

own experience; for instance, that the whole bay was open all winter and that the Strait was navigable four months in the year. He went through the Strait in July, 1833, he thought, as surgeon on a sailing ship, and lay for three weeks without seeing a bit of open water. There were two ships a mile and a half apart, and ladies went from one to the other on the ice, to take dinner. They met the ship from York Factory which had been cruising backwards and forwards delayed by a barricade of ice through which no steamer could force its way. The deck was covered with two feet of ice, formed from the spray dashing over it; and the bows were covered with ice, weighing her down two or three feet by the head. That was the lecturer's first experience, but it was a very bad year. The ship got home very well the next year. When he went home in 1847, he saw very little ice; but in 1848 he met so much ice that it was a question whether they should put back again. He spoke of sailing ships; steamers might get through better. The lecturer pointed on the map to a large body of water whence the ice must come through many islands into Hudson's Bay. In the bay itself there would be no trouble, though it was not exactly true that it did not freeze over. At the southern extremity there was no open water in winter, but the ice was four or five feet thick. He did not say that the route was impracticable, but he suggested that a good Newfoundland sealer with good men should be sent up in the early spring to see in what state the ice was. One year's observation would not decide the question; for the most experienced whaling captain could tell how the ice would be when he went up. The H. B. Company's sailing ships never left the north of Scotland before the latter part of June, knowing that if they did they would be impeded by ice, although they were anxious to get to York Factory early in the season. He would not recommend any great expenditure of money until the facts regarding the Strait were fully established. Though the route was about 500 miles shorter, yet he feared there would be an averaged attention of between four and five days on each voyage. Lake Superior could, however, be navigated for six months in the year, or perhaps more; and the distance by rail from here was about the same as that to Hudson's Bay. Unless the question regarding Hudson's Strait was cleared up, he thought it would be very unwise to build the latter road. The greatest absurdities were told by men who did not know. Thus the terminus of the road was placed on a low island two miles from shore, and it was represented that there was a narrow and deep ship's channel. Gentlemen had shown him this and he could not convince them that they were wrong. Again, it was said there was a fine climate at Moose Factory, that tomatoes grew there, etc., while the fact was that a green tomato an inch and a half in size had grown in a corner exposed to the sun and coaxed with glass. So it was stated that cucumbers grew very nicely in the open air; and it was true that anything could be grown when covered with glass. The lecturer concluded with an interesting reference to the recent expedition sent out to reach the pole by sledges and provided with a very complete outfit and the necessary qualifications of hardiness and

James' Bay? certainly while

It may have been very clear water extending

does this mean the states of these circumstances should have been in the line

Have also any number of these then to be the other way because the best to be the worst from the land from do not grow by area before Glasgow -