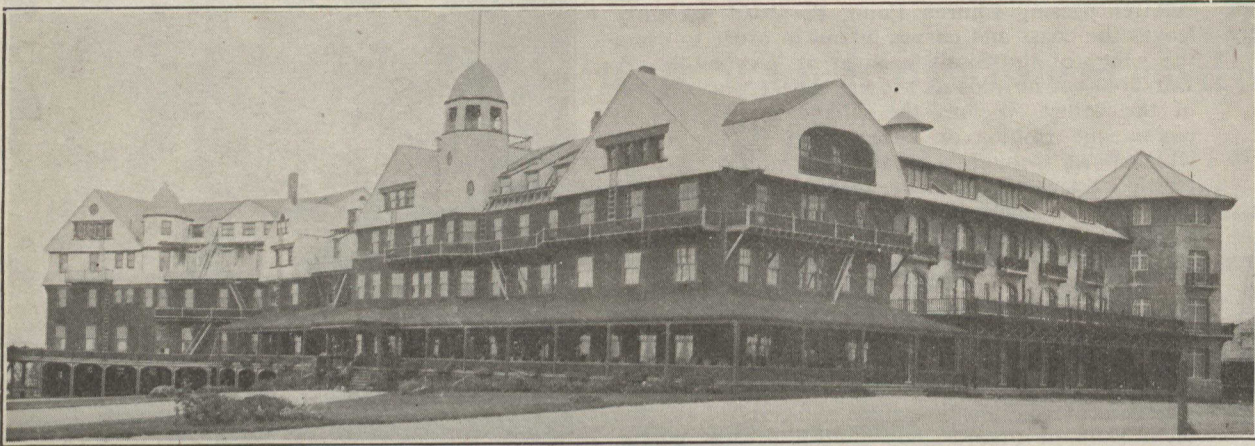
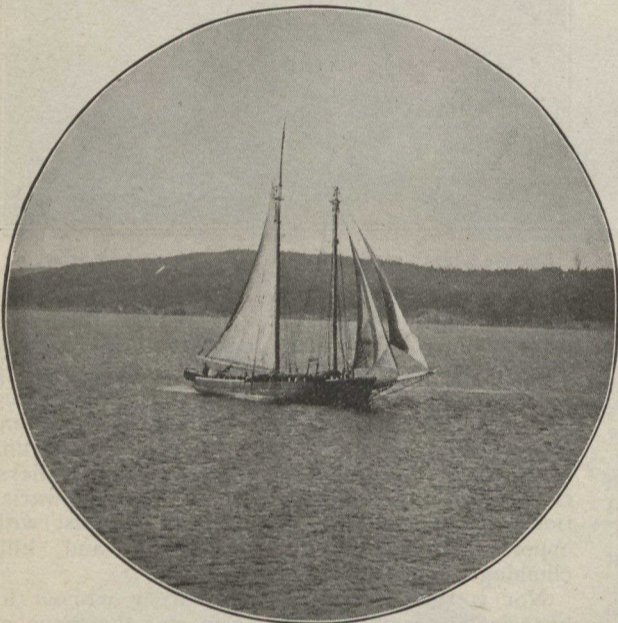


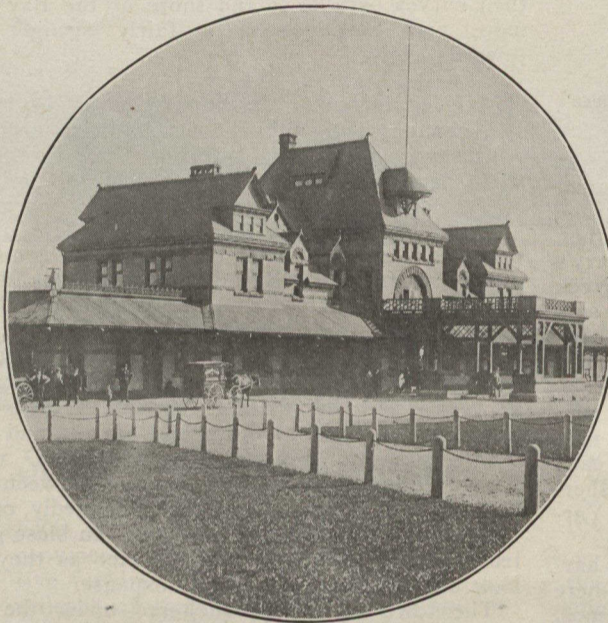
New Brunswick Has Tourist Charms



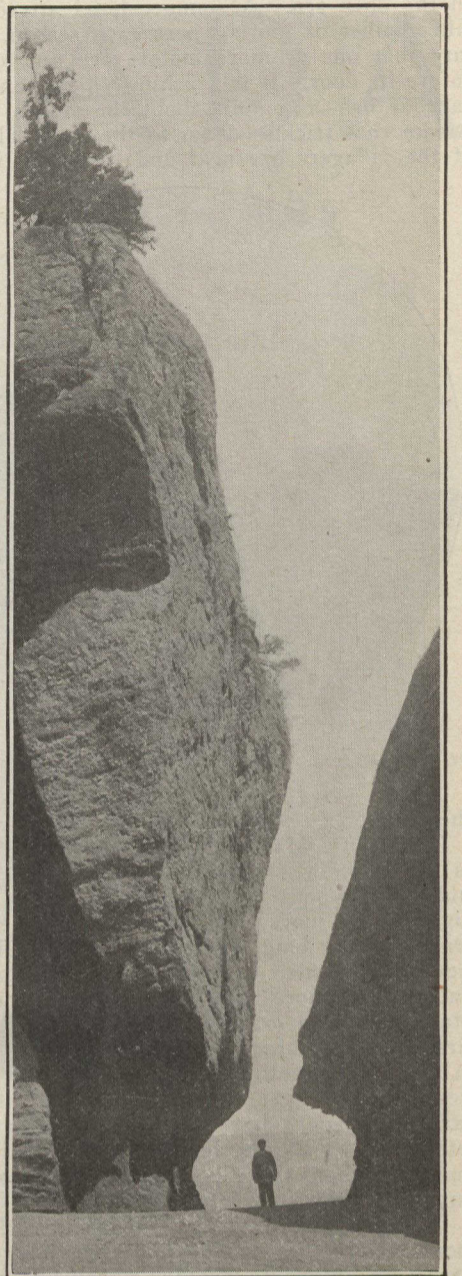
A Famous Resort of Wealth and Fashion is the C.P.R. Algonquin Hotel at St. Andrew's by the Sea.



Off the Coast at Hopewell Cape.



Intercolonial Station at Moncton.



MAN AND SUPERMAN
Rocks at Hopewell Cape, N.B.

The Arctic in Hudson Strait

How Ships Fare in the Ice Floes of the Near North

NOW that the government has committed itself definitely to the establishment of a port or ports in Hudson Bay, has already made considerable progress in the hydrographic and magnetic survey of both Bay and Strait, and has even sent up buoys and other aids to navigation preliminary to the opening up of a trade route, it becomes a matter of some interest to the general public to know something at least

By W. B. WIEGAND

of the conditions under which navigation in that region will have to be carried on. That these conditions differ markedly from those attending navigation by the regular trans-Atlantic routes does not appear to be generally recognized.

Probably the most interesting, certainly the most important, of these new conditions is the presence of *field ice*. By field ice is meant cakes or pans of ice from four to forty feet in thickness and from a few feet to half a mile or more, in diameter. Enormous fields, or areas, of this ice are common enough phenomena, as well along the Labrador coast as in Hudson Strait and Bay, during almost every month of the year. The importance to the navigator of this state of affairs can hardly be over-estimated. Unless he be provided with a vessel especially designed and reinforced for this work, he will require to exercise the utmost caution even in passing through "slack" ice, and if by any one of a number of causes the ice should "tighten" he will be in imminent danger of destruction. It will be well, therefore, to consider briefly the origin and movements of the field ice in the region of Hudson Bay and Strait, in order that some estimate may be formed both of the possibilities and of the limitations to the future navigator.

IT has already been intimated that ice floes may vary greatly in thickness. This is due to the fact that the field ice commonly encountered in Hudson Strait is of two distinct varieties. The first, often called "ordinary" field ice, is the product of a single winter and is found along the shores of Hudson Bay and in the Strait. Its thickness rarely reaches ten feet. The second, known as "old" ice, may be formed by the piling up, or "rafting," by gales, of ordinary ice, or it may be the product of

several winters' freezing and be blown down into the Bay and Strait from Fox Channel. This ice is often discoloured, is hummocky, and may attain a thickness of fifty feet.

The movements of field ice, as also its tightness or slackness, may be attributed to the action either



The Steamship Arctic Coaling Up for a Long Voyage to the Land of No Coal.



This Eskimo Aboard the Arctic Would be More at Home in His Native Kyak Spearing a Walrus.