

involvement in the Manitoba and South Eastern Railway could account for the reference to work on a railway construction contract in the Rainy River district which appears in "James Isbester Exhibit Number Nine Volume 1." The Manitoba and South Eastern Railway, as part of Mackenzie and Mann's Canadian Northern Railway, continued its construction eastward to reach Port Arthur, on Lake Superior, in 1902.

(c) Involvement in the construction of a Hudson Bay Railway, first with plans of his own for such a railway and later, it is believed, in association with William Mackenzie and Donald Mann in the firm of Mackenzie, Mann and Isbester.

5. In due course, long after the death of James Isbester in September, 1899, construction of a Hudson Bay Railway by the Canadian Government was under way. Commencing work in 1911, it would run from The Pas, Manitoba, to reach tidewater at Port Nelson where the Nelson River discharges in to Hudson Bay.

6. Work on the only partially completed Hudson Bay Railway and its terminal port at the mouth of the Nelson River was suspended before the end of World War I.

7. When work on the Hudson Bay Railway was resumed in 1927 the decision was made that the line would be diverted northward, away from Port Nelson and would instead terminate at Churchill. A substantial reason for such diversion was the anticipated problems such as silting, with its associated high dredging costs expected in the harbour at Port Nelson. This change in direction to run northward to Churchill instead of north-easterly to Port Nelson is clearly visible in "A Map of the Churchill Railway."

8. As a boy I can remember my Father, Alexander John Isbester, telling about how he and his older brother Colin James Fraser Isbester had some sort of demand filed against the Canadian Government. As I remember it there was some lawyer from Ottawa whose name I cannot remember also involved in it with them.