

sixteen vessels taken care of at one time. Probably in four years' time the port could be made ready for use as a harbour for shipping grain. Then if the boats come for the cargoes I think there would be no difficulty in handling 15,000,000 bushels. As a matter of economy it is perhaps desirable that the steel should be there before we do anything more.

I have always considered Nelson the better terminus. Armstrong favoured Nelson from 1912, but I am quite willing to take my share of that responsibility. I do not think Armstrong was even at the bay. He based his report on the reports he got from his engineers. The actual construction was not further than fifty or sixty miles out of Le Pas when the contract was let for Nelson. Churchill was not rejected as impossible for railroad construction. Churchill was rejected on purely commercial grounds, such as mileage, which apart from operating cost in the future means a definite increase in the cost of the railway. And for a large harbour development Nelson would outstrip Churchill anyway. You would be passing up a good port to go to an inferior port. By inferior port I mean requiring a larger expenditure of money because for a large development Churchill would actually cost more than Nelson. For a small development Churchill would be cheaper than Nelson. But the extra cost of the railway would destroy that advantage and the extra rail haul of the grain remains in perpetuity.

EXTRACT FROM THE EVIDENCE OF MR. E. E. CLAWSON, DEPARTMENT OF MARINE.

I am the officer in charge of lighthouse construction for Hudson bay and strait. I established nine beacons in the strait and one beacon at March point, Hudson bay. All the beacon lights were established on land. We also sent twenty ice buoys and gave them to the Department of Railways and Canals to establish in the river. We maintained lights in the strait and cape Tatnam during the season of 1915.

EXTRACT FROM THE EVIDENCE OF MR. J. W. TYRELL, CIVIL ENGINEER.

I am a Dominion land surveyor and civil engineer. I have on more than one occasion been in the Hudson Bay district. I have gone both over land and by water. I have been there five different times. My first visit was in 1885. I was then hydrographer and I took the soundings. We went in by way of the straits during July, 1885. The ice delayed us considerably. We arrived off the entrance to the strait in the month of June and encountered ice. We did some surveying of the adjoining coasts drifting in the ice and returned to St. Johns for repairs—to have some iron sheeting put on the bow. She was a wooden ship, a sailing barque with auxiliary steam power. We were not suited for coping with obstacles. It was all we could do to get along in ordinary open water, without pretending to do much battling with ice. We met the ice north of port Chidley, at the eastern entrance, between that and Resolution island. When we returned to the straits we had no further difficulty, but passed through. The *Neptune* had been up the year before and located five observation stations at various points in the straits and we went up to relieve the stations and take off the men. I remained on board until our return in the autumn. Then I was left off at Ashe inlet, on the north shore of the straits, and remained there all winter taking tidal and meteorological observations. But during the summer of 1885 I accompanied the ship. We surveyed several of the islands down the east shore of the bay.

We met an enormous amount of walrus, which swarmed about the shores of these islands. The walrus lives on clams and other shell fish, and we found them in great numbers.