

Other instances of meeting large fields of ice earlier in the season are recorded. Snow began to fall September 9. This survey was continued in 1912. The schooner "Beleigh" entered Hudson Strait on July 27, but she had so much buffeting with ice that Capt. Butler feared for her safety, and returned to Halifax. The "Minto" which accompanied the schooner went into Hudson Bay.

In 1913 the "Minto" made a second trip. She sailed from Halifax on July 24, reaching Port Nelson on August 6. This trip was uneventful. The expedition of 1914 reported ice conditions somewhat similar to previous reports.

The expedition of 1915 reported that the ice left the Nelson River about the middle of June, and although the "Acadia" managed to get through the ice without injury, it was quite sufficient to cause serious trouble to any freight steamer.

In regarding the various government reports there are references to ice in Hudson Bay during the summer and fall seasons. This was brought to the attention of the marine department first, when the "Chrissy Thomey" was sent to Hudson Bay to do work in the James Bay, but since then this floating ice has been regularly observed, and it moves about Hudson Bay during the whole summer. The "Chrissy Thomey" was given up for lost, when she suddenly arrived in James Bay too late to do any work during that season (1913). When she was caught in the north end of this ice field the steamer "Beothic" was caught in the south end of the same field and detained for a long time. They reported the ice off the entrance to James Bay on October 1 was 90 to 100 ft. thick.

The presence of this floating ice field is a serious menace to any navigation in James Bay, and as there are some who contemplate operating ships between Port Nelson and a James Bay port, trans-shipping the grain to rail and thence to Quebec, this feature should be seriously considered before further commitments are made. This route would form a duplicate track to the one through the Great Lakes in so far as distance is concerned, but cannot be compared in any other way.

As the present routes are not overtaxed and as they are capable of expansion, the proposed new routes apart from their danger and high cost, are certainly not necessary.

The records of navigation through the strait and Hudson Bay are numerous. They are spread over a period of more than three hundred years, and are available to anyone desiring to study the matter in detail. There is no report that I have found which contradicts the facts reported by so many explorers that navigation of the strait and bay is absolutely dangerous, except for probably two months in the year.