

SPECIAL COMMITTEE REPORT.

going from this country. My first trip was in 1841. We left England in June arriving at York Factory about the middle of August. Were delayed for sometime at Stromness taking in supplies. Saw some ice in passage of Straits but were not detained on that occasion. Three ships came through at same time without detention. The ice was broken field ice. My second trip was in 1855. We left York Factory towards the end of September. Do not remember that we saw any ice at all. Were not delayed at all. In 1856 we left England in June, and arrived at York late in August. Saw some ice and were detained about two hours during our passage of the Straits. A steamer could easily have avoided the ice on that occasion. Think a steamship properly prepared for such navigation would have no difficulty in Hudson's Straits at any time of the year. We had stormy weather off the Greenland coast on one occasion, but no bad weather either in the Straits or on Hudson's Bay. Saw no fogs at any time on Hudson's Bay or Straits to my recollection. Never resided on Hudson's Bay.

(Sd.) ABRAHAM COWLEY.

1. C. S. Drummond,
2. Financial Agent and Vice-President of the North-West Navigation Company,
3. Winnipeg.

Am interested in the carrying out of the Hudson Bay Railway scheme, and during the time I was in England in January last I conversed with many persons in Liverpool and London as to the project. I also met in London some gentlemen from Berlin and conversed with them. The opinion of all with whom I conversed was that the Straits and Bay were navigable for powerful steamers the whole year round, except perhaps during the period from the 15th May to 15th July, and even then they supposed the navigation to be difficult, but not impossible. There is a strong syndicate formed in Liverpool in which are some of the largest steamship companies who are willing to furnish vessels for opening an ocean route between the ports on Hudson's Bay and Liverpool, on the assurance to them that a railway will be built. They have gone into the question very thoroughly, having at their command the latest charts, log books and information respecting the navigation of the northern seas, and have also obtained valuable information from the "*Depôt des Carte de la Marine et Colonies*" at Paris. The very fact of this syndicate being prepared to enter into the scheme at their own