

turnips, potatoes and other vegetables to sell to Hudson Bay traders and Indians. The farmer had sowed wheat one year for an experiment, and it ripened well. As there was no mill he had not attempted wheat as a regular crop. This farm is about 100 miles from James' Bay.

Mr. George Gladman, who resided at Moose Fort for fifteen years says the climate and soil there are good; potatoes and vegetables were raised in abundance, barley ripened well, currants, gooseberries, strawberries and raspberries are plentiful, wheat had not been tried; horned cattle, horses, pigs and sheep thrive. Last century Mr. Fryat who resided at the Fort for many years stated in a book published by him, that barley, peas and beans succeeded well, "although exposed to the chilling winds which came from the ice on the bay." In another book he says:—"Oats wheat has stood the winter frosts and grown very well the summer following, and black cherries also have grown and borne fruit." Mr. Edward Thompson, for three years surgeon at Moose Fort, says he has seen fur

BETTER BARLEY AND OATS AT MOOSE RIVER

than he ever saw in the Orkneys, but the quantity sown was small. "There was ground enough broke for corn (grain), but never any encouragement given, for sowing it, but the reverse, the governor forbidding it for no other reason than that if corn (grain) had been sown a colony would soon have been erected there." Prof. Bell in the latest of his reports which has come to hand, speaks very highly of the country for grazing and dairying. Besides is cultivated grasses it produces in some parts, particularly on the south-west and western shores of the bay, near Fort Albany, 60 miles further north than Moose Factory, immense quantities of wild hay. At Moose Factory oats, barley, beans, peas, turnips, beets, carrots, cabbages, and onions are cultivated with perfect ease, while even the tropical tomato succeeds. As the soil and peculiar exposure of Moose Factory are unfavorable, the fact of this success augurs well for the future agricultural development of the more southern country inland. That all the flora is the same as that around Quebec is cited by Prof. Bell as a proof of the mildness of the climate.

Newfoundland.

Correspondence Montreal Gazette.

THE FISHERIES.

The month of September has been the finest remembered during the last twenty years. The weather was perfectly delightful, bright, sunny days, sometimes unpleasantly warm, westerly winds and very little rain or fog. Of course, such weather has been most valuable for curing fish and prosecuting the fisheries; also in ripening the crops, all of which are unusually fine. October has set in with cooler weather, but still bright and fine. Such a fine season will enable our fishermen to pursue their avocations much later than usual, and to make up for past deficiencies. Vessels arriving from Labrador do not bring good accounts; and the impression at present is that the Labrador fishery will be considerably below an average. The high price, however, will go far to cover deficiencies. The shore fishery, on the whole, may be reckoned moderately good as to quantity, while the fine weather has secured a superior cure. The price (26s 6d for the best merchantable codfish) is higher than ever before known, for a continuance. On the whole, this will be a prosperous year in Newfoundland, both as regards the working classes and the mercantile portion of the community. The importation of goods for the fall trade has been very large, and of course this will tell favorably on the revenue.

THE LADY FRANKLIN BAY EXPEDITION.

It is, of course, well known, that the Americans are following up the attempt to reach the North Pole by way of Smith's Sound. Their plan is to station a party at Lady Franklin Bay, who are to make that their base of operations, and gradually push on, year after year, towards the Pole, making depots of provisions at different points, until at length, at some favorable moment, a rush is to be made for the goal. It is a bold project, and perhaps after all, the most feasible plan yet devised for reaching the Pole. The enterprise requires that each year reinforcements and supplies should be forwarded to Lady Franklin Bay. This was done successfully, last year, by despatching the Proteus, one of our sealing steamers. This year the steamer Neptune, a fine sealing steamer, was chartered for the same purpose, and reinforcements and provisions were despatched in charge of Major Beeby. The Neptune left St. John's on the 8th of July, reached Disco on the 17th, where dogs and fur clothing were procured. Steaming north till the 25th July, they met heavy ice, through which the Neptune slowly and with great difficulty wended her way, and on the 29th she reached Cape Alexander and Pandora Harbor. On the 8th August the vessel reached Victoria Head, where an impenetrable barrier of ice 12 to 15 feet thick was met, covering the whole of Smith's Sound. Here the Neptune remained till the 17th August, vainly trying to penetrate the solid wall of ice. All hope of further progress was now abandoned, and a cache of provisions for the Greely party was made at this point, so that if in need of food the party could come down the coast in search of such deposits. Another cache was made at Cape Sabine and a third at Littleton Island. At Cape Isabel a boat was left. On the 4th of September the Neptune's head was turned homeward; on the 8th, Disco was reached, on the 24th she arrived at St. John's. No fears are entertained of the Greely party suffering for want of food, as they are known to have enough for another year, and in any extremity they can fall back on the depots left by the Neptune, regarding which there was an understanding.

London Daily Telegraph.

Display of Northern Lights.

A fine, and, in some respects, a remarkable display of the Aurora Borealis was visible last night. Between half-past six and a quarter to seven, or about an hour after sunset, an arc of greyish white light was formed over the northern horizon, from the centre of which a series of bright ribbon like streamers darted southward, converging towards the zenith—the point straight overhead. These fleecy streamers were not specially brilliant nor of any great variety of color, but they were large and well marked. Toward the north-east of the sky they were somewhat dense and of a greyish hue, but on the north west horizon, tending towards that part of the heavens from which the last rays of the sun had scarcely disappeared, the aurora was of a dull red color. Both the arc and the streamers varied considerably after the first ten minutes, nearly disappearing and then bursting forth again.

More remarkable than the arc and the rays darting across the sky was a series of electric clouds, formed from ten to twenty degrees south of the celestial equator, and stretching across the heavens from east to west. That these were not vapor clouds was evident from these facts: 1st. They were self-luminous; as simple clouds they would have been invisible. 2nd. They vanished and re-appeared with the aurora, although at a short interval after it. 3rd. They were too symmetrical in form and arrangement to be mere condensations of

vapor. Each cloud was of a greyish or opal color, and egg shaped, the longer axis turned east and west; between them was a dark interval of about the length of the cloud, while the brightest and most permanent of the series were those at the eastern and western extremities. These clouds remained in sight for probably ten to fifteen minutes after the aurora had sunk to a mere effluence over the northern horizon scarcely sufficient to attract attention.

We have spoken of the bow of detached clouds as electric, because it has long been recognized by men of science that the Aurora Borealis is a phenomenon connected with electric or magnetic currents, passing through the upper regions of the atmosphere; and an appearance greatly resembling that observed last night can be produced artificially by passing electric currents through what are known as Gassiot's or Geissler's tubes, containing rarefied air or gases. Mr. Balfour Stewart has suggested that aurora arc currents, corresponding to earth currents, both being effluents due to changes in the magnetism of the globe. As the mariner's needle tells us the world is a huge magnet, with poles that do not quite coincide with the north and south of the earth's axis, and there is abundant evidence that its surface is from time to time swept by magnetic storms as marked as the atmospheric disturbances that produce cyclones and hurricanes.

It is confirmatory of the electrical nature of the aurora discharge that they constantly interfere with the working of the telegraph wires. During a good part of yesterday the transmission of messages was interfered with by air currents. Curiously enough, those lines appear to have been most affected which ran north and south, while east and west wires suffered little interruption. It may be mentioned as a moot point whether a strained electrical condition of the atmosphere produces perceptible effects on the nerves. There seems some reason to believe that this is the case, and that a highly susceptible nervous organisation may be considerably affected in this way.

Our Bude correspondent telegraphs that a fine display of aurora was seen there.

Cape Race, near which the steamship Herder was wrecked on Monday morning, is at the southeastern extremity of Newfoundland, latitude 46 deg. 39 min. north, longitude 53 deg. 4 min. It is a lofty and precipitous headland extending into the Atlantic from the southernmost point of the division of that island called Ferryland. It forms a prominent point for navigators in the north Atlantic, lying near the ordinary route of vessels between the eastern ports of the United States and England, and being the last point of American land sighted or passed in the eastward passage. It is a point very dangerous to ships sailing in foggy weather between the United States and Europe. On it is a revolving light 180 feet above the sea. It was established by the British government, and is sustained by a tax upon all ships sailing from or to Great Britain, to or from Canada and the Northeastern part of the United States.—Montreal Gazette.

We were recently shown a pair of woolen gaiters worn by "great-grandfather" in Montreal, between the year 1840 and '50, and at once came to the conclusion, that, if such a build was really required by foot passengers of those days, we had yet to see one of the "olden time" Canadian winters—we know nothing about a winter—absolutely nothing. And "ye rubbers!!"—but we will desist and spare the feelings of our readers. We haven't any rubbers now—they became extinct with the gaiters between the years '50 and '60.