

Thursday, October 5.—With the dawn came the first sight of land since Churchill faded to stern, Bigges' islands to starboard and Nottingham island to port. Hove-to to transfer supplies for the Nottingham Island radio station just before breakfast at eight. The sea continues like glass and land has been in sight off one or the other of the bows all day. The weather continues brisk and bright. With night a mist rose. It can't be bad for at 10 p.m. the Brandon was still forging ahead. This skipper won't sail in fog.

Friday, October 6.—Just before going to sleep in the little cabin under the bridge last night the skipper's voice came through the transom. "Stop her." The fog got thick at 11 o'clock and the Brandon lay-to until four in the morning. This was just between Big Island—the grave of the Bright Fan—and Wales Island, where the Dominion Government have a radio station and light. At 6.30 a.m. Cape Hopes Advance was sighted where there is another radio station and light. By four in the afternoon, exactly four days out, 800 miles had been covered and there is still 140 miles to go before Hudson Bay strait is cleared between Resolution Island and Cape Chidley. Here the Brandon will cross Davis strait and strike for Cape Farewell, Greenland.

The day has been cloudy, with the sea like glass. The first ice seen so far was sighted at noon, one big berg, about six miles to starboard. Another in the same direction loomed up about tea time. A walrus rolled by the ship about the same time.

Saturday, October 7.—Dawn broke with the Resolution Island showing about 10 miles off the port bow and by nine the Brandon was out of Hudson strait and in Davis strait. Here the course was altered to a more easterly direction and the ship headed for Cape Farewell, Greenland.

The sea is still calm, but a decided difference in the roll of the ship can be noted now that she is in the north Atlantic. She's taken on the steady sea roll with the slow, alternate rise and fall at stem and stern.

A small berg was sighted off Resolution, the north of the trip to date.

Fog came down at 1 a.m. and the Brandon stopped until four. This day started out cloudy but cleared, and to-night the moon is making visibility excellent. Captain Begg anticipates no more stops.

About 2 p.m. the magnetic compass began to work and the Gyro has now been abandoned except for checking purposes.

The weather is getting warmer and this morning the ice began falling from the shrouds. Thursday, in the Hudson strait, the thermometer registered 33 degrees at 8 p.m. To-day it registered 12 degrees warmer. The water is also six degrees warmer since yesterday, a good sign for those on the watch for bergs.

At 4 p.m., exactly five days out, the Brandon has covered 987 miles, leaving another 542 miles to do to get to Greenland, another 1,210 miles to get to Inisrahull on the north coast of Ireland and another 200 miles from there into Birkenhead. It's some little jaunt, Churchill to Liverpool, just 2,939 miles, plus a mile or two to allow for the "possible error."

Sunday, October 8.—Nothing but water in sight all day. The sea continues smooth and the weather excellent. It's getting warmer still

Hon. Mr. GILLIS.

and at 4 p.m. the air temperature was 46 degrees and the water temperature 42, up five and eight degrees respectively. The Brandon is now just past the middle of Davis strait and has covered 1,200 miles of her journey. For the trip to date she has averaged 9.01 knots per hour.

The mate caught another Ptarmigan this morning. He now has six in a coop on the boat deck, picked up about the boat after having been blown out from land.

Last night I listened to "The Baron" over WLW. There is a radio on board. We also had KFI and the Pickens Sisters.

Am sending an ocean-letter to my wife to-night. This is wired to a Canadian bound liner and posted by it upon arrival at Montreal. Being a member of the crew we can send these at half rate and 20 words cost just a little over "two bob"—about 50 cents.

Monday, October 9.—A day of endless sea with not even a berg sighted. The sky stays overcast, the sea smooth and the good ship keeps her steady pace. To 4 p.m., seven days sailing, the Brandon has reeled off 1,417 miles. She's about 60 miles south of Greenland and will round Cape Farewell to-night about 40 miles off. To-night will be the last one of "berg worry." It is raining gently as we go to bed, but visibility is good and unless it thickens a great deal more there should be no stop.

"Sparks" is a busy man to-day, sending ocean-postes from officers and crew to those at home. He's got the C.P.R. Duchess of Richmond, Glasgow bound, and due in Greenoch Friday morning. For my letter to Canada he has the new C.P.R. Empress of Britain, due in Quebec Thursday.

Tuesday, October 10.—We ate our meals off damp tablecloths to-day to keep the plates on the table and the food out of our laps. Some-time during the night the Brandon ran into what had been a heavy storm. The wind had gone, but a heavy swell, which somehow reminded one of a Moose Jaw golf course, has been running all day and is no better at bed-time.

We passed out of the "berg zone" this afternoon. From early morning until noon we sighted about a dozen icebergs as we passed the south point of Greenland. Some were quite imposing, grotesque mountains of beautiful sea-green ice, while others were merely floating mounds of snow.

To 4 p.m., eight days of sailing, the Brandon has made 1,634 miles.

Wednesday, October 11.—Nine full days of sailing and the Brandon has covered 1,854 miles. During the night the swell began to go down and to-day the sea has been normal and the ship pretty steady. The sky continues overcast and it has been drizzling steadily since noon. Nothing but sea in every direction.

Last night the radio had Lew Stone from the Monseigneur Club, London—the usual program, "Isn't It Heavenly," "Lazy Bones," "I'm in the Money," "Was My Face Red" (sung with a Lancashire accent) and "The Last Round-Up." Crooners, too, were in evidence. Big Ben ended the program at midnight, about 9.30 boat time.

Thursday, October 12.—The noon entry in the ship's log reads: "Strong wind and rough beam sea spraying fore and aft—overcast and rain."