

SPECIAL COMMITTEE REPORT.

tion of Straits dangerous where ordinary precaution is used. After the Eastern entrance the Straits is passed there would be no difficulty encountered by a vessel shaping a direct course to ports in great Britain. There would be no greater difficulty than in sailing from the Strait of Bellisle.

Think that York Factory (stage R,) cannot be made a good harbor on account of shifting channels which have to be buoyed afresh every season.

(Signed) C. R. SINCLAIR.

1. WM. STEVENSON,

2. Farmer,

3. Headingly.

4. Formerly five years in H. B. Co. service. Passed through Hudson's Straits in end of July, 1835, saw some ice but had no difficulty in avoiding it. Had fair passage through Strait, an open boat could have accompanied the vessel in safety. Wintered at York Factory 1835. Hayes River froze over about 20th November in that year, opened about 2nd June next spring. This was considered unusually late. The Chief Factor, Mr. Hargrave said he never knew it to be so late in his experience. Do not know how many years he had been there.

(Signed.) WM. STEVENSON,

1. WALTER DICKSON,

2. Formerly in H. B. Co. service.

3. Lake Francis.

4. Was 20 years in employ of H. B. Co. from 1853 to 1873, on East Main and between James Bay and Lake Superior. Have been requested to furnish information respecting Hudson's Bay to the Committee of the House of Commons at Ottawa. I have answered these questions substantially as follows. I lived for thirteen years on the coast of Hudson's Bay, and for seven years in the interior between James Bay and Lake Superior. I have had an opportunity of gaining information respecting Hudson's Straits from my long acquaintance with Esquimaux who reside about the Straits, and from my personal observation of the Bay itself. I have every reason to believe that the Hudson's Straits and a great body of the Bay proper, are navigable at all seasons of the year and afford no peculiar difficulty to ordinary