

HUDSON'S BAY TERMINALS

George H. Green, of Winnipeg, has recently returned from a trip to the Hudson's Bay country, and has decided views upon where the bay terminals of the proposed H. B. railway should be located. Mr. Green has cruised and prospected through the country lying to the west of the bay for several years.

Speaking to a representative of The Guide, Mr. Green said: "There is only one right harbor on the west coast of Hudson's Bay, and that one is Nelson Harbor at the mouth of the Nelson River. This harbor is eight miles wide and fifteen miles long. The bed of the harbor is blue clay and the depth of the water ranges from twenty-six to fifty feet. The harbor has not been frozen over since white men first came into the country, 278 years ago. The shores are covered with a heavy growth of timber which shelters the harbor from all except north east winds and so long is the inlet that even these cause little disturbance."

"Some of the oldest settlers in the district told me that the sea has always been free of ice opposite the mouth of the river and that there is no reason why ships cannot enter the harbor at all seasons of the year. The land along the Nelson River is suitable for agriculture and thousands of families could find homes there. Also sufficient water power could be developed along the river to grind all the wheat in the country. The river is sheltered by forests for miles which shelter would greatly facilitate the running of trains on a track following the stream. There are only a few of the advantages of the harbor at Nelson."

"The disadvantages of Churchill as a terminal are many. I lived an entire year on the shores of this harbor and was enabled to see its condition at all seasons. It is impossible for vessels to enter this harbor during more than three months of the year. The Churchill River is very low in the fall of the year as it is fed by a comparatively small area. Thus the current in the harbor is not strong and ice forms by the latter part of November. After the ice forms it is hollow underneath when the tide is out. The returning tide brings in great quantities of float ice under the

body. This float ice is driven up through air holes and piles up fifteen and twenty feet high.

"The coasts are low and boulder strewn and the water along them is shallow. The winds drive the ice up on the shore in great packs which become anchored in the sand and rocks. These great packs must melt away as nothing will dislodge them. The shores are not clear of ice until the first of August. I made the trip by canoe from Churchill to Nelson, leaving the former port in July. For a hundred miles the shore was strewn with big hillocks of ice, but from there to Nelson there was not a sign of ice. The coasts were clear and had been for months."

"There is talk of using ice breakers in Churchill harbor. There is no ice breaker made, nor could one be made, that would stand any show against the barriers built up by the prevailing north-west winds. The country is open for sixty miles inland and thus the snow is allowed to drift into great heaps which would render it impracticable to keep the track open."

ENDORSE RECIPROCITY

The members of the Montreal Trades and Labor Council, on April 20, endorsed the pending reciprocity pact by a vote of 44 to 13.

STEEL BOUNTIES

(By The Guide Special Correspondent)
Press Gallery, Ottawa, April 21.

The big stockholders of the Dominion Iron and Steel Co., some of whom sold their shares at 60 the day before the budget speech and bought them back at 56 the day after Mr. Fielding had announced that the bounties on wire rods would not be renewed, are making another effort to induce the government to continue their annual handout from the Dominion treasury. A provincial election is to be held in Nova Scotia this summer, and it has been represented to the government that the Liberal party in that province will be defeated unless the Federal government continues the support of the iron and steel interests by renewing the bounties.

The matter was discussed in the Liberal caucus on Thursday morning, and the renewal of the bounties was strongly advocated by Wm. Hart, of Kingston, and J. R. Stratton, of Peterboro, both of whom are largely interested in manufacturing enterprises. The proposal was as strongly opposed by other Ontario members and the few Western Liberals who had returned from the Easter recess, but finally it was agreed to leave the matter to the government. The agreement which has been made is one which appeals to the government, and from present indications it looks very much as if the bounty of 86 a ton on wire rods would be renewed. The bounty paid on wire rods in the fiscal year ending on March 31, 1910, amounted to \$538,812.30.



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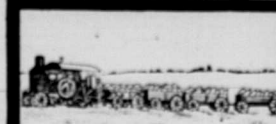
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