

was awarded to Robert, a three-year-old owned by E. Rootmans & Sons, Regina. This horse weighed 1,850 pounds and possessed quality, good limbs and feet. Boston, owned by F. J. Hazard, of Deloraine, secured second. This horse had plenty of weight and action but his bones were rather slight and his back was just a trifle slack. Third money was secured by Phoenix, also owned by E. Rootmans. Victoria, another entry of the Rootmans, stables was placed fourth. This horse is an aged stallion possessing substance and quality but rather coarse in the bone.

### Navigation via Hudson's Bay

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edge of the coast begins to break up, and they cruise up and down, along the edge of the solid land flow looking for whales. During the stormy weather and at night the boats are drawn up on the smooth ice, props are placed on each side to keep them upright, and the cover drawn on and snugly secured, affords secure and comfortable quarters.

The west coast of the Bay is patrolled in this manner until about the middle of June. Towards the end of June the boats cross through the floating ice to Southampton Island.

Where whale boats can traverse the waters, assuredly an ordinary steam vessel may navigate with safety. But if the water be open for whale boats early in May, it undoubtedly has been open all winter, because in that Arctic latitude thawing does not begin during April.

Nothing remains, therefore, but to establish the all-year navigability of the Straits to prove that the Hudson's Bay route is an all-year route and that a railway running to the port of Nelson would not be able, unless double tracked, to care for the traffic offering even from the first.

#### Dr. Grenfell's Evidence

Here is a little extract from Dr. Grenfell's log appearing in the "Northern Messenger" of February 10: "The visit of Earl Grey to our coast and two of our stations has been greatly appreciated. We are delighted to find him and his party so optimistic about this northern land. The Straits of Belle Isle have never frozen over in winter. Sealing steamers can always fight their way through. I can see no reason why Hudson's Bay, with its currents, should not be exactly the same. Hudson's Straits certainly never freeze."

Here again we quote the words of Commander Laws from the "Gruiser of the Neptune" to prove the open condition of Hudson's Straits: "The whales are known to enter Hudson's Straits early in the spring; they have been captured around Big Island (situated about the middle of the north side of the Straits) in April and May, and at the western end of the Straits in the latter part of May. They then cross to the west side of the Bay along the edge of the open water, being found in June and early July along the land floe of both sides of the southern part of Ross Welcome. . . . Late in the autumn they again pass through Hudson's Straits going eastward. Some whales are supposed to remain during the winter in the waters of Hudson's Bay, as they have been reported by the Eskimos as being seen in the depth of winter off Mansfield (at the western entrance of the Hudson's Straits) and some of the more southern islands on the east side of the Bay."

#### Freezes Only at Shore

The same deduction can be made in respect to the Straits as has been made in the case of the Bay, viz.: that if the condition of the Straits permits the use of whale boats in April, steam vessels can navigate with safety, and that since there could have been no melting of ice by April, the Straits must have been open all winter. It can not be too strongly accentuated that the ice reported as being encountered in June and July was ice which earlier in the season must have been attached to the shores, leaving the waters of the Bay and Straits, except along the shores, practically unimpeded by floating ice.

Down the land lying on the west side of Davis Straits, in a stream 50 miles wide, flows the cold current from the north charged with the pack ice which by late November has reached the mouth of the Hudson's Straits. It then passes on along the coast of Labrador, and ultimately much of the ice finds its way through the Straits of Belle Isle into the Gulf of the St. Lawrence. Through this narrow Strait of Belle Isle, sailing steamers, according to Dr. Grenfell, can always fight their way, although they are from the nature of things forced to work head on through 70 miles of ice. In the case of entering Hudson's Straits it is only necessary to cross at right angles, with 50 miles instead of 10 miles to choose a route through.

Also in conclusion let us contrast the Straits of Mackinac, which we have seen are traversed every day in the year, with the Hudson's Straits, which we firmly believe will in the near future also be navigated daily. The Hudson's Straits vary in depth from 200 feet to 1,200 feet, while their area is greater than the area of the Straits of Mackinac and the Lakes Huron and Michigan, which they connect, thrown in. The one is a shallow body of fresh water which freezes completely over many times during the winter; the other is a deep body of salt water nearly double the width of Lake Michigan, which never freezes over. One is a tideless water; the other has a tide varying from 20 to 30 feet; fogs, blinding snows, fierce gales, are more frequent and characteristic of the Lake navigation than of the navigation of Hudson's Straits.

#### Will Investigate Conditions

Surely the people of the West, whose prosperity is so intimately related to this Hudson's Bay problem, will come to recognize that their worst enemy, next to the hostility of Eastern Canada, which paralyzes government action in this matter, IS THEIR OWN INCREDULITY AND APATHY. Apparently nothing short of sending a vessel through these Straits and across this Bay during the winter or early spring months will break up this incredulity and apathy, which undoubtedly has its chief support in the ignorance of conditions which has been allowed to continue and even fostered by our federal governments during the last quarter of a century.

The committee is endeavoring to ascertain the cost of such an expedition. If the people, by their financial support to the subscription fund, make it possible, the vessel will be sent. Persons wishing to join the expedition and willing to pay for a passage should communicate with members of the committee. The price of the passage is not yet known. Should the passage be made in safety during April, winter navigation will be demonstrated and much more besides that the people of the West need to learn.

#### FARMER'S SCRAP BOOK

Every farmer should keep a scrap book and cultivate the habit of clipping out of the farm journals or other papers the things which he reads and desires to remember or call to mind again. It is a poor plan to destroy your farm paper as soon as you have read it through. Instead, go carefully over it and clip out anything you find that interests you, tables of valuable information, recipes, plans or illustrations that you think you might need for future reference. Cut out these articles and paste them in the scrap book under some system of classification that will be a good index of titles. —The Twentieth Century Farmer.

#### FLAX BULLETIN

There has been prepared in the provincial department of Agriculture at Regina a bulletin on growing flax in Saskatchewan. The bulletin is now on the press and will be available for free distribution within a few days. It discusses in simple language the preparation of soil and of seed, the time at which to sow, and the methods of harvesting flax, the outlook for flaxseed in the markets of the world, the prospects of some use being made of the straw, and a number of other phases of the question, all from the standpoint of Saskatchewan.

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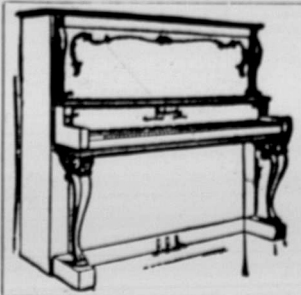
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