

For several hours our situation was indeed desperate but our crew proved themselves true sailors and the little tug *Kathleen* a right worthy sea boat. Cape Churchill eventually loomed up and after rounding it the welcome beacon of Churchill could be seen. At 6.30 on the evening of the 28th we entered the mouth of Churchill harbour. To the right could be seen the ruins of old Fort Prince of Wales while to left Battery beacon loomed up against the stormy sky. The roar of the breakers, mountain high and white and fleecy with foam, welcomed us to this haven. In less time than it takes to tell we had slipped from the violence of the angry sea to the calm and peaceful waters of the landlocked harbour. All hands hurried on deck and lustily cheered as the anchor was dropped in 30 feet of water opposite the old Northwest Mounted Police barracks. A little nearer the Hudson's Bay whaling station a coasting schooner was peacefully riding at anchor in 36 feet of water. Considerable controversy as to the merits of Nelson and Churchill harbours has arisen from time to time. As we glanced about this natural haven and pictured the raging sea that we had just narrowly escaped we one and all voiced our appreciation at having reached Churchill instead of Nelson at this hour. Without any difficulty we had entered the harbour during the roughest of gales and our protection here was all that could be desired. It would have been utterly impossible to have reached security and such shelter at Nelson and I very much doubt if our tug could have ridden out the storm at anchor in its roadstead.

With all danger past and the tug riding peacefully in the security of this harbour appetites returned with surprising alacrity. The steward soon had his little kitchen and dining saloon reconstructed and tried to crowd into one meal the three menus of the day. After supper a small boat was lowered and a visit made to Capt. Taylor on the Hudson Bay schooner. We found him ready to sail for York Factory on his last trip of the season. He was waiting for the storm to abate and expressed great surprise at our safe arrival. His preference for Churchill as contrasted with Nelson was most emphatic. His schooner is a most interesting type, a very serviceable and economical boat for these northern regions. It is rigged as a sailing vessel carrying auxiliary oil engines and we were informed this combination gave excellent satisfaction. I was naturally interested to observe by the makers' plate that she was built by R. Kitto and Sons, Port-haven.

Next morning Capt. Taylor weighed anchor at eight o'clock and steering out into the bay hoisted sail and scudded before the dying gale at a merry clip. Our party spent a most interesting day in visiting various points of historic interest about the harbour. Naturally the ruins of old Fort Prince of Wales held first attention. This interesting structure stands on a rocky point of land at the harbour's entrance. It was erected by the Hudson's Bay Company in the years 1733 to 1747 of stone masonry. The walls are 34 feet thick at the base and about 16 feet high. The outside dimensions are 312 feet square, the inner enclosure being about 132 feet square. It was manned with 40 brass cannon. In 1782 it was captured by the French Admiral LaPerouse and partly destroyed. The walls are still in fair condition but the inner residences are almost totally destroyed. The 40 cannon are still to be seen scattered about and overgrown with vegetation.

Another interesting point is the post of the Royal Northwest Mounted Police overlooking a little bay about a mile up the harbour and on the same side as the old fort. This post is now abandoned. The Hudson's Bay post is also on the same side of the river and about four miles up the harbour from the police post. Here we met Manager H. C. Moir who treated us to a most sumptuous duck dinner. On the opposite side of the harbour on the right bank of Churchill river is located an old Hudson's Bay whaling post. About this post some ten or twelve Esquimaux were camped in temporary shelters. They grinned us