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vinces of the outlet and inlet of Hudson's Bay to and from Britain has rather overshadowed other advantages which will follow upon the opening of the bay to commerce. It was generally thought that the eastern maritime provinces had nothing directly to gain by the Hudson's Bay route until at the time of Lord Grey's summer voyage through it, it was pointed out that the coal of Nova Scotia would find thereby cheap transport to Western Canada. Ontario also, with her northern boundary on the southern portion of the bay, is interested in its development, and anxious to obtain a good seaport on it. But it may not be generally known that in 1898, when every possible and impossible means of access to the Yukon were being discussed, there was projected by a Mr. Harvey, C.E., of Toronto, a "Central Canadian Waterways Transit System," which proposed building a railway from Missinabie, on the Canadian Pacific Railway, to Moose Factory on Hudson's Bay, placing steamboats to run from Moose across the bay to Chesterfield Inlet, and constructing a railway from the head of navigation of the inlet to the eastern shore of Great Slave Lake. From the great lake, steamers were run down the Mackenzie to Peel's River, thence a short railway was to be run across the divide to the eastern branch of the Yukon.

At that time the only part of the route which was unknown was the

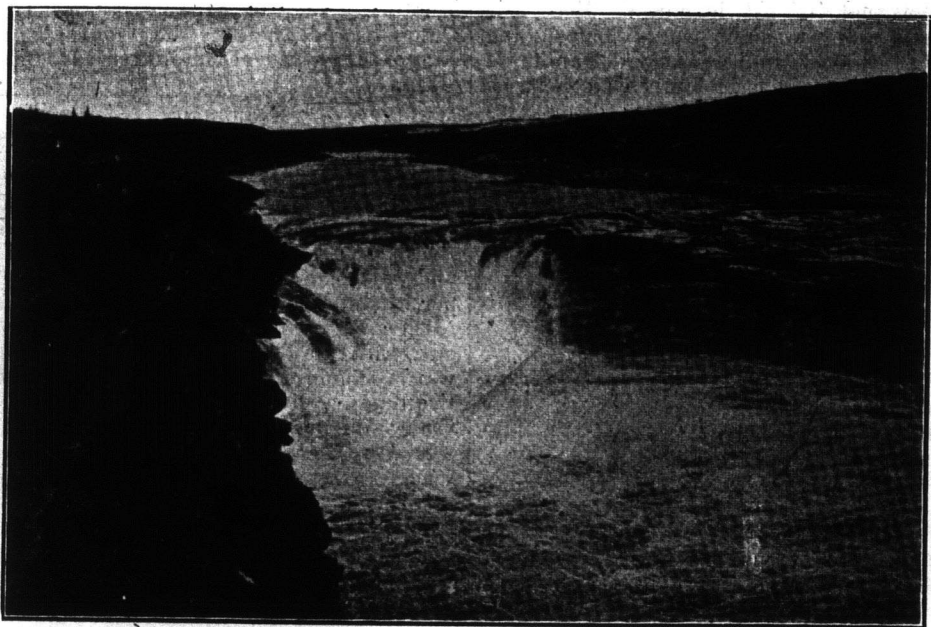
which the Doobaunt falls from the south and the large river unexplored in 1893, empties from the west.

The River Unexplored in 1893.

Of this large river, the outlet of which was observed by the Tyrrells in 1893, Mr. Tyrrell said in his address, it is a stream that is destined to become an important factor in the establishment of a through route from Hudson's Bay to the Mackenzie River, inasmuch as it not only tends to form a water connection between the two great systems, but its valley affords an inestimable boon for that district, in the shape of a timber supply. This was clearly proven by the quantity of well preserved drift timber (at the mouth), none of which had come down the Doobaunt. To what extent this river may afford navigable facilities it is impossible to state, but judging by the well-preserved condition of bark on its driftwood it is pretty certain that few, if any, rapids occur between the forks and the forest area. At any rate the distance in an air line from the Forks of the Telzoa to the waters of Clinton Golden Lake cannot be more than 120 miles.

Explored by Hanbury in 1899.

The probability of the existence of a route for "York" boats between Chesterfield Inlet and Great Slave Lake was mentioned by Admiral Sir George Back in his account of his discovery of the Great Fish River in 1834, but the hon-



Helen Falls—60 feet—Hanbury River

Divide between the mouth of the Doobaunt River and Clinton Golden Lake, which send their waters respectively to Chesterfield Inlet and Great Slave Lake. During the years 1893 and 1894 the Doobaunt had been explored to the sea by the famous travellers J. B. and J. W. Tyrrell as is told in the interesting volume, "Through the Sub-Arctic of Canada;" and in April, 1898, Mr. J. W. Tyrrell delivered an able address at the Canadian Institute, Toronto, on the navigable waterways of the interior of Canada, from which this extract is made:—

None of the rivers running into Hudson's Bay present specially favorable features as commercially valuable waterways, but . . . Chesterfield Inlet . . . Extending westerly from the northwest corner of the bay it seems like an arm stretched out to grasp one from the Mackenzie basin projecting eastward to meet it in the contours of Great Slave and Clinton Golden Lakes with a large river known as the Telzoa winding between them. Chesterfield Inlet is wide and deep, and extends westerly from the bay 140 miles, communicating by two narrow but deep channels with Baker Lake, which extends 70 miles further west, but is unaffected by tides like the inlet, and its water is fresh, being fed by several big rivers, one of which, the Doobaunt, the Tyrrells explored for 600 miles. Ascending from Baker Lake for 30 miles, by a deep channel, two slight rapids occur, and beyond these the navigation is unobstructed for 120 miles to Beverley Lake, into

or of proving its actual existence was reserved for a private English gentleman with a taste for travel and sport in wild countries, Mr. David T. Hanbury, F.R.G.S., who gives a modest account of his journey in the Journal of the Royal Geographical Society of July, 1900.

Going in by Winnipeg to Churchill, Mr. Hanbury reached the head of ocean navigation at the west end of Baker Lake, on 19th July, 1899. Thence ascending the Telzoa River and passing through the lakes named Schultz and Aberdeen by Tyrrell, by canoe and kyak, and often assisted by Esquimaux, his party hunted their way through "a land of plenty, flowing with fish, deer and small game." The mouth of the Doobaunt River was passed, and he entered the driftwood bearing stream above mentioned by Tyrrell, now named by Hanbury the "Ark-e-leenik," which is presumably the name by which it is known to the Esquimaux.

(Here it is necessary to explain the various names given this stream before it was explored and mapped by Hanbury in 1899 and Tyrrell in 1900. Its existence under the Chippewyan name of "Teh-lon-diseth" was reported by an Indian to Captain Back, when on his Arctic Expedition of 1833-5; Hearne, 1769-72, also heard of it, and both concluded that it ran into Chesterfield Inlet. In Mr. J. W. Tyrrell's report to the Surveyor-General, 1901, and on his maps, he has adopted the name "Thelon" for the main stream, giving its western headwater branch the name "Hanbury," "after," he says, "the first white man

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