

for ordinary iron steamships through Hudson Strait and across Hudson Bay to the Port of Churchill, may be taken to extend from the 20th. of July to the 1st. of November. This period might be increased without much risk by a week in the beginning of the season and by perhaps two weeks at the close."

That is, Mr. Low states that navigation is possible for from three and a-half to four months of the year. He, however, does not accompany his opinion with sufficient data to warrant us in throwing aside the opinions of either Lieut. Gordon or Commander Wakeham; nor does he attempt to refute the three following arguments put forward by them to show that the period of navigation must end before the first of November: I. The extremely short day at that time of year; II. The Baffin Bay pack's descent across the eastern entrance to Hudson Strait; III. The increase in insurance rates due to these dangers.

Granted then that there are three and a-half months, to take a medium figure, of navigation from the Atlantic to Churchill, it must be noted that for only two months, September and October, is navigation open after the shipment of the year's crop begins.

The navigation question thus disposed of, we must next ascertain what part, if any, of a railway to Hudson Bay is already built, and what is the outlook for the completion of the road. A glance at the last map of Canada issued by the Department of the Interior shows that there is only one road which can be considered as leading to the Hudson Bay, that is the Canadian Northern Railway. If one leaves Winnipeg on the Prince Albert Branch of the Canadian Northern, the train after travelling 390 miles stops at the rather startling station known as Hudson Bay Junction. From there a branch line runs northward towards the Hudson Bay, a distance of 86 miles to the Pass on the Saskatchewan river. Thus there are already 476 miles of the Hudson Bay Railway built. Nor does the Canadian Northern confine its attentions to the south side of the Saskatchewan; they have