

## EXTRACTS FROM THE PRESS.

From THE VANCOUVER WEEKLY WORLD, June 7th, 1894.

A writer in an Eastern contemporary has this to say of the Hudson's Bay route, now receiving so much attention: Eastern Canada must watch the development of the Hudson's Bay route. No merely Provincial sentiment can be permitted to obscure our vision of a sense of that which is most fitting, simply because it is feared such may not conduce to our immediate welfare. There is no such thing as a separated Canada. We are all united. We of Nova Scotia have as much rights in the national property of Hudson's Bay as the yoomen of the Saskatchewan. We cannot therefore afford to have our national assets rust in idleness. These are meant to contribute to the universal prosperity of the Dominion. It is a mistake to suggest that the Hudson's Bay route cannot benefit the Maritimes. Not a sod is turned West of the Rocky Mountains, not a fur-bearing animal trapped in the circum-arctic zone of timber without the efforts, the stride of development which such implies, reacting to the express benefit of the Maritime Provinces of Canada. How much more then will be the opening of this great gate of the North American continent by this giant nation benefit us, inexpressibly and much! For some reason or other we of the East are not familiar with the Hudson's Bay scheme. We have studied it closely, and satisfactorily appreciated its momentous qualities. We have therefore determined to make a speciality of the matter. Upon this occasion, however, it will help us to listen to the voice of the West. "Hudson's Bay is a route which will soon be made use of as an outlet for grain and cattle, and whose importance to the future is incalculable as a base of supply and an impregnable military highway between Great Britain and the Dominion. By this route Saskatchewan and Assiniboia are as near tidewater as Ontario. By this route San Francisco is 900 miles nearer the seaboard than by the way of Chicago—a saving in distance, too, effected in land carriage, whose cost, as compared with ocean transport, is as 15 to one. By this route, Santa Fe, in New Mexico, is 300 miles nearer Churchill, on Hudson's Bay, than to New York, and by it the vast European trade of the Pacific seaboard down to the Gulf of California, and west of the Sierra Madre Range, is destined to find an outlet. These are economic facts whose triumph is only a question of time. Events are hurrying in this direction, for the people of Manitoba and the Territories are becoming impatient over the route, and an increasing cry is being raised for its development. Like wheat-raising in the North-west, doubts have been cast by jealous interests upon the scheme. Notwithstanding the most patent facts in history of polar adventure, a groundless impression prevails that the navigation of Hudson's Straits and Bay is attended with extreme difficulty and peril. The open season on Hudson's Straits is variable, but will probably average five months, and, perhaps, for large and powerful steam vessels properly constructed may prove practicable for the greater portion of the year. There are three merchantmen at present on the route, which leave London in June, and make the trip in about six weeks, against a constant headwind. The return trip, aided by a fair breeze, is made in some 20 days. These vessels are of some 500 tons register, but carry 800 tons, and are strongly built. Severe storms are rarely encountered on the voyage, the chief difficulty being the passage of the Straits, in which, however, no vessel has been lost in years. The Straits are narrow and both coasts are visible from the ship. They are lined with icebergs, which are aground, and bear a startling resemblance to lofty, embattled towers and great cities. Few icebergs are afloat in the Straits, but vast sheets of floating ice are often set together by the tide, breaking up when it turns, and leaving a free passage for the ships. But what three vessels can do, a thousand can do; and just as large fleets visit Quebec in spring and fall for timber, so large fleets will visit Hudson's Bay for wheat. The adoption of steam will reduce the passage to less than the time of a Montreal and Liverpool packet, and the directness of this route will place a large portion of the North-west as regards British trade in as favorable position as Eastern Canada." This is one way of putting it. The following boldly lays down the principle that a new Canadian port be created at Churchill: "The building of the Hudson Bay Railway is a subject of vital importance to the whole of the North-west Territories, since we must stand either as men of progress, who will develop and open up their new highway for our products through Hudson's Strait, or form the obstructionists to this great enterprise. Port Churchill is the best harbour for any kind of vessel, the water being deeper and the channel safer. The entrance to Churchill harbour is through a narrow, rocky inlet about half a mile across, a ledge of rock jutting out from the east side nearly across the mouth, upon the extremity of which is the ruin of an old stone battery. The depth in this channel in low water is five fathoms. The breadth of the harbour inside the entrance is about two miles, and continues that width for upwards of 14 miles from the mouth. The average tide rise is about 9 to 12 feet and the tide runs nine miles up the river. The over-topping points at the entrance make the harbour perfectly secure from any storm that may rage in the bay, and there is room in the harbour for a large fleet of ocean steamers. Here, then is the great front door to this country. When the ships from all parts of the world are invited by us to cast their anchors in Churchill harbour a large northern commercial city will arise at Port Churchill, a city exactly a degree and a quarter further south than St. Petersburg, the capital of the Russian Empire. By the revenue that will be collected at Churchill we will not then be a source of expense to the Dominion. We will not then require to send immigration agents abroad for the purpose of peopling our North-west. The tide of immigration will flow directly into our Province. Our farmers will find a ready market for their products. The price of grain will be as high in Saskatchewan as in Chicago or Montreal. This is our destiny.

From THE PALL MALL GAZETTE, July 17th, 1894.

The unanimous vote of the Canadian Parliament in favour of granting a heavy subsidy to a new line of fast Transatlantic steamers is very gratifying. The line is to be purely Canadian and British, the steamers are to get the benefit of the subsidy: that is a considerable advantage, but in the matter of money payments it is always open to the United States to "go one better." But the Canadian route, however, will have one advantage which money cannot buy: it will have the full benefit of the short circle, resulting from the high latitude of the points of departure and arrival. It is not altogether impossible that before long we may see a far greater stride made in the matter of Transatlantic navigation; and this time also it will be Canada that will be the gainer. There is evidence that Hudson's Bay is becoming every year freer of ice. If the experimental voyages which have been made to Port Nelson on the western extremity of Hudson's Bay prove to be the introduction of a regular summer service over the same route, then indeed Canada will have opened a road to the heart of the American continent which ought to give her a permanent pre-eminence in the matter of communication. Port Nelson is sixteen degrees north of New York, but it is no less than twenty-three degrees to the west of it. A passenger landing at Port Nelson is already west of the longitude of St. Louis.