Clear 3,040 miles, showing a difference in favour of the Hudson's Bay route as compared with the Montreal of 64 miles, and with that *via* New York of 114 miles.

The claims of Churchill Harbour to notice on this and other grounds seem to have attracted the attention of General Sir H. Lefroy, who is a