

ction 2).

ing, 137.

In a discussion on the project in the House of Commons, Feb. 11, the Minister of Railways stated that while Port Nelson is not an ideal harbor for the seaboard terminal of the railway, it is superior to Fort Churchill. To reach the latter port it would be necessary to carry the line across 70 miles of "badlands." The misadventures of

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vessels during the last season of navigation were due to various causes but the loss and damage had not been anything like so serious as was reported. As much progress has been made with the terminal work as could reasonably be expected. It is intended to send in a strong force of men overland, so as to make an early start on the work, and make as much progress as possible during the open season this year. (Feb., pg. 70.)

The Canadian Northern Ex. Co. has opened an office at Hafford, Sask., and has closed its offices at Berton, Ladysmith, Neelin and White Plains, Man., and Chandler and Fairlight, Sask.

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Beatty & Sons, Ltd., Welland, Ont.

Dominion Government Vessels for
Hudson Bay.

In connection with the Government work at Port Nelson in Hudson Bay, the following vessels have been purchased,—s. s. Darley Chine, from the Alum Chine Steamship Co., London, Eng.; s. s. Sharon, from The Ottoman Line, Ltd., Newport, Eng.; s. s. Sheba, formerly owned in Monmouthshire, Eng.; sailing vessel Bargany, from Carl Beck, Twedestand, Norway, and sailing vessel Benmore, from the Fenchurch Trading Syndicate, London, Eng.

The sailing vessels were purchased for the carrying of coal from England direct to Port Nelson, where they will be used as bulkheads in connection with the harbor work. In addition to the purchase of the

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