

CANADA'S NEW SEAT OF EMPIRE ON THE FAR NORTH EASTERN FRONTIER

Old Time Explorer Tells of the Wonderful Flora, Fauna and Riches of the Country the Hudson Bay Railway Will Open to Civilization.

The recent government announcement of the immediate building of a railway to Hudson Bay has turned attention to that little known region, to which attention is suddenly turned, all kinds of stories are told of the new seat of empire, and many men are posing as authorities who have never been near the region.

The writer of this, W. C. King, is an old frontiersman, and has spent years in the country of which he writes. His story of the resources flora, fauna, distances, character of railway building will be listened to with interest, for he speaks with greater authority than most. The article follows:

"Port Churchill is situated north of Winnipeg on Hudson Bay, about 630 miles distant from the prairie capital, in approximately 55, 50, long, 83, 30, and when the road is built the following will probably be the route: Winnipeg to Erwood on the C.N.R., thence to Port Junction, and from there via Nelson House to Port Churchill on Hudson Bay. At first this will probably be a three day railroad journey. From Churchill to Liverpool, Eng., under favorable circumstances will take seven days by fast ocean steam ships, the total time being ten days for a journey of 4,000 miles.

"Commercially, the road's exact value is as yet unknown, but likely to be fabulous. The following are some of the reasons:

"From all points west of Winnipeg, according to locality, it materially reduces railroad haulage and adds but very little to the ocean distance, say a matter of two or three hundred miles. On cattle and grain shipped from Calgary or Edmonton, it saves over one thousand miles of railroad transit, as it involves only a four-day journey to Port Churchill, in lieu of ten days to Montreal. It is needless to remark on the immense saving this alone will effect. Besides there is a moderate temperate climate the whole distance from James Bay to New York.

"This route means a personal convenience and a saving of expense to the general travelling public, that is yet a little realized. One can travel in Britain or Europe and land in Manitoba with no customs, no questions, no trouble or changes.

"Exact knowledge of the commercial value and resources of the country to be opened out and developed by the Hudson Bay-Port Churchill route is as yet most limited. All that we do know is that the following minerals are widely distributed: The numerous belt of Canada stretches across the continent from Hudson Bay and Labrador to the Pacific, mostly north of latitude 55. The natives and "Eskimo" have from the beginning of time made use of virgin pure copper, iron, lead, silver, tin, and other metals, and the Indians temper it to a surprising degree of hardness, sufficient indeed to chop timber and perform all other duties required. But on the coast, the copper is found in various and many places, and are simply awaiting railroad transport to become marketable value.

"Furs, game, fish, fresh water and salt, timber, whalebone and oil (seal and porpoise), each and all add to the country's value.

"A Wonderful Harbor.

"Churchill harbor is simply a landlocked lake of eight miles in length, about four miles in breadth, in an area approximately two townships in extent. The Churchill or English river falls into the harbor on the southwest corner. An outlet of about one quarter of a mile wide at Fort Prince of Wales, leads to the open sea and is deep water.

This channel at low waters in its shoalest spot is 27 feet deep. It has an average depth of two fathoms. The sheltered harbor is free from ice, and the removing of large boulders, stones and other impediments. Its deepest and best ship anchorage, gives 45 feet opposite the present whaling station. A powerful ice-breaker could keep the channel leading to the open sea serviceable the whole year round. At times, when the ice is broken up, aided by lighthouses, fishing stations, improved charts and the all-important wireless telegraphy, will simply pick up and lead in a trans-Atlantic vessel with ease, as soon as it enters the straits at the Button Islands.

"As to the dangers of ice and icebergs, such as are encountered on the banks of Newfoundland and the St. Lawrence route, this route can favorably compare with the others. The comparison is in favor of the Churchill route.

"It must not be forgotten that during the winter months the Arctic ice and the bergs are stationary, and the channels are closed. Severe cold weather from December to March must ever be encountered.

"Farming in the Interior.

"Port Churchill on the coast is not and never will be a farming country, but will prove to be one of the most convenient outposts in the world with healthy, bright, windy weather, beautiful scenery, and a fine anchorage, with good shelter for shipping. Many desirable fishing stations can be established along the coast from Cape Churchill northward, thence west to the Atlantic, the ample water power of the Churchill river, will prove of great value to manufacturing and electric power industries. From twenty

miles inland, gardening to farming can be undertaken, at about one hundred miles inland good soil is found in spots, potatoes, barley, rye, and vegetables can be grown, while ample swamp and slough can be procured. Cattle must be warmly stabled and fed for two hundred days in the year.

"Game, large and small, musk ox, caribou, deer, bear and fur bearing animals, at certain seasons are plentiful. Also wild fowl, geese, ducks, ptarmigan, etc., during summer, breed on the coast. Good salt and fresh water fish can be secured, domestic cattle can be raised. Soon now—by 1912—we will wonder how we could ever have allowed ourselves to credit such imaginary difficulties and dangers, as we formerly did in discussing this route.

The Next Transcontinental.

"A grand national park for Arctic animals, the Churchill country can not be beat; as a military highway it is unapproachable and invincible. Twenty years from date, the advantages of the shortest transcontinental railroad from the end of Chesterfield inlet to Port Rupert via the Barren lands and the Nah-hoy river pass, will be as strongly advocated and as desirable as this Hudson Bay-Churchill route is now.

"The route has been asked as to the roadbed of the new route. The Pas to Churchill, 445 miles, can be easily accomplished in three sections, at moderate cost in three years, as follows:

Division No. 1, south, 170 miles.

1. 2, central, 175 miles.

3. 3, north, 100 miles.

South division—The Pas to Nelson House vicinity, crossing of Waskewan river or Burnt Wood river. The first 50 miles is mostly upon high sand, ridge, then follows rock, swamps, lakes, timber and rough country. Past and Moose Lake will be the base of supplies.

Central division—Crossing of Waskewan or Burnt river in the vicinity of Nelson House to the junction of Little and Big Churchill, 175 miles. This is a rough country, with rock, swamp, musk, timber, following each other, but there are no difficulties that skillful engineers cannot surmount. Most of what is taken out of one place is put in another. Split Lake will be the base of supplies.

Northern division—Mouth of Little Churchill to Port-Prince of Wales on Hudson Bay. This is a rolling, rocky and swampy country. The easiest road runs north of Churchill harbor six to eight bridges of different size, more length than height, will be necessary. This does not include the small creeks, rivulets or culverts. Timber suitable for railroad ties will be procured locally, also gravel, sand and building stone.

Some Convincing Figures.

Following is a table of some of the most important distances in the north. When the railway is completed and the line of steamers in operation these points will be as well known as Anticosti, Sable Island and the various points that at present mark the path of the Canadian liners across from Quebec to Liverpool.

	Miles
Cape Churchill via Hudson Bay and straits to Button Islands.	1,100
South of Labrador on the Atlantic coast.	1,100
Cape Churchill to Cape Southampton.	400
Cape Southampton to Nottingham Island.	200
Nottingham Island to Charles Island.	100
Charles Island to Button Island.	100
Button Islands to Liverpool, England.	2,825
Total.	5,825
The following is an alternate route:	
Fort Churchill to York Factory, S.E. by S.	195
Fort Churchill to Moose Factory on James Bay.	725
Fort Churchill to Montreal, Quebec.	1,200
Montreal to Liverpool, England.	2,800
Fort Churchill to Liverpool.	4,000

Future Coast Stations.

Important lighthouses with fishing settlements that will be connected to each by wireless telegraphic communications on the ship route:

	Miles
No. 1 at Cape Churchill on High Cape over 200 feet elevation.	400
No. 2 at most southerly point of Cape Southampton, E.N.E.	400
No. 3 at north point of Mansfield Island.	120
No. 4 at south point of Nottingham Island.	60
No. 5 at Charles Island.	100
No. 6 at Big Button Island, east.	300
Other lighthouse stations of importance on the north shore of the straits going west by north, will be:	
1. Button Head, south of Resolute Island.	200
2. North Bluff on Big Island.	200
3. Rocky shoals, S.E. of Salisbury Island.	200

The approximate breadth of Hudson Straits is as follows:

Button Island to Resolute Island.

Cape Wrege, Ungava, mainland to Big Island E.

Cape Wrege to Big Island.

Wolenshtern, Holm and Digges Island to Nottingham and Salisbury Islands.

Wolenshtern, Holm and Digges Island to Mansfield Island.

The open channel or lead in the straits is 10 to 15 miles in breadth. The ice line or fringe around Hudson Bay is from 10 to 30 miles wide, while the body of the bay is always open water, this flow ice drifts occasionally during calm or severe cold spells.

From Cape Churchill on the north coast, the coast is rocky, with shallow water. From Cape Churchill south to the east coast there is low land, and shallow water with islands of stones

reefs. A few rocky elevations may be noticed occasionally. There are very few landmarks to assist navigation. From the mouth of the Nelson river to the south of James Bay there is dangerous navigation, shoal water and bad anchorage.

Some of the air-line distances of interest in connection with this route are as follows:

Port Churchill to The Pas, crossing of the Saskatchewan.

Port Churchill to Prince Albert.

Port Churchill to Winnipeg.

Port Churchill to Brandon.

Port Churchill to Melville (via Pas).

Port Churchill to Regina.

Port Churchill to Medicine Hat.

Port Churchill to Edmonton.

Port Churchill to Macleod.

Port Churchill to Vancouver.

Port Churchill to Prince Rupert and Esquimaux.

Port Churchill to Duluth (via The Pas junction).

Port Churchill to Chicago.

Port Churchill to New York.

Port Churchill to Halifax.

Port Churchill to Montreal.

The air line as compared with roadbed is 8 per cent shorter.

Flora and Fauna.

A short list follows of some of the flora and fauna of Port Churchill and vicinity: Cranberries, blue berries (both round and oval), yellow or swamp berries, eye berries, patridge berries, poisonous snake berries (both white and crimson), weed berries (i.e., Kenekanuk), ground juniper, bushy or barren land berries, strawberries, gooseberries, red and black raspberries, Penzance or black raspberries, Saskatoon or La Poire, with several other species.

Fruits and flowers (wild): Roses (wild) pale and red; tulips; violets (both white and blue); poppies; lady's (Arctic snowdrops, daisies, anemones (several varieties), hyacinths or mosses (several varieties), wild roses or mosses flowers, besides at least fifty other varieties of plants, and a few low and white, water violets and water daisies, forget-me-nots, wild anemones, wild rhubarb and celery, camomile, heather, wild cherries, etc.

Ants of many varieties also are found here. Their houses at times 21 feet in circumference and several feet high. The carcasses of many animals, such as fox, wolf, marten or even small deer if placed near an ant heap will in a few days be picked clean.

The forest is noted for its variety. In spring (April 16 to 25) migratory birds arrive, going north, and they pass south August 20 to 30, and leave the coast before the end of October.

Small birds are the first to arrive: fall ducks, cranes and plovers the last to go away. Pelicans and northern divers have been reported as having wintered at some of the cascade open water tunnels.

Snakes, lizards, leeches, and frogs are noticed in several varieties, but are not poisonous.

The Aurora shooting stars, constellations and planets are generally very bright and beautiful.

Wonderful Mirages.

The mirage is at times very wonderful, as these occur on this coast, hills and lake, ridges known to be over 50 miles distant will appear in view of ships in vicinity—almost supernatural in appearance.

Among the minerals found are quartz veins from 6 inches to 2 feet; quartzite, mica, clay, clean, sharp, brittle; sandstone, several varieties; spar, various magnetic stone shales, limestone (three kinds), boulders, clay, gravel, sand (three kinds), mineral (various kinds), stone, clear, well marked and pretty.

The mosses and ferns are legion. To develop this wonderful little known, but valuable country, the government should foster and treat liberally all enterprises considering the difficulties, dangers and pecuniary risk, etc. The government should not strangle enterprise or hamper it with red tape and royalties and should encourage any, or all men to venture and bring to light its hidden treasures, such as gold, silver, platinum, nickel, copper, iron, lead, mica, quartz, etc. Specimens of all the above have been found. This is not visionary. They are there. But what we want to know is: Where? What quantities? How to work and get them to the market? Build railroads, towns, settlements, develop the country and soon we will have a new seat of empire in the far north-east.

Victoria Ultimate Western Terminus.

Victoria, Oct. 18—President Hays, of the Grand Trunk Pacific, announced today in an interview that eventually the G. T. P. would have a bridge from the mainland to Vancouver Island. He added that there were some details yet to be worked out in connection with it, so that the exact plans of the company cannot be made public. He said that he expected to be able next year at this time to go up the Skeena river by his own railway.

BORDEN ADOPTS THE SLANDER

According to the Toronto Globe Mr. Borden has found it necessary to deem it advisable to assume responsibility for the statements of Hon. W. J. Hanna, Provincial Secretary of Ontario, against the newcomers who are making their homes in Canada. Let us see how much better Mr. Borden makes Mr. Hanna's case than that gentleman was able to make it himself. Mr. Borden issued the following statement concerning the matter:

"The despatch from Galt, published in the Edmonton Bulletin, that Mr. Hanna is repeating from platform to platform that old country immigrants are the riff-raff of the British Isles, fit only for jails and asylums, is absolutely untrue in its foundation. What Mr. Hanna said in my presence, and I was present on every platform from which he has spoken, was that he was desirous of seeing that no immigrants of any nationality, but he objected to the banded immigration of persons who are physically, morally and mentally unfit. He insisted that immigration should be brought in under more careful supervision, and that pains should be taken to sift out the undesirable elements. He said that the negligence of the Dominion Government in this respect had imposed upon the people of Ontario a financial burden in connection with their public institutions.—E. L. Borden."

Mr. Borden's version of Mr. Hanna's opinions is then that the payment of bounties to shipping agents results in "persons who are physically, morally and mentally unfit" entering Canada; and that the numbers of these are so considerable as to impose a burden on the people of Ontario for maintaining them in the jails and asylums of that Province. This at least is a very mild statement of the case for Mr. Hanna declared that while the proportion of "foreign-born" in Ontario had increased only twenty per cent, in five years the proportion of them in the jails and asylums had increased nearly per cent. We submit, then, that it was in every way a fair interpretation for the reporter to place on Mr. Hanna's words that he considered immigrants from the Old Land to be the "riff-raff of the British Isles and fit only for the jails and asylums." If any doubt existed as to whether or not this was what Mr. Hanna meant to convey to the people of Ontario that doubt is absolutely at rest by the commentary of Mr. Borden. That was what he meant to convey, and that was what he did convey. Mr. Borden says so.

Mr. Hanna's criticism, according to Mr. Borden, was as to the immigrants who have been induced to come to Canada by booking agents paid on commission. In what countries, then, are such bounties paid, and whence have these immigrants come? Bounties for sending immigrants to Canada are paid to booking agents in Great Britain, United States, France, Belgium, Germany, Russia, Austria, Hungary, Denmark, Norway, Sweden, Switzerland, Holland. It is from these countries, then, that the men and women have come whom Mr. Hanna says provide such a large portion of the inmates of the mad houses and jails of Ontario. It is against them his remarks were directed. More, he made no distinction by word or implication between those who came from the various countries. The newcomers from Britain, from France, from Germany, and from the other countries on this list named collected in one group, denounced holobolus by the Provincial Secretary of Ontario as including many criminals and lunatics that they constitute a menace to the moral, intellectual and material well-being of Canada, and a financial burden on the taxpayers of Ontario. And for this characterization of them Mr. Borden now assumes full and personal responsibility.

The untruthfulness of the slander has been abundantly shown by detailed statistics published in these columns. The Peterborough Examiner, published in one of the towns in which the slander was launched, after detailing the statistics, says quite properly, "when compared with the actual figures and contrasted with the facts, the Provincial Secretary is found to be guilty of deliberate misrepresentation, not to use the strong 'term of deliberate falsehood.' This is plain speaking, but it is simply justified by the facts as the public know them and as Mr. Hanna knew them when he made the statements. It must certainly be construed as anything but creditable to the Province which aspires to be an example to its sisters in things moral and intellectual that a member of its Government speaks to the provinces of the name-born by this species of unflinching misrepresentation of the men and women who have come to help the native-born make Canada a country with something more than a name, and whose efforts are contributing and have contributed quite their full quota to the advancement which has surprised both Canadians and the world at large during recent years. Surely this is a poor way to cement the divers elements of our population into a united, harmonious and uniformly progressive people. To make the newcomer think we look down

upon him and suspect him is surely about the last method of either encouraging him to succeed or of inducing others from his native land to follow him.

To the British men and women whom Mr. Hanna assails his words carry an added sting that they have not for the immigrant from elsewhere. The British-born settlers Mr. Hanna characterizes as "foreigners." The time is not so far gone when because Sir Wilfrid Laurier, speaking in a tongue that was not his own, used that word with reference to a British gentleman the Opposition press, rank with denunciations of his thoughtlessness and recked with insinuations as to his loyalty. But Sir Wilfrid did not even allow the word to go into print; he corrected it on the instant. For Mr. Hanna there is no such explanation. He used the word and repeated it—presumably repeating it yet. People who, with their forefathers for generations unnumbered, first saw the light in the land from which Mr. Hanna's parents one day came, he holds up to public censure as people whose presence is inimical to the material, intellectual and moral well-being and well-doing of the Dominion. If these men and women are foreigners, so are we all, except the Indians on the reserves. As the Toronto Globe aptly concludes: "That is not 'politics'; it is treason."

REVERENCE OF

The Halifax platform continues to receive from the Conservative party a reverence like unto that paid the Sacred Cow in India—a reverence which forbids its being utilized even in the utmost extremity, and which even prevents it being spoken of in the multitude of unbelievers. This is one theory. Another is that the party are trying to help the public forget that there ever was such a "platform." On the whole the latter seems the more probable. From the first the party recognized the poli-

tical impotency of the structure, and so far from trying to enthrone others over it, declined to become enthused themselves. It was neither imposing enough to deceive nor substantial enough to stand on. No sooner had the author entrusted his own modest weight to it than the planks gave way and he was left floundering on a pile of plattitudes. His followers, with better judgment than he had counted on, refused to go into ecstasies at the spectacle, and some of them told him so. In time the honorable gentleman came to recognize the situation himself. He clambered out of the ruins in some humiliation, mounted the refuse heap with Mr. Foster, Mr. Fowler, Mr. Bennett, Mr. Ames, and with a hint or so at the unpleasantness of the occupation began to throw garbage with the rest of them. He called on the Provincial lieutenants to come along too, Premier Roblin responded, but his aim was bad and he landed a particularly odorous lump in the eye of Mr. J. S. Willeson. He was sent home to practise. Provincial Secretary Hanna responded, but his marksmanship was no better and he threw shovelfuls of filth over the British men and women who have come to make their homes in Canada. When they protested he mopped off what he could and explained that he meant it for the Government, but the scent of the insult still lingers in the nostrils of thousands of people who are quite as useful and reputable citizens of this Dominion as Mr. Hanna, but who first saw the light of day in the lands across the sea. But Mr. Hanna was not put off the dump, and he continues to heave his misdirected missiles into the crowd of "foreigners." Altogether the slander campaign seems to be going just about as slander campaigns usually go, and as they always deserve to go. Its signal accomplishment so far has been to obscure the remains of the Halifax platform in a cloud of flying debris. Even this may be an advantage, for the remains were

THREAT NOT CARRIED OUT.

Women's Catholic Order of Foresters Hold Stormy Session.

Chicago, Oct. 12.—Under a police guard, the board of directors of the Women's Catholic Order of Foresters held a stormy meeting to-day in the offices of that organization in the Union building. Mrs. Rose Rittman, of Minneapolis, elected high chief ranger at the Detroit convention by one vote, presided. The threat of Mrs. Rodgers to institute proceedings to oust Mrs. Rittman on the ground that she was elected because the delegates were intimidated by Catholic priests at the convention, was not put into effect prior to the meeting.

Uproar in Irish County.

London, Oct. 12.—The question of levying a three-penny rate to call money by the Kildare-Bellinlet railway in connection with the suggested Blackstock hay scheme for the all-rod route, broke up the May county council in great confusion.

Mamma, bring me a box of Boyd's CHOCOLATES W.J. BOYD CANDY CO. WINNIPEG

OPPORTUNITY STILL KNOCKS AND THE PEMBINA TOWNSITE IS THE HAMMER

To every man's door opportunity comes once. It may be but a fleeting visit, or it may be more protracted. But in either case there is a psychological moment when that opportunity must be embraced or it passes on.

Does this apply to the Pembina Townsite? It does, and for the proof thereof two hundred buyers bear witness.

This property has been on the market three weeks. In that time two hundred odd lots have been sold. Is this not sufficient evidence the proposition is a good one? Each of these two hundred buyers have investigated the offering, and their decision to buy is the result of their investigations.

It is for you to investigate too, and then come to see us.

Here is a statement to investigate: Nothing but an earthquake or the advent of the millenium can keep Pembina from becoming the next and newest big centre west of Edmonton. It simply has to be. The country is there for it and the G. T. P. will open the country, the people are there too, the timber is there, the business resulting immediately from the tremendous amount of freighting which the G. T. P. will do for the two hundred mile section west of Pembina is there. What else is needed? The prices of lots range from \$50.00 to \$150.00.

W. S. HEFFERNAN
257 Jasper Avenue, East. Phone 1342
Pembina Townsite Agent, in the office of The Western Realty Company.

YOU KNOW
THE WET WEATHER COMFORT AND PROTECTION afforded by a
LICKER?
Clean-Light Durable Guaranteed Waterproof
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