

tow and will continue it to Abittibi and thence to Moose factory on James Bay. Let us then not delay and get to Rupert House at the other corner of the bay, when, in exploiting the products of the fisheries, there will be ample work for both : and just think my hearers, of the magnificent discovery only lately made that Ungava Bay at the mouth of Hudson strait abounds in the loveliest of salmon, the best the world has ever known of, because of the coldness of the water there : and oh for a dash at them, they are there in thousands, ten of thousands, millions — I am not exaggerating — the whole supply of the Frazer river in British Columbia, of the St. Lawrence and all its tributaries, is not to be compared, so the report goes, which has just reached us, to this wealth, not of the dead yellow metal, but of living gold.

For some years past, idealists have nursed the scheme of making Hudson Bay a high road for the products of the Western prairies on their way to Europe, by a route shorter by several hundred miles than the St. Lawrence, Portland or New-York routes now followed, and a better latitude for grain on an ocean voyage, due to a lower temperature and less danger of heating in the transit.

The Federal Government, impressed with the feasibility and advantages of the scheme has already expended \$122,000.00 in investigating and studying the project, during the years 1884, 5 & 6, when an expedition was sent out under charge of Lieut. Gordon, to survey and report upon the date at which the ice breaks up and forms again along the 500 miles of Hudson straits or narrows ; on winds, and ice and currents both in the bay and straits, climate, geology, fisheries, and resources of the surrounding country. The Lieutenant had buildings or camps erected at points along the straits and partly around the bay and during the three years, the necessary studies were pursued most thoroughly and exhaustively.