

out. The railroad-route from Winnipeg to Port Nelson has been surveyed, and no serious obstacles are said to exist; but the railroad must be continued farther north to Fort Churchill, as Port Nelson is not a safe harbour. The navigation of the west coast of Hudson Bay, particularly for large vessels, is very difficult on account of its shallowness, and the construction of piers in Fort Churchill will be expensive and difficult on account of the ice. The principal difficulty is the navigation of Hudson Strait. Its eastern entrance is blocked by pack-ice until the middle of July. A passage may sometimes be forced early in June by a ship well strengthened against the pressure of the ice, but navigation cannot be opened until about the 10th of July. About this time, ice is still whirling around in Ungava Bay, patches are found near Charles Island, and Fox Basin is filled with very heavy and dangerous masses of ice. We believe these form the principal obstacles to navigation. The light ice of Hudson Bay and Hudson Strait will not form serious obstacles late in the season; but a spell of northerly winds will invariably drive the heavy masses of Fox Basin into the Strait, and a ship caught in this ice will be in an extremely dangerous position. The floes are small, and attain a thickness of from twenty to thirty feet. This ice frequently blocks up the passages between the islands at the western entrance of Hudson Strait, where it is kept in rapid motion by strong currents. Log-books kept by whalers show that it is frequently found in Hudson Strait in September. We should say that the passage will never be safe, and that large freight-steamers, such as would be required for this trade, cannot be run longer than from the middle of July to the first days of October. It is improbable that under such circumstances a railroad to Fort Churchill and a line to Hudson Bay would pay. The shortness of the season and the dangers of the ice are so great that this line cannot attain a great commercial value."

REFERRING to the Hudson Bay route, Mr. W. A. Ashe, of the Observatory, Quebec, in a subsequent communication to *Science* says: The special objection I would point out as to this route, apart from the ice-question, is the difficulty of the passage itself: an unknown, an unlighted coast-line, with very few harbours of refuge, or none at all, and very little room to ride out a gale; extreme depths of water, one hundred fathoms being often found right up to the shore, with generally very foul holding-ground where the depths are more moderate. In foul weather, no sounding being possible that would be of value, a vessel would receive no warning of her proximity to the coast until the information would be of little or no avail. Although fogs are of less frequent occurrence than off the Newfoundland coast, where the necessary conditions are most favourable, they are not infrequent during the season of navigation, Belle-Isle having an average of 1,600 hours fog during the year, as compared with 420 for the Strait during the same period. On the other hand, although the total amount of precipitation in the Strait was not great, rain or snow fell on an average of a little more than every other day, with its attendant thick weather. In addition to and in connection with these difficulties, we must not forget that the proximity of the Strait to the Magnetic Pole results in the horizontal, or directive, force of the magnetic needle being so diminished that the common compass is perfectly useless: and even in the case of the Thompson compass, disturbing elements on ship-board have, in consequence, their values so increased (relatively) that sources of error might arise, the effects of which could not be counted on during thick weather. . . . A fact well established by these observations [the Government Expedition, 1884-6] was that navigation was limited in these years to three months for the ordinary ocean-steamer; and that for a class of steamer specially constructed to withstand the lateral thrust of the ice, and to push her way amidst the outflowing arctic ice, four, or at most five months would be the limit, depending on whether the season was a late or early one. We must not forget, however, that in the earlier days at least of this route, before the telegraph and cable will have reached these waters, steamers will not attempt the passage at these earlier dates, fearing an arrival off the mouth of the Strait and an inactive wait for a late season's opening, so that practically such an advantage would be lost, and two months and a half become the period over which a steamer could be certain of making an uninterrupted passage during any season. . . . That the people of Manitoba are seemingly satisfied with the feasibility of this route, there can be no doubt, if we may judge from the advance they have made with the construction of the railway from Winnipeg to Churchill; but, in face of the facts obtained from the observations made in the Strait, one must conclude that the resources of Hudson Bay itself and the country intervening are looked upon as reason sufficient for the construction, independently of the value of the road as a connecting link to the Hudson Bay route. In conclusion, although it would be difficult to say that, with the appliances science is constantly developing to meet par-

ticular cases of difficulty, the navigation of Hudson Strait will not be possible for five or six months when the necessity arises, we cannot but conclude that with the means at our disposal to-day, the navigation of Hudson Strait is possible for such a limited period, and under such serious disadvantages, that as a development of the "New Route from England to Eastern Asia" we need not consider it as an immediate probability.

#### CANADA.

THOU heir of victory! through whose life-ducts run  
The vintage sap of virtue and renown—  
Unwithering myrtle twine thy starry crown,  
Which thou through stress by constancy hast won!  
Thy strength is waxing westward like the sun;  
Thy heart-sweet maple burgeons more and more;  
Thou hast become of age! Wide swings the door  
Of empire! Thy inheritance has begun.

Yet thou hast dangers too,—the sordid heel  
Of faction skulks behind thy sluggish might.  
Arise, thou slumberer! flash thy torch's light!  
Strike dead corruption for the commonweal!  
Wise-minded, royal-hearted, thewed like steel,  
Stand firm, thou proud young paladin, for thy right.

C. L. BETTS.

#### ENGLISH INFLUENCE ON CANADIAN THOUGHT.

IN THE WEEK of July 7 there appeared an article of some length on "American Influence on Canadian Thought," prompted, I presume, by more or less direct or indirect association with the American Republic. The writer states that "There is a wide difference, though comparatively few years span it, between a colonial and a Canadian, and we may not unnaturally look for a corresponding difference in their productions. The most obvious of these is perhaps the great number of American books and magazines that find ready readers here," namely, in Toronto. Further on the writer says: "Any bookseller in the city will tell us that for one reader of Blackmore or Meredith, he finds ten of Howells or James; any book-reviewer will testify to the largely American sources from which the volumes of his praise or objugation come; any newsdealer will give us startling facts as to the comparative circulation of the American and English magazines, and if he be a Toronto newsdealer, may add a significant word or two about the large sale in this city of the *Buffalo Sunday Express*." In conclusion the writer adds: "The market for Canadian literary wares of all sorts is self-evidently New York, where the intellectual life of the continent is rapidly centralising." If these facts are true, and I conclude they are not advanced so positively without due enquiry and investigation, they are much to be regretted, are lamentable, and are deplorable, indicating a Canadian preference for what is obviously inferior, though good of its kind, over which it is better to draw a veil than to tear it aside. In the opening clause of the writer's assertion, I take "Colonial" to represent the pilgrim fathers of Canada, and "Canadian," the scions of that hardy race; those born, bred, and reared in the Dominion, who should be instinct with some of that patriotic sentiment breathed forth so ably by Mr. Howland, in his late eloquent speech. If there is anything in heredity, as science teaches us, a Canadian, apart from the associations of his birth, should have largely absorbed those traditional influences of his parents which it takes many generations to obliterate, and which become the natural heir-looms of a transplanted nation. It seems to me that the French-Canadians set us a good example in the strength of their allegiance to the lilies of France.

When such a large majority of the American nation in that New York referred to, so openly worship the British Lion, what does it indicate? Anglomania, however it may be ridiculed by the middle classes of the Republic is one of the most salient features of that metropolis. The ambition of the scores of millionaires who, according to Mr. Wiman, flourish there more luxuriously than in any other known spot upon the globe (not including San Francisco), is to possess English horses, dogs, carriages, harness, servants, habits and customs. No one who is at all within the circle of that wealthy aristocracy, "the centre of the intellectual life of the continent" (which, by the way, I should locate at Boston), can fail to be impressed with the fashionableness of the British element, from a natural made groom, to a tailor-made gown. As to Boston, it is so notoriously English, even in speech, that it is not an uncommon thing to mistake a Bostonian for an Englishman—a mistake which is most keenly appreciated, as I have personally experienced. Now what does this worship of the British Lion by the American Eagle indicate? We Canadians, Annexationists, Commercial Unionists, Nationalists, are all equally willing, I hope, to acknowledge that our cousins across the line are a very bright people, a very clever people, a very "smart" people, and that their judgment is quick and keen. When they so plainly demonstrate their admiration and appreciation for any particular style, fashion or nationality, I conclude it to infer that the article receiving the seal of their approbation by its adoption is an evidence of its being the best of its kind. Now, that the wealthiest, consequently the most travelled, and naturally the best informed members of New York society, and the exceptionally educated members of Boston society, have stamped England and things English with this seal, I