

SELECT COMMITTEE REPORT.

The voyage only lasted eighteen days, Other sealers were equally successful.

The Committee rose and reported.

(Sd.) C. P. BROWN,
CHAIRMAN.

1. JAMES HARGRAVE,
2. Merchant,
3. Medicine Hat.

Was at York Factory on Hudson's Bay from 1867 to 1871 in the employ of the Hudson's Bay Company. The Nelson River opens in spring about 10th June and closes about 1st November. Steam vessels could navigate for two weeks longer in the fall. The mouth of the Nelson River freezes for about 15 miles from shore owing to the shallowness of the water. This ice is, however, constantly broken up by the wind and tides, the ice floating backwards and forwards in the Bay. The crossing place when it is considered safest to cross, is 12 miles from the mouth. I think the packet crosses about eight miles up on the road to and from Fort Churchill. Have heard the captains of vessels and sailors say that the Hudson's Straits are navigable all the year round. There is less floating ice in the Bay in winter than during the earlier part of the summer. Never saw any fogs during my residence on Hudson's Bay. Have seen vapor from the ice when the warm air came in contact with a colder stratum forming a light mist which would clear off in a few hours. Have been about twenty miles up the Nelson River, the water is deeper at that point than at the mouth. I have always heard that Churchill is the best harbor, from the captains and sailors of the H. B. Co's schooner which used to ply between York and Churchill and from residents of Churchill itself. They say that it is a natural harbor and has sufficient depth of water to float large craft. From what I know of the route between York Factory and Winnipeg I do not think it would be difficult to construct a railway to Hudson's Bay. There is plenty of timber suitable for making ties along the line of route.

(Sd.) JAMES HARGRAVE.

1. Archdeacon Cowley.
2. St. Peter's Parish.
3. Dynevor.

Have passed through Hudson's Straits three times in coming to and