

NEW RAILROAD OPENS UP CANADA'S RICH INTERIOR—THE HUDSON BAY RAILWAY

Washington, D.C., Sept. 28.—When Sir Martin Frobisher, Hendrick Hudson and other early adventurers set sail across the western ocean in search of the fabulous northwest passage, they dreamed of a sea route to the east, a passage through which could be brought the wealth of the Indies, the jewels of Cathay. Today, a northwest passage has been realized but it is destined to serve a deep inland territory of which the earlier adventurers never dreamed.

The Hudson Bay Railway now is an accomplished fact. Right now trains are thundering over it to Churchill, the chill port of Hudson's Bay, whence their cargo will be transported out through Hudson straits to the North Atlantic and then on to European ports.

Tops Huge Empire

No railroad train ever occurred to Sir Martin Frobisher. The idea of the locomotive was unborn and the combination of a rail and water trade was beyond the conceptions of the Elizabethans. Yet the true effectiveness of the northwest passage is to be felt through the tappings by means of it, an inland empire of 3,000,000 square miles.

Fifty years ago a project of building a railroad northward to the shores of Hudson bay was broached and widely discussed in Canada. Partly because of the disputes as to the proper routes to be followed, no progress was made for thirty years. Not until 1910 did actual construction begin at The Pass in Manitoba on the line which has this year finally made effective a true northwest passage between Europe and America.

The early adventurers sought the northwest passage as a short cut to the riches of the Orient. While the Orient is not reached directly by this route, a short cut is actually accomplished for the Hudson Bay railway, in conjunction with the steamer lines, through the Hudson straits subtracts anywhere from 500 to 1,000 miles from the haul from various Canadian shipping points to various European ports.

The new railway joins the Canadian National Railway at The Pass, an old French fur trading post, and runs in a northeasterly direction for some 350 miles and then due north to Churchill on the slopes of the great bay. Dur-

ing the working season of 1931 the last of the line was built and trains are now running. As a part of the project, extensive terminals and port facilities have been provided at Churchill for the transshipments of rail cargoes to vessels.

History of the Company

The construction of this new factor in world geography is the work of the Canadian government and the Hudson Bay Company, one of the most romantic commercial organizations in the world.

The official name of the company is "The Governor and Company of Adventurers of England Trading into Hudson's Bay." That title has proved a little cumbersome so the shorter one of "The Hudson's Bay Company" is used in common parlance yet in formal, legal documents and transactions the full name is employed and is even stamped on much of the goods of the company.

It was chartered by the King of England in 1670. Prince Rupert and 17 adventurous nobles were given the charter which endowed them with a monopoly of trade in the territory of all streams tributary to Hudson's bay. This was, perhaps, the greatest monopoly ever granted, for this drainage area, over which not only trade but legislative control was given, is approximately equal to the area of the United States.

Almost from the first the company of adventurers has been immensely prosperous. At first the business consisted almost wholly of fur trading and trapping. Although the French had ceded Canada to England, there still were hundreds of French fur trappers in the dominion who did not cease their operations. The French, American, and other independent trappers formed an independent company which for years challenged the monopoly of the Hudson's Bay Company. A trade warfare which frequently bordered on actual warfare resulted. Many men were killed in the rivalry but the chief loss was the loss of animals.

Frantic to surpass each other, the two outfits killed animals without order or reason, even destroying them in the breeding season. There was little government in those wild days

and the policing of such an empire was out of the question.

Importance of New Route

Peace was brought about by a merger of the Northwest Fur Company, the one the independents had formed, and the Hudson's Bay Company. This occurred in 1821, and from that time onward the taking of pelts was better regulated. All prospered and the great company paid dividends comparable to those promised by the Mississippi Bubble.

The Company's charter expired in 1859, however, and it ceased to hold its trading monopoly. The country was thrown open to the public under the regulation of the Dominion government.

However, the Hudson's Bay Company had been in control so long that it dominated the fur trade and had entered every other kind of trade. It had established scores of posts, some of which grew into towns. It owned ships and stores—at first small stores but at length, great department stores in the larger Canadian cities.

It is said that there is no article of trade of any kind known in the world which cannot be procured from the Hudson's Bay Company.

The potential importance of the new Hudson Bay Railway lies in the tapping of the vast interior riches of Canada. Canadian wheat now moves down the Great Lakes in chief volume, but also moved by rail to Canadian Atlantic ports and Canadian Pacific ports. The new railway line has connections which enables it to receive shipments from the great transcontinental lines, which, in turn, extend through the rich prairie provinces. By shipping the grain north to the bay and then by water to foreign ports, many miles of haul can be saved on most shipments.

While grain is now the principal freight, the rich mineral resources of Canada can more readily be exploited because of this new transportation. Branch lines will be built to feed the main route.

It is not at all out of the question that the port of Churchill, now known to but few people, will become one of the great shipping ports of the world.

DEFINITION

Love is beautiful,
Love is trite;
Love is dutiful,
Love's a kite.

Love is binding,
Love is not;
Love is finding
Out a lot.

—HARCOURT STRANGE, in New York Sun.

MEANS LITTLE TO LONDON MAN IN THE STREET

London, Sept. 27.—The suspension of the gold standard meant little to the man in the street in London today. This laconic and somewhat morose individual went about his work—if he was lucky enough to have any work—as usual and his view of the day's headlines was more or less like his reading the outcome of a cricket match.

As a matter of fact, the momentous action of the government seemed to matter only to stockbrokers, ministers and financiers who visualize the yellow metal in explicit terms. The ordinary cockney seldom sees any gold except in his wife's teeth and the matter of a monetary standard means about as much to him as the Einstein theory.

Tonight the pubs were just as full and the movies just as crowded as usual. The price of beer showed an increase of only a penny a pint, the rise which followed the recent budget balancing, and the price of cigarettes and pipe tobacco was about as usual.

So plain Johnny Bull merely ordered another half-and-half, took a hitch in his trousers and inquired of the pretty barmaid, "Wot's all this gold standard tosh about?"

The English theater is a bright spot in the crisis. The summer season has been the best since the war, according to Charles B. Cochran, who is probably the leading British producer.

Thousands tonight were threading their way to the theatres and music halls where, in many instances, the "house full" and "standing room only" boards were put up.

Only a few days ago a powerful theatrical group refused to countenance a movement for reducing wages of scene shifters, chorus girls and the like. This group declared the state of business warranted no such cuts, and so it seemed tonight.

CAVE MEN HAD TOOTH WORRIES

Palo Alto, Sept. 27.—Cave men and primitive Indians in California had other things than saber-toothed tigers and mastodons to worry them, Dr. A. W. Meyer, head of Stanford University anatomy department, has concluded.

Toothache, for instance, was just as common in those days as now, Dr. Meyer declares, and six out of seven, or even eight out of nine, probably suffered from cavities, impacted wisdom teeth and similar dental troubles, he believes.

Preliminary results of study of Indian skeletons found in burial mounds near Mayfield, Santa Clara county, showed marked structural defects and acute nutritive wants, Dr. Meyer said. Evidence was plentiful that these primitive men also experienced considerable pain from abscessed, decayed and broken teeth, he said.

Teeth in those days were used for mechanical purposes to a great extent, it has been shown, adding to the pains of those who were forced to pull leather thongs, perhaps, while suffering from severe toothaches.

The fact that many of the bones found in the burial mound were those of small children indicated that the standard of living among the primitive inhabitants of the region was very low, Dr. Meyer said, and indicated that the securing of food was a real problem.

No evidence was found that the Indians either spun or wove, Dr. Meyer stated. Shell money was found in large quantities, indicating the tribes had learned the art of barter, however.

Theodore Dreiser says he is no happier now, when he is rich, than he used to be when he didn't know where the next month's rent was coming from. But no matter. His landlord is.

A traveler was given free rides back and forth across the Atlantic for three months while two governments argued his nationality. Since he appeared to enjoy it, it was decided he was Scotch.

A THRILLER FOR SEPTEMBER 30 OVER THE RADIO

Behind-the-scenes drama of the great Russian retreat through swamps of the eastern front will be presented in another "Thrillers" episode by D. Thomas Curtin, World War correspondent, to be heard Tuesday, September 29, from 9.00 to 9.30 P. M., E. S. T., over an NBC-WJAF network.

Curtin, who saw the war from both sides, will shift the scene to East Prussia. The episode, entitled "A Stranger in the Mill", will be laid on the edge of the famous Masurian

Lakes where Hindenburg made his great reputation by driving Samson's forces into swamps during the Battle of Tannenberg.

Only two Americans got up with the German army in East Prussia during the Russian invasion in the first month of the war. Curtin, as a roving correspondent for London newspapers, was one of them. He unearthed so much first-hand material that General Hugh Scott, then chief of staff of the U. S. Army, later invited him on a brief trip home to reveal his findings to the general staff in Washington.

When they can't get a New York policeman for grafting they give him three years in Atlanta for dodging his income tax.

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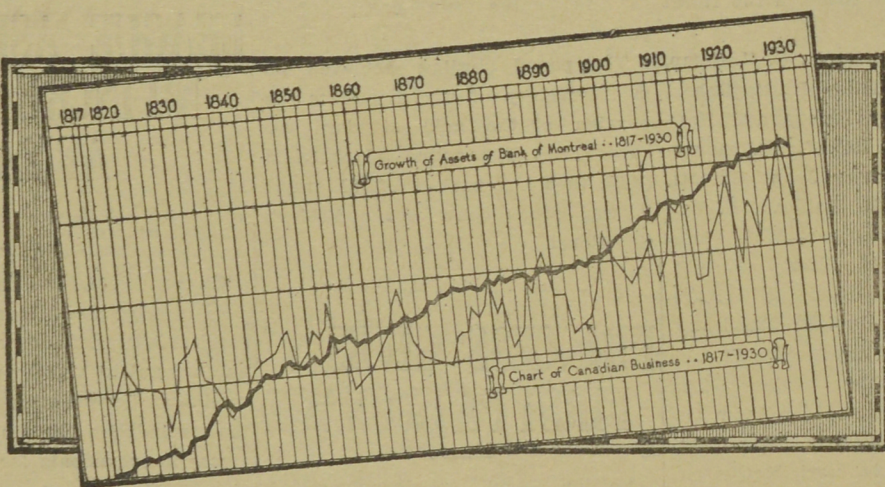
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