

The Great Lone Sea of the North.

By Aubrey Fullerton.

A blank space on the map, in the very heart of Canada, is all that Hudson's Bay has signified hitherto—a great, empty waste of northern sea, 1,000 miles from south to north, and 600 miles at its widest. For two centuries the traders and whalers have been lords of that immense inland water, and the country surrounding it has not been so much as seen by any others, except by an occasional explorer, or a few ambitious sportsmen. Nobly shaped, and apparently well placed, its size and position seem to have served no useful purpose, for though large, it is isolated, and though there might be resources of both sea and land, they have not been accessible. And so it has been left to the fur-traders and the whale-hunters.

However unimportant the northern sea may have been to the rest of the world, it has been a nursery of fortunes to these few adventurers. That ancient and honorable concern, the Hudson's Bay Company, has traded into its regions since 1670, and is still in business to-day, the greatest trading corporation in the world. The whalers came much later, having made regular voyages thither during only the past sixty years. Their fisheries, however, are very profitable, a consignment of Hudson's Bay whalebone having sold last year in Scotland for \$12,000 a ton. The great lone sea of the north has given up its treasures to these and to none others, for there were none others.

But now Hudson's Bay has a new importance. Its place on the map is being studied, and plans are laying that will, if carried out, fill the great white blank with marks of enterprise. A proof of this is the fact that within the past two years there has been considerable discussion as to the rearrangement of Provincial boundaries, so that Manitoba, like the two older Provinces east, should have a frontage on Hudson's Bay. This goes to show that access to the great lone sea, so long ignored, is now in demand.

What makes it so is the fact that it is thought to very closely concern the question of transportation—the moving of Canada's great wheat crops in the near future. Some day there will almost certainly be lines of railway from the heart of the Canadian West to the Hudson's Bay coast. One company has already announced its definite purpose to extend its lines in that direction, and other similar projects are afoot. I can see Churchill, half way up the coast, will, probably, be the first terminus. These railways will build to Hudson's Bay for a very evident and very businesslike reason, namely, that from its magnificent harbors there will be a new and shorter route to Europe, by which the West will be placed in quicker connection with the world's wheat markets.

From Winnipeg to Liverpool, via Montreal, is 4,228 miles; via Hudson's Bay, 3,626 miles; and Duluth, the great American lake port, to Liverpool, via New York, 4,249 miles; via Hudson's Bay, 3,728 miles. It is pointed out, too, that the saving of distance to be covered by rail, before the seaboard is reached, would be of even more importance than the net gain in distance on the entire route. A half-cent a ton per mile would, it is claimed, be saved in this way, and it is of interest to figure this up and see what it amounts to. On the whole trip it would mean a saving of fifteen cents on each bushel; and when we shall have 60,000,000 bushels to export, as we shall have very soon, this will make a total saving of \$9,000,000. It is, therefore, very evident that a Hudson's Bay route, if actually opened up, would be a factor in national economy, both of money and time.

All this, however, depends upon whether or not Hudson's Bay can be successfully navigated. However well-situated it may be, the fact re-

mains that it is a northern sea, and for a large part of the year is ice-bound. For the past three years the Government has been sending expeditions to ascertain, among other things, for how many months navigation is feasible. The steamer "Neptune," a converted whaling ship, was the first of these parties, in 1903, and was relieved the next year by the "Arctic." Thus far the investigations have shown that Hudson's Bay can be safely navigated for

mo natives. The Canadian Government will now see that justice to all is carried out.

To take care of this great lone country in the interests of Canada, the Mounted Police were called upon. A detachment of these soldier-police, who have done so much to preserve law and order in the Northwest, went with the expedition of 1903, and established a police post, whose commanding officer has since been named governor of Hudson's Bay. The



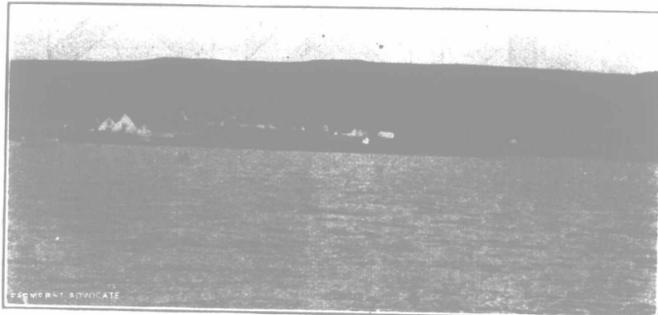
A Party of Hudson's Bay Eskimos.

at least a third of the year, from the first of July till late in October. The Bay itself is always open, and, while the harbors are frozen over from November to June, the danger in the Bay is due rather to drifting ice, large icebergs being frequently met. Storms and fogs are infrequent.

The expeditions to Hudson's Bay have had a threefold purpose. To investigate the conditions of navigation was one; another was to gather scientific information, at sea and ashore; and the third was to

police are now located at several important points, and are holding the Hudson's Bay country in readiness for the first advance of industry and civilization.

Not only as a short-cut to Europe, however, is Hudson's Bay of value. Its waters are the home, not only of the bow-head whale, worth \$10,000 each, but of the seal, and, including the Straits, of some thirty varieties of edible fish. These minor fisheries have never been exploited, but they can readily be turned to account

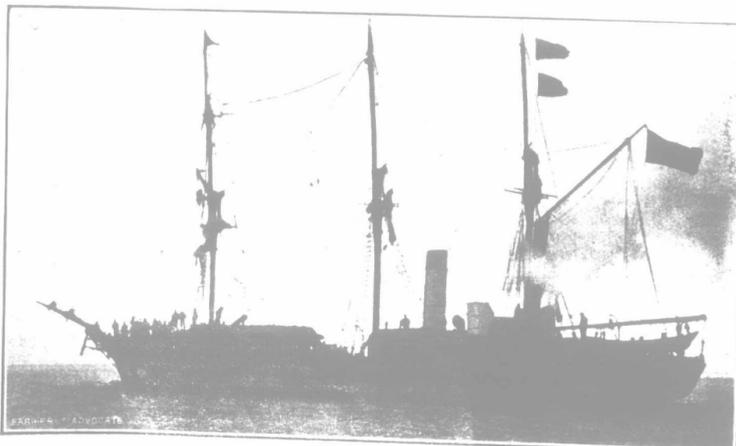


A Hudson's Bay Port.

take definite occupation of the region by establishing police posts along the coast. This means that Canada is, after many years of indifference, asserting her authority over the great inland seas of the north and its vicinity. The region has been looked on as a no-man's land, and the foreign whalers, who have been carrying on a most profitable business, without asking leave, and without paying license or duties, have also dealt as they pleased with the Eskimo

whenever the facilities are provided. The coast country, also, has undeveloped resources. Deposits of iron and gold are known to exist in the Keewatin territory on the west, and on the east vast forests extend away into the interior.

It is a strange and lonely country, and small wonder if we have thought but little of it. But this northern region, peopled only by a few Eskimo tribes, and still a wilderness, will some day be an important part of



A Whaling Ship in Hudson's Bay.

Canada, and the great sea that runs into it will, in all likelihood, become one of the chief of Canadian waters. There are few better illustrations of what the future possibly has in store for this Canada of ours.

Souls are Built as Temples are.

Souls are built as temples are—
Sunken deep, unseen, unknown,
Lies the sure foundation stone.
Then the courses framed to bear,
Lift the cloisters pillared fair,
Last of all the airy spire,
Soaring heavenward, higher and higher,
Nearest sun and nearest star.
Souls are built as temples are—
Inch by inch in gradual rise
Mount the layered masonries.
Warring questions have their day,
Kings arise and pass away,
Laborers vanish one by one,
Still the temple is not done,
Still completion seems afar.
Souls are built as temples are—
Here a carving rich and quaint,
There the image of a saint;
Here a deep-hued pane to tell
Sacred truth or miracle;
Every little helps the much,
Every careful, careful touch
Adds a charm or leaves a scar.
Souls are built as temples are—
Based on truth's eternal law,
Sure and steadfast, without flaw,
Through the sunshine, through the snows,
Up and on the building goes;
Every fair thing finds its place,
Every hard thing lends a grace,
Every hand may make or mar.
—Susan Coolidge.

Permanent Residents.

Questions are often dangerous weapons. The difficulty in which some visitors to a jail were placed by their injudicious curiosity is thus described by Tit-bits.

The party was escorted by the chief warden. They came, in time, to a room where three women were sewing.

"Dear me," one of the visitors whispered, "what vicious-looking creatures! Pray, what are they here for?"

"Because they have no other home. This is our sitting-room, and these are my wife and two daughters," blandly responded the chief warden.

Our Society Pin.

Received the Society pin some time ago, and am pleased with it. The design is both dainty and pretty.

AGNES HUNT,

Nipissing, Ont.

Accept my thanks for beautiful Literary Society pin. Will try to get more subscribers later.

ELIAS PANNABECKER,

Waterloo Co., Ont.

News of the Day.

British and Foreign

Turkey has withdrawn her troops from Tabah.

The main crater of Mt. Vesuvius has been added to its accomplishments by shooting up large quantities of sand.

Morengo, the leader of the long rebellion in German Southwest Africa, was captured in British territory on May 16. Up to March of this year he had cost the German Government \$150,000,000.

Canadian

Over 24,000 new settlers for Canada have arrived at Quebec this season.

Mr. Chester A. Martin, Rhodes Scholar, from St. John, N. B., has won the Gladstone Memorial prize at Balliol College, Oxford.

The Provincial Government of Ontario, it is said, is taking steps towards securing a part of the old military training grounds at Niagara, with the view of using them as a public park.