

sooner or later, but the shores are so bold and well defined that you could navigate the strait without any further charts than we possess.

There was fog one October day when the witness was going out on the *Ocean Nymph*, and great numbers of ptarmigan lit on the rigging of the ship in consequence of the fog. That is the only fog he remembered seeing in the strait. Once or twice the witness had experienced a little flurry of snow there. In some of the reports, they always speak of blinding snowstorms, but the witness had met nothing of the kind.

Speaking of the surveys, witness explained that he had himself surveyed the part of the coast from the neighbourhood of Icy cape west of Charkbok, but that was a topographical survey. It was not for a chart. The whole of this coast is bordered by such a wide archipelago of islands, that you could not easily define it. Mr. Low made a survey from Douglas Harbour, eastward on the south shore to the bottom of Ungava bay, so these two surveys would be of some assistance in making a general chart. If the rest of the shores were surveyed as well as they did these parts, it would not be a bad map.

The ordinary ocean-going vessels would be suitable for navigating Hudson bay and strait, but in the winter time it might be all the better if the ships were protected.

SEASON OF NAVIGATION.

Dr. Bell, replying to a question by the Hon. Mr. Tessier, said it is hard to say how many months of the year steamers could pass through the strait. He did not see why they could not pass through at any time in the winter, thought it would be inconvenient. Neither the bay nor the strait are frozen up any more than the Atlantic ocean. He could not conceive a bay 600 miles wide, in the same latitudes as the British islands, being frozen with the meteorological conditions being normal for their latitudes. He might be told that it is the influence of the gulf stream that keeps the navigation open in the same latitude on the coast of Europe, but his informant would not know himself how the gulf stream works. Here you have no Arctic current such as you have along the Labrador coast, nor have you the advantage of the gulf stream; you have just the normal conditions for their latitudes.

Asked by the Hon. Mr. Watson as to the maximum and minimum temperatures in the strait, witness replied that in summer they had occasional frost at night, showing that the mercury must have fallen to about 30° or lower. They would find in the morning a little skim of ice around the yacht, but on going up among the hills during the day, the heat would be intense. The sun rises at half-past two or three in the morning and shines until ten o'clock at night in summer. He did not remember being ashore in October, but he penetrated inland earlier in the season. He had been in to the big Lake Amadjuak, north of the strait. That lake and Nettilling lake, both in Baffinland, are comparable to Lake Ontario.

The temperature of Hudson bay is about the same as that of Lake Superior. Lake Superior is cold, and early in summer it is foggy on account of the hot sun and the cold water. If you were out on a promontory you would find the water of the lake cold in the middle of summer, while in a sheltered bay you might find it warm enough to plunge in and have a bath. Dr. Bell said he had bathed in the water in Baffinland, and found it very pleasant, but it was only a few acres of water fed by a small stream running over boulders which were heated up by the sunshine, and so made the temperature of the water pleasant. In one of his reports, in 1877, he had a table showing the temperatures of the air, the sea and the rivers up the east main coast. That table was accurately prepared at the time as the results of observations, and he would prepare a copy of it for the committee.

The sailing vessels that had been passing through the strait would all be in the neighbourhood of 300 tons. They were not always specially constructed for that ser-