

*Lancaster sound* is about 1,000 miles long from east to west, with an average width of 40 miles, and is the only northwest passage for deep draught vessels.

*Jones sound*, north of North Devon island, is about 300 miles long by about 30 miles wide.

The construction of the Hudson Bay railroad, from Le Pas in Manitoba to Nelson, has made it necessary to consider port accommodation in Hudson bay. The principal terminus of the road will apparently be Nelson where work is proceeding in the direction of making an artificial harbour. Hydrographic surveys were begun in 1913 for the purpose of charting the waters along the coast and out in the bay approaching Nelson. For three seasons, vessels have been making voyages from Maritime province ports, principally Halifax, with supplies for railroad and harbour construction at Nelson.

Surveys have also been made in James bay. A good harbour is found at Rupert bay.

Course taken by Hudson bay vessels, from Hudson bay into James bay, passes to the westward of Bear and Twin islands. A few miles south of the Twin islands they shape their course for the beacon at the mouth of the Moose river, thence they make for Charlton island, then another course is taken by the Revillon Freres Trading Company by the same route as far south as the Twin islands, then alter the course to passing a few miles westward of Trodley island or south of Tide island and thence bear up for the main Strutton island, passing halfway between Charlton island and Trodley island. This latter track is the better and more practical for reaching Rupert bay, being shorter and deeper.