old seal fishery is over in the end of May, these vessels are open for charter. Some are sent to Great Britain with cargoes of oil and skins, others are laid up after the sealing season is over. The following is a list of names of the sealing steamers I remember. Nearly all the newer vessels have compound engines, burning little coal, some of the larger ones could carry coal enough for an eight months' cruise.

Proteus,	1,500	tons.
Neptune,	1,500	"
Eagle,	1,500	"
Greenland,	1,200	"
Iceland,	1,200	"
Leopard,	1,000	"
Merlin,	700	"
Wolf,	700	"
Tigress,	650	"

(Signed)   JOHN MOYES,

[COPY.]

NANTUCKET, MASS., March 15th, 1884.

J. E. WOODWORTH, M. P. P.,

Brandon, Man.

MY DEAR SIR,—

Since writing you I have conversed with Capt. Timothy F. Clisby, who for fourteen years has been right whaling from New London, Connecticut, in schooner "Era," owned by C. A. Williams & Co. of that port.

Capt. Clisby has been whaling every summer in Hudson's Strait and Bay, and Cyrus Field Bay (north of Frobisher's Bay.) He is a practical man, thoroughly conversant with that locality, and claims to be a thorough navigator and pilot around there. He wintered in Cyrus Field Bay in 1882-3 for the second time in his experience. This is the substance of his last voyage: Left New London, Conn., for the north, June 22nd, 1882; arrived at Resolution Island, north (side East entrance) of Hudson's Strait, July 13th. Found ice, but sailed to Orkelea, about opposite Salisbury Island, July 19th. (Salisbury Island is at Western entrance of Straits). Could have crossed Hudson's Bay to Fort Churchill easily. Ice left Hudson's Straits so that a sailing vessel could go through early in July, 1883. "My experience," the Captain adds, "tells me that navigation by steam is entirely practicable for four months in the year, viz: July, August September, and October, and in many years the

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