

List of articles received on board from Station No. 6, Mr. Woodworth:—

21 sacks coal, 180 lbs. each.	$\frac{1}{2}$ tub butter.
3 barrels pork.	6 cases kerosene.
4 $\frac{1}{2}$ barrels do	1 keg vinegar.
2 barrels beef.	15 lbs. evaporated onions.
$\frac{1}{4}$ barrel sugar.	10 do do corn.
$\frac{1}{4}$ do oatmeal.	$\frac{1}{2}$ qntl. codfish.
6 sacks flour.	$\frac{1}{2}$ bag rice.
1 do beans.	37 lbs. evaporated cabbage.
3 bags bread (No. 1 Pilot).	46 do ground coffee.
1 box soap.	1 box fluid beef.
1 do evaporated vegetables.	35 lbs. tea.
2 boxes canned mutton.	3 boxes lime juice.
$1\frac{1}{2}$ do do beef.	8 cans peaches.
$\frac{1}{2}$ box do pears.	35 lbs. evaporated turnips.
1 do evaporated potatoes.	98 do do apples.
3 barrels No. 1 Pilot bread.	1 box canned pears.
$\frac{3}{4}$ barrel beans.	3 tins mustard.
$\frac{1}{2}$ do flour.	40 lbs. currants.
$\frac{1}{2}$ do syrup.	1 box cocoa.

The above list shows what was returned unused, and is the best possible answer to the statements which were made, that the stations were insufficiently supplied.

September 7th. At 5 p.m. left Port Laperrière for Nottingham Island, steaming dead slow. At 11 p.m. weather rather foggy; met a lot of loose ice, off the edge of which we lay till daylight.

September 8th. At daylight sighted Nottingham Island, and at 8 a.m. arrived in Port de Boucherville and anchored. All hands were immediately put to work getting off the stores and taking down the house, the whole work being completed and the ship at sea again at 6 p.m. the same evening.

We found Mr. McKenzie and his two assistants, Messrs. Gooley and Fleming, in excellent health; they had an ample supply of provisions to have lasted through another winter, and for fuel had thirty-five sacks of coal, besides some two cords of wood. Mr. McKenzie, in his letter, says in regard to the temperature maintained in his station-house:—"A temperature of between 50° and 60° could be kept up when the temperature outside was 45° below zero (our coldest), with quite a light fire."

At the time of our arrival Mr. McKenzie and his assistants were engaged in collecting and drying turf for fuel in anticipation of spending a second winter there. This turf dried, and burned with a little seal oil or fat of any kind, makes an excellent fire.

Mr. McKenzie and his party had been very successful hunters, and during their entire stay on the island they had rarely been out of fresh meat—deer, ptarmigan, ducks and geese, having been shot in considerable numbers.

About Nottingham Island there was a good deal of loose ice, which, though nothing to seriously affect navigation, was heavy old ice, and was undoubtedly the advance guard of the pack of old ice coming down from the north, but appearing somewhat earlier than in 1885.

September 9th. After leaving Nottingham Island the wind again began to freshen from the eastward, with a rapidly falling barometer; it blew fresh all day of the 9th, and before midnight it was blowing a whole gale. This continued all day of the 10th and up to the evening of the 11th, the weather being thick with occasional snow showers. At 10 p.m. of the 11th the wind died down very suddenly, and at 9 a.m. of Sunday, the 12th, we arrived in Ashe Inlet.

At this place I had a large beacon erected on the top of a high bluff close to the shore. This we named Tyrrell's Bluff and Beacon. It is an excellent mark, as both from east and west the hill top shows against the sky line, and the beacon stands out in bold relief.