MODERIALIZING HUDSON BAY

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of French works that are of vital interest to the historian of Canadian early days. The first English work—Hearne's Journal—is now awaiting publication. As I have seen the last page proofs, and know that the work, printed in Scotland, for reasons that are eminently satisfactory to the Scotch, will be a perfect stample of printing and bookbinding, ti is proper to write of its association with the impending inclusion of the Hudson Bay among the premier routes that guarantee sustenance to the heart that guarantee sustenance to the heart Straits and coasted Ungava and La-

that guarantee sustenance to the heart of the empire. For Samuel Hearne's Straits and coasted Ungava and La-brador on some that caused them to Journal shows how far we have come call Hudson Bay the Mediterranean of carada, and to tell the Canadans that, in the whole of the trip thru waters that the canadans

An Early Adventurer. Lord Grey, on a rock at Churchill harbor, saw the chiselled autograph, "Samuel Hearne," cut there a hundred and forty years ago, which seems likely to e dure it. I long after Chu chill has become a great enfrence for all has become a great entrepot for all kinds of trade of which the early adventurers never dreamed. Hearne was the governor of Fort Churchill. who meekly surrendered to La Perouse. But his fame belongs to the time when. twenty-four, twenty-five twenty-six years of age, he traveled over unknown country from Fort Churchill on the west coast of Hudson Bay to the mouth of the Coppermine River on the Arctic Ocean, in search of the copper which the Indians said was there in prodigious quantities. Hearne twice returned to Churchill defeated. The first time his Indians left him. The second time he went back because his quadrant was broken. The thir time he was successful, because he was guided by Matonabbee, a born leader, on whose advice women were included in the expedition, for, said he: "When all the men are heavy laden, they can neither hunt nor travel to any considerable distance; and, in case they meet with success in hunting, who is to carry the produce of their labor? Women were made for lator; one of them can carry or haul twice as much as two men can do. They also pitch our tents, mend our clothing, keep us warm at night, and in fact, there is no such thing as traveling any considerable

distance, or for any length of time, in this country, without their assistance.

from the Saskatchewan Valley to Bristol and London, than he is about improving the safety of the Britishers food supply. His six cents a bushel is an imperial asset nevertheless, which he will recognize more and more the closer it comes to him—partly because it will come thru the investment of British capital in opening the bay.
While the governor-general was crossing the bay. Sir Wilfrid Laurier

was criss-crossing the western prov-inces. Many a time he must nave wished that he could exchange places with Lord Grey. While the governorgeneral was basking in the sunshine of the Canadian Mediterranean, the premier was wrestling with one depu-tation after another which demanded that the government build the railway to the bay, and build it quick. He had pledged the government to the railway during the general election of 1908, and some of his interviewers talked to him as the he ought to have been laying steel, instead of traversing the prairies in a private car, asking for every-body's views upon the management of the country. Sir Wilfrid had with him his capable minister of railways, who said that on the day he left Ottawa he had let the contract for the bridge Mission, the present terminus of the Canadian Northern Railway, nearest the Hudson Bay, and had therefore be-

Surveyors.

Only Che Problem.

In truth, there is no discussion in the west about the Hudson Bay route to Britain. All the talk is as to how the business shall be handled. The situation has a peculiar interest for the British investor who is nervous about innovations in governmental finances, because Sir Wilfrid has been urged to build and to operate the road as a government enterprise. Choosing a Port.

at all dealers. The government surveyors' earlier reports favored the mouth of the Nelson as against the mouth of the Churchill for the port of the Hudson Bay

by the American, who learns in Canada that there is as much chance of the

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lished in The Strand in 1795, are being republished in the three hundredth year after Hudson found the bay in which he perished; and in the year when a sovernor-general, by a unious journey from the prairie to the ocean by way of Hudson Bay, pays homage to the vital quality with which easy transportation endows the state. A great English city marches with a new stride towards a goal which it first clearly sees thru the advent in commerce of a great railway, which bemerce of a great railway, which began as a venture towards Hudeon Pay: and in the year that the chief of all the kindred states begins its beavy all the kindred states perins its reavy expenditures on opening up Hudson Pay. The pens of trained observers are available to put things together for the historian who will have time and distance for his perspective. That historian will note that the imperialization of Hudson Bay really begin in the first year of the Fifth George, who knew all his dominions far better than anv one of his subjects can ever to do.

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waters that the enemies and little faiths of northern grain routes have

incontinently described as the most dangerous of all America, there was

not enough ice to cool a glass of chemparne. The governor-general, the papers told us, was foined on the way from Cape Breton to Quebec, by H.

conference, whose next meeting will take place in 1911 in Tondon. Mr. Just setting something of an example for the colonial office has been tour-

ing Canada so that the most delicate demortment of inter-imperial admin's-

tration may really know something of

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