

Factory, James bay, we met with very heavy ice in the Hudson strait. We entered the ice pack off Resolution island about July 27 and did not see open water again till eleven days after. Of course there were many huge icebergs seen each day when the fogs permitted. Since that year it has always been a matter of great interest to us in the bay to hear the annual news of how many days the ship was in the ice, and only once, as far as I can recollect did the ship come through the strait and down the bay without encountering any.

Northerly winds are the most prevalent in the Hudson bay and that must account for the ice remaining in the Hudson bay till towards the middle of August as a rule. Then again, the waters, being so cold, and only once, as far as I can recollect did the ship come through the strait and down the bay without encountering any.

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Knowing the great interest that has been stirred up in Canada re the Hudson bay route to England, I asked the captain of the S.S. Naskopie on the 12th of August, 1920 what he thought of Churchill as a harbour and he stated that only two ships, the size of the Naskopie, could be anchored at one time in that harbour and that even they had touched bottom there that year when a strong northeast gale was blowing. On August 7 they met with ice in the northern part of James bay and did not get free for three days. The ice drove the ship on to a shoal but they fortunately managed to get free again.

During the first two weeks of October, I understand, the heavy ice of Fox channel comes south and passes through the Hudson strait and that is the most dangerous of all, as the cold weather is already setting in by that time.

There can be no possible doubt that any vessel going to the Hudson bay must be strengthened in order to come through safely, for the ice will inevitably be met as a rule before August 7 and after October 1. Now it has been stated that a vessel larger than 5,000 tons cannot be navigated in the ice, and that strengthening the vessel for the ice means losing a certain percent of its carrying power. It is a significant fact, which should not be overlooked, that the Hudson's Bay Company, after a very long experience, use special vessels, and are now building one for the bay which cannot be a profitable cargo boat in the ordinary sense of the word, but built in relation to that exceptional condition which obtains in those northern waters.

As regards the establishing of aerial observation posts in the Hudson straits, would not the dense fogs which are so prevalent interfere in locating any possible open channels there?

Every one I have met who has had any experience in the two bays is of the opinion (apart from the lack of good harbours) that the ice and fog conditions are such that the Hudson bay route to England will never prove a success.

I would further state as regards the smaller vessels actually used in the bay every summer, that they usually stop sailing by the end of September. The Hudson's Bay Company, have a ninety ton engine boat, which supplies the cargoes to the southern posts of James bay during the first two weeks of July, and starts for Great Whale river post, Hudson bay (southeast) about August 1, taking a route along the shore so as to avoid the ice. Two or three of these vessels were brought in through the Hudson straits originally during the latter part of August and in September for use at Fort York and Moose Factory.

Personally I used a canoe myself in my summer journeys from post to post as I found from experience that I could have a better chance of getting through by that means, since my fifteen ton barge was forced up on to the land of Cape Jones by the ice on July 15 many years ago.

In concluding, I would like to add for your information that in taking the temperature of the waters from different depths in Hudson bay the highest I obtained at the surface during the hottest time of the summer was 47 degrees fahrenheit.

Your sincerely,

(Rev.) W. G. WALTON.

I would like to quote one sentence from a second letter I received from him dated May 4, 1926.

You may assuredly use my name and any information I give you in any way you desire. The bay (Hudson) on the eastern side freezes over for a distance of about 130 miles out from the coast in the vicinity of the two Whale rivers, owing to the chain of islands called the south and north Belshers. There are some excellent natural harbours here and there along the whole of the eastern side of James and Hudson bays.

He speaks also of the fish, but I will not take time to read his statement. He practically says that there is no possibility of its ever becoming an important fishing centre.

In closing, I wish to point out that I am not opposing, and many hon. members on this side of the House are not opposing, the expenditure of money putting into shape this Hudson bay route as a colonization and developmental road. We on this side of the House are just as sincere as my hon. friends who are fighting for completion of the road, but we have a perfect right to take issue and contend that before we add to the immense debt of the country another twenty-five or thirty million, we should know what we are doing and we should have a proper investigation as to the feasibility of the route. As we can do that at a cost of about \$100,000 by using our own Canadian Government Merchant Marine boats, I think it is only a fair proposition. The minister should consider that while he is carrying on the proposed construction the investigation could be made. It is a fair and an absolutely honest proposition so far as I am concerned, and if I am in the House when this matter comes back to us, and if the report of that investigation shows it is a feasible route, I will gladly support my hon. friends from the west in regard to it.

Mr. SANDERSON: The letter my hon. friend read referred to the port of Churchill, not Nelson.

Mr. MANION: Yes, I understand Churchill is a very much better port than Nelson.

Mr. SANDERSON: That is not my hon. friend's opinion.

Mr. MANION: I have not offered my own opinion. I have not said anything about it