

A survey was made of Churchill harbor and of port Nelson where the then proposed Winnipeg railway was to have its terminus. A report of the progress made by the expedition was each year sent to the Department of Marine and Fisheries and published in their yearly blue books. These are books Sirs and Ladies, which but few ever read, but which teem with, one would think sensational, situations of peril and anxiety, difficulties encountered and to be overcome. It is in such books, published at great expense by Governments and fully and beautifully illustrated, that one becomes initiated to the marvels, the wondrous of the Colorado, the gigantic petrifications and precious stones of Arizona, the Yosemite valley, now the so called United States National Park, the land of giants of this new world so called. It is through reports such as these that we have learnt of — and only since the last forty years — the giant trees of the Mariposa valley, 300 ft. in height, 3000 years in age; but I am wandering from my subject.

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The first year's expedition was on board the "Neptune" belonging to Mr. Job of Newfoundland. It was manned by a corps of expert mariners including a geologist, a doctor, observers, a photographer, 2 carpenters, and 12 caretakers of the several camps and observatories. It is with this expedition that our poor friend Ashe of the Quebec observatory, went out and was a year or more away at Ashe inlet which was called after him and still bears his name.

The 85 and 86 expeditions were on board the "Alert" of some 700 tons, built for Sir George Nares for his arctic voyage of 1876. The total hands were 52 including the editor of the Winnipeg Times, and 43 respectively, a meteorologist and the other scientists required on such a mission.

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The meteorological observations taken on board the Neptune in 1884 at Nacvaak bay, 100 miles short or south of