

freight carriers. For the remainder it must traverse a very rough country with large rivers to cross, and finally reach a port over 600 miles north of Moose Factory, with all the adverse climatic conditions which that implies. To aid this the Dominion Government proposed to confer a land grant of twenty sections to the mile, and later on a cash bonus of about \$10,000 per mile, but the project is still in abeyance, with stupendous difficulties confronting it.

To all of these proposed routes one most serious objection appertains. They are not on lines to afford export facilities for the main fishery industry of the Hudsons Bay region, hence they cannot prove paying investments, or present strong claims for government aid.

On the other hand, the Moose River route from Hudsons Bay is the shortest and easiest one to Sault Ste. Marie, the greatest and cheapest transportation centre on this Continent, if not in the world. Freight has ruled there the past season at twenty cents per ton "up" for a 1,000 miles carriage, and from sixty to eighty cents "down."

The export trade of Hudsons Bay must from fixed commercial laws seek its main outlet there. It is easy to demonstrate that a ton of fish bound for the lake ports of the United States would be worth less at Toronto than it would be at Hudsons Bay with an option to ship via a direct line to the "Soo." In the matter of shipping freight and passengers from Toronto to Hudsons Bay and beyond, the C. P. R. could afford to join in offering quicker time and lower rates to Moose Factory via Missanabie than could be afforded by a direct route if built between the two places.

A remarkable feature of the Missanabie line is that but 122 miles of air line, or adding fifteen per cent. for curves, 142 miles of actual line only, is required, to extend the railway system of Canada to navigable waters leading into Hudsons Bay. About 100 additional miles over C. P. R. to Heron Bay will complete a portage railway between a waterway of the great sea and of the great lakes, or 250 miles in all, *with 40 per cent. of the same already built.*

FROM THESE FACTS THE FOLLOWING COMPARISON IS COMPILED.

Distances from navigable waters connecting with Hudsons Bay to existing Railways.

From Fort Churchill to C. P. R. at Winnipeg, Manitoba.....	750 Miles.
From Rupert River to L. St. L., or Quebec R. R., at L. St. John Quebec.....	387 "
From Moose River to C. P. R. and G. T. at North Bay, Ontario	385 "
From " " " " " Sudbury " "	380 "
From " " " " " Missanabie " "	122 "

(From tide water to Missanabie 236 miles.)

In the foregoing table no allowance is made for curves in the several railway lines to avoid lakes, rivers, deep cuttings and embankments. These are estimated at fifteen per cent. on all the routes except the Missanabie, which following one river valley where no lakes or mountain ranges are to be encountered will not exceed five per cent. probably.