

25, when it continues its voyage out, calling at the other places along the Labrador coast, and leaving Cartwright, its last port of call, about the second week in October. They are steamers, but of course they use their sails. The one that supplies that part of the bay and Labrador coast is a sloop of war called the *Pelican*. These vessels are not large enough to carry grain, but small boats of 400 or 500 tons and a draught of 16 or 18 feet.

So far as witness knows there are no glaciers formed in any of the waters of Hudson bay, or any waters flowing into it from the north.

Some years ago large quantities of the Baffin bay ice came down through that channel by Digges island. Witness was in the *Diana* in 1896 and 1897, and she struck there early in January off Digges island. There were quite a number of large pieces of ice came in that way that did not add to their comfort at all. This ice comes in in the winter time, as early as November probably, and remains there until it melts. Some of it is liable to be there in July, but the ice melts very rapidly after the middle of July. It would not impede navigation during the period he had mentioned.

Really prepared steamers could navigate Hudson bay and Hudson strait longer than the period he had mentioned; you could navigate the straits all winter if you had a specially prepared vessel, but it would be a long voyage.

Except for the ice, Hudson bay and Hudson strait are not difficult to navigate.

The channel to Churchill harbour, Mr. Low said, he thought was about four fathoms. Then it deepens gradually going out, so that if a captain was attending to his soundings he would know when he was coming on to the coast, even if there was a snowstorm. As you come to the bay, these soundings gradually decrease as you reach through the passage between the two islands of Coates and Mansfield; so that while keeping the soundings going you have no danger, or very little, of going on the shoals or anything like that. Nelson is practically the same, except that there is no harbour.

The depth of the water in the channel between Coates and Mansfield island is thirty or forty fathoms, and the width of the channel, twenty or thirty miles. The depth of the channel at Nottingham is 25 or 30 fathoms. What he described as a channel was really a passage out in the open sea.

Altogether the witness considered the Hudson bay route, when it was clear, an even clearer one than via the St. Lawrence. There is at least two months when there is no trouble from ice at all, and when you do meet that loose ice in the summer time there is no trouble. There would have to be several lights established. There would have to be lights at Nottingham island, and probably at Cape Digge. Charlatan island would probably have to be lit at both ends, because it is practically in the middle of the channel, and then there would have to be lights at Cape Chigney and on Resolution island. Lights would also have to be placed at the mouth of Churchill harbour.