

decidedly of the opinion that navigators will always find open water in Hudson's Bay during three months of the year, say from middle of July to middle of October. Regarding the navigation of James Bay, I can only say that there are no good harbours, shoal water being the great drawback.

I observe in Mr. D. A. Smith's evidence before the Select Committee of last Session, the statement that the Hudson's Bay Company's officers have found the season of navigation to last only from two to six weeks. I think Mr. Smith must have misapprehended the facts, as it is within my own knowledge that the Hudson's Bay Company's local coasters (vessels from 20 to 40 tons) perform voyages from East Main to Moose Factory and back during at least two and a half months of the summer, besides being employed for at least a month in attendance upon the London ship, while the latter discharges and takes in cargo.

Mr. Smith also stated that the report of the discovery of some papers or records (relating presumably to dates of arrivals and departures at and from York Factory) was erroneous. Such may be the case, but I feel assured that by writing to Moose Factory we could obtain a copy of such dates and other data extending over a period of at least one hundred years. I can speak authoritatively upon this, as some five entries of arrivals and departures were written by myself in the book to which I refer.

I may mention further that in the year 1875, the barque "Lady Head," a vessel built on the Tyne, and for the West India trade, arrived at Moose Factory, or rather in Moose Roads on the 20th September, and we despatched her on her homeward voyage on the 13th October of the same year. She met with ice in the middle of Hudson's Bay, lost her rudder, and became temporarily disabled. The Captain (James, since dead) erected a forge upon the ice, cut up his best bower anchor with a carpenter's handsaw, manufactured therefrom gudgeons and pintles, rigged a jury rudder, and made sail for London, which he reached in safety after a 29 days' run. These facts are suggestive.

In conclusion, I can only say that in my humble opinion, Prof. Hinds' scheme is perfectly feasible, the more especially when we consider the use of steam vessels, and the rapid strides science is making day by day in the production and management of the electric light.

By the way, reference has been made to the losses sustained by the Hudson's Bay Company in the shipwreck of several of their ships. They never, to the best of my knowledge, lost a ship of their own excepting the "Prince Arthur" and the "Prince of Wales" in 1864, upon Mansfield Island at the entrance of Hudson's Bay. Both of these really fine vessels went ashore one lovely moonlight night at 10 p.m. The weather was beautiful at the time and the ships were carrying studding sails aloft and aloft on both sides. A few hours previous to the accident the Captains of the respective vessels had been interchanging visits, the sea being quite calm, sufficiently so at any rate for ship's boats. They were close to the island, consequently should have known their danger. No lives were lost and a great portion of the cargoes were saved. In the autumn of the same year (1864) the schooner "Martin" arrived at Moose Factory from York with a portion of the cargo of the "Prince Arthur" about the end of October. She reached Moose Factory just in time to be hauled up out of the fast forming ice.

Regretting my inability to enlighten you further.

Believe me,

My dear Colonel Dennis,

Yours most respectfully,

CHAS. HORETZKY.