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constructed forty miles of track northwards from Winnipeg. This is the Winnipeg and Hudson Bay Railroad, a daring scheme which attempts nothing less than a complete revolution in the carrying trade of the Northern centre of the American Continent. The plan is to build a road from Winnipeg to Fort Churchill on Hudson Bay, a distance of seven hundred and fifty miles, and to establish a line of steamers from Fort Churchill to Liverpool to take out grain and cattle and bring back merchandize. The distance from Winnipeg to Liverpool via Fort Churchill is three thousand six hundred and forty-one miles and is one thousand and fifty-two miles less than via Chicago and New York and seven hundred and eighty-three miles less than via Montreal to Liverpool. Fort Churchill is sixty-four miles nearer Liverpool than Montreal and one hundred and fourteen miles nearer than New York. The projected railroad will have absolutely no local traffic, the country through which it is to run being a cold and sterile wilderness not capable of supporting a population. To make a road through such a wilderness self-sustaining with no business save the through traffic in grain and cattle for three or four months of the year is a problem to appall experienced railroad men. The projectors of this enterprise are full of enthusiasm however and have succeeded in obtaining from the Provincial Parliament of Manitoba the promise of a subsidy which will amount for the whole road to a sum about equal to the present entire revenue of the Provincial Government. The forty miles already constructed are not operated because there is no local business on the line.

W.L. Mackenzie King Papers
Memoranda & Notes

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