

met with walrus in great numbers at the western end of the Strait. In one afternoon while steaming from the Digges Islands to Nottingham Island, we found between fifty and a hundred of them on the ice."

Continuing his remarks in reference to the trade of the region he very properly says: "I have heard it estimated, by men whom I consider competent judges, that a good Eskimo would be worth \$500 a year to a trader. The Hudson's Bay Company rate some of their best Indian hunters as worth \$1,000 a year to the Company, and, allowing that the Strait's region is a somewhat poorer region than the north-west of the Bay, a family ought still to be worth nearly \$400 to a trader. This estimate gives the value of Captain Spicer's station at \$20,000 a year, an estimate which I believe to be rather below than above the truth. All goods, destined for trade with the natives, on board of the American whalers, should be chargeable with duty, or a license fee charged them, before they are permitted to enter Hudson Strait, which would be sufficient to cover the duty, so that they may be placed on the same footing as the Hudson's Bay Company; for the value of trade in musk-ox robes, cariboo robes, seal skins, and ivory forms no unimportant part of the profit of the whaling voyage."

Lieutenant Gordon refers at some length to the work yet necessary to be done in order to settle the question of the navigation of our northern waters. He says: "Much will undoubtedly be learned from the observations taken during this winter as to the formation and breaking up of the ice, and generally in regard to its movement, and also of the phenomena affecting navigation; but it would be impossible to state definitely from one year's observations what was the average period of navigability of the Strait. I consider, therefore, that it would be desirable to continue certain of the stations for a second year, and might perhaps be desirable to keep on three of them for a third year.

"For the year 1885-86, I have the honour to recommend that the following stations, Port Burwell, near Cape Chidley, Ashe Inlet, near North Bluff, Stupart's Bay, near Prince of Wales Foreland, Nottingham Island, and Digges Island, be continued.