

he will be still about as far from Liverpool as our other traveller when he has reached Churchill. In other words, the route from the North-West Territories to England, *via* Hudson's Bay, saves the whole distance between Winnipeg and Montreal. The distance to Liverpool by way of New York is still greater. The advantages of this short route over all others are so numerous that only a few of them can be referred to in this short paper. The great saving in distance represents an important economy in time and money, or in freight and passenger rates. If the grain, cattle, and other productions of the North-West Territories could reach an European market, only through Ontario and Quebec, or by way of New York, a large proportion of their value would necessarily be consumed by the long land carriage; whereas, if they find an outlet at Churchill, there will be an average saving of 1,291 miles as compared with Montreal, and of upwards of 1,700 miles as compared with New York, and this without any increase in the length of the sea voyage. In effect, this will place a great part of the farming lands of our North-West Territories in as good a position in regard to a seaport as are those of Ontario, west of Toronto; and consequently will greatly increase the value of every description of farm produce, and, therefore, of the farms themselves. Some kinds, which could not be sent out of the country at all by the longer land route, may be profitably exported by the shorter one. For the transportation of both grain and fresh meat, as Colonel Dennis has pointed out, the northern route, besides the shortening of the distance, would have great advantages over all those to the south, owing to its cooler and more uniform temperature. Heavy or bulky goods of all kinds would, of course, be imported into the North-West by the shortest land route. In regard to the export and import of live stock, this independent route will possess a great importance to these territories. Hitherto, cattle, horses, hogs, and sheep have there enjoyed an immunity from almost all forms of contagious diseases, and, owing to the healthy nature of the climate for these animals, it is hoped this state of things will continue. The domestic animals in the United States and the older Canadian provinces being occasionally afflicted with contagious diseases, it becomes necessary for European countries to impose restrictions on their importation. In the event of an epidemic of this nature existing in some part of these regions, but not in the North-West Territories, there need be no objection to exporting live stock from the latter by way of Hudson's Bay.

As a route for emigrants from Europe, that by Hudson's Bay possesses not only the advantage of the short land journey, but the still more important one to us, of entirely avoiding the United States and the populous parts of Canada, in both of which, it is well known, a very serious percentage of the immigrants destined for our North-West lands are every year enticed away to settle in the great republic. An inlet by Hudson's Bay is the only thoroughly independent channel which can ever be established between the British Islands and our great and valuable territories in the interior of North America; and it is very desirable, on national grounds, that it should be opened up. Troops have hitherto been sent to the Red River settlement on more than one occasion by way of Hudson's Bay, while the intervening country was, as it is yet, in a state of nature. Were a short railway built through this tract, it would at once become, for military purposes, an easy connecting link with the mother country.

An impression has long prevailed that Hudson's Bay and Strait could not be navigated for the ordinary purposes of commerce on account of ice, but this idea is probably destined to prove chimerical. The occasion for