

but, on the other hand, has been known to be open all the year round; and the value of its trade may be appreciated by the fact that in 1883 the exports and imports amounted to £3,679,000 sterling.

Other important ports in Europe could be mentioned to prove that an annual close season is not confined to places on the seaboard of Canada, and is not inconsistent with good trade where the communications with the interior of the country are favourable. Even in the south there are ports on the Black Sea and the Sea of Azoff, among which may be instanced Odessa, where, under local influences, a severity of climate occurs in the winter which is remarkable at such a latitude. Odessa is frequently frozen up during the winter, yet in 1883 the value of its exports and imports amounted to £12,447,000 sterling.

The most northerly point of Europe—that of Archangel—is closed for eight months of the year, and is subject during the navigable season to many disadvantages, among which are the nature of the channel by which the port is approached, for the safe navigation of which trained pilots, aided by a system of signalling, are required; the capricious weather; and the prevalence of fogs. Yet, in spite of such hindrances, an extensive and regular traffic, consisting largely of grain, is carried on in quantities regulated, not by the consideration of hindrances to navigation, but by questions of internal communications, the improvement of which would probably at once develop the traffic of the port in the face of a class of difficulties which are formidable only in the eyes of the inexperienced. The average annual total of shipping cleared from Archangel in the five years ending 1878 was 156,000 tons, in 500 vessels, the value of the exports being estimated at £1,000,000 sterling.

The history of Hudson's Bay in relation to the subject of this paper is instructive, and may be easily told. After the period of discoveries which commenced in 1610, came the first establishment of the Hudson's Bay Company in 1670.

From that date until the Treaty of Utrecht in 1713, the Bay became the theatre of sanguinary conflicts; many a hero there won fame for deeds renowned in story; the navies of England and France made it the field of many a fight, and the forts on its shores were time and again taken and retaken, so that Iberville, writing to the King, said to him, "Sire, je suis las de conquérir la Baie." The Treaty of Utrecht confirmed England in possession of Hudson's Bay and the adjoining countries, and a gloomy silence fell once more upon those lands.*

Thus the Hudson's Bay Company acquired their monopoly, and obtained quiet enjoyment of their trade-route to York Factory *viâ* Hudson's Bay and Strait, which, as has been already shown, formed their line of communication. A century and a

* Report of Select Committee of House of Commons, 1884.