

trip, but it had always been supposed—and it is the case—that any difficulty with ice occurring during the summer or fall is caused by the ice coming out of Fox channel. The ice comes down there, on ordinary occasions, in calm weather, in a stream around King's Point, and sets off down through the strait. The days are long in the summer and the sun is warm, and Commander Wakeham remarked that he thought very little of that ice ever goes out into the Atlantic. It is very heavy ice up there, and in the warm summer days, by the time it gets down to Hope's Advance, it generally disappears.

He had no difficulty in getting through this time. The only ice he saw was the ice he looked for off Fox channel.

At this point the witness interjected the explanation that it had been suggested that he take a tramp steamer for this trip. It had also been suggested that the *Stanley* would do, but the captain of the *Stanley* and the witness thought she would not do for the purpose. They were ordered to go in and force their way through as early as they could, and a tramp steamer could not have done that. You must have a vessel prepared for such work. That was the first trip, but on the second trip, the witness repeated, he met no ice that would bother any vessel. An ordinary tramp steamer, however, would have to avoid the ice more than he did.

Proceeding with his narrative, witness explained that he spent some time looking at the ice in Fox channel. He could have gone up into Fox channel, but the ice was too thick, and he came down south and put into Churchill.

He had fine weather across the bay—strong wind and no ice whatever. He got to Churchill on August 29, and remained there until September 2. He left on September 2, stayed out in the bay, and spent some time looking for fish. He set trawls and tried for fish and got nothing. He had promised Dr. Bell that he would meet him at a certain date and take him off, and he had to be there, so that he could not stay as long in the bay fishing as he would have wished.

He went back south of Mansfield island this time, and on September 7 was off Cape Digges. They experienced their first snowstorm on that date. From that time on they had snow almost daily in the straits, not heavy snowstorms, but snow squalls.

The *Diana* picked up Dr. Bell and took him across to Fort Chimo. Mr. Low had agreed to meet the ship at Fort Chimo, and Commander Wakeham took both of them on board and took them to St. John's, Newfoundland. The *Diana* was at Fort Chimo on September 16 and left on the 19th. She was not interfered with by ice on the way out.

#### AUTUMN NAVIGATION.

The witness remained in St. Johns refitting until October 6, and on that date left to go back to the straits. He got back off the mouth of the straits on October 15, and was delayed there by snowstorms. He got back to Douglas Harbour on October 18. On the 24th he was again at Cape Wolstenholme. That is at the entrance of the bay, and met no ice. He then went back to Douglas Harbour and held on there for a while, intending to go back into the bay again. He made his last attempt to get into the bay on October 29, and was stopped by heavy winds and snowstorms, the ship icing up very much. He tried to force his way, but decided that, all things considered, it was not safe to stay there any longer, and put about.

There was no ice. It was simply the weather, the snowstorms, the short days and the long nights. It was not light until eight o'clock in the morning. The character of the coast, not being charted, was somewhat of a difficulty, and the fact that the land was bold and abrupt and covered with snow also caused trouble. You could not tell how far from it you were. It was cold, freezing up. The information as to the temperature was given in tables and sent to Mr. Stupart. It was freezing enough to ice