

more than twenty years. The exception that we would take to this statement relates rather to the form than to the matter. That there may be 44,000,000 tons of asbestos rock indicated between several present workings we do not doubt. But that this ore is literally, in an engineering sense, in sight, cannot be the case. It is, of course, quite justifiable for men who know the region to spend money upon the assumption that large intervening blocks of ore are homogeneous to the depth attained by the present workings. In fact, the probability of this being the case may be higher than in many instances where metalliferous veins are blocked out on three, or even four, sides. But it is quite incorrect to term such assumed reserves "ore in sight." This is, after all, a matter of terminology. It is, nevertheless, highly important to avoid even the suspicion of exaggeration.

A comprehensive descriptive directory of mines and prospects occupies the next forty pages. Then come chapters on foreign asbestos and commercial uses, and an appendix by Mr. Frederic Bacon on the testing of heat-insulating materials.

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We have sketched very meagrely the ground covered in this monograph. The book includes facts and data not otherwise obtainable. It is comprehensive and complete. The author has gone to no small pains to walk circumspectly. He has had an especially complex subject to attack. We believe that he has done his work creditably. The new monograph is a distinct improvement upon the first edition. More careful editing would have been well. But, all in all, the publication is to be warmly commended.

A MIDWINTER JAUNT.

Several weeks ago there appeared an item in the newspapers announcing that Mr. R. J. Flaherty had returned from Hudson Bay, and that he had brought with him the diaries, field-notes, etc., etc., lost during the previous summer by Prof. C. K. Leith. No further mention of the matter has been made.

As Mr. Flaherty's journey was remarkable in many respects, we shall present here a few details. A more complete description will appear later. Even the bare outline, however, is most interesting.

Mr. Flaherty, who is a very young man indeed, left Cochrane, a station on the Temiscaming and Northern Ontario Railway, on August 28, 1910, with one white companion. Moose Factory was reached by the Matagami route on September 5. Here a boat was engaged and on September 7th Mr. Flaherty landed on Charlton Island. Not until the 25th, however, did he succeed in making arrangements to sail to Fort George. Eight days of sailing brought him there.

Further progress was now impossible. A long wait was necessary until travelling by dog-team became practicable. Finally, on December 16th, Mr. Flaherty set out for Cape Jones with no white companion. At Cape Jones he engaged two Esquimaux and a team of nine dogs. Despite bad ice conditions, he made Great Whale, the most northerly Company post on the east coast of Hudson Bay, on Christmas night. Two days were spent here in arranging with the half-breed in charge for another relay of Esquimaux and dogs. On New Years Day, Little Whale, an abandoned post, was sighted. It had taken five days to travel 70 miles. On January 4th Nastapoka Sound was reached.

After making a seven days' examination of certain of the Nastapoka Islands, Mr. Flaherty started on his return journey. While travelling with an Esquimaux family, a short stop was made at Little Cape Jones. In the igloo of an Esquimaux entitled Husky Bill, a label much more pronounceable than the gentleman's native patronymic, Mr. Flaherty was astonished to see a very modern cross-section book. His curiosity was aroused. Upon inquiry he found out that the book belonged to Dr. C. K. Leith. Further, he discovered that Dr. Leith's dunnage bag had been picked up on the shore by Husky Bill's son, near Little Cape Jones, after being exposed to the weather for some months. He found the notes, etc., in perfect condition. The contents comprised diaries, geological notes and sketches, six fifty-dollar drafts, and \$53 in cash. The Esquimaux gave up the bag without demur.

Mr. Flaherty now proceeded south; getting to Fort George on January 23rd. Since leaving that post he had covered about 600 miles under desperately adverse conditions. The actual time occupied was five weeks, which period included all stops and delays.

The return route to Moose Factory was made much longer than necessary as the Esquimaux refused to travel directly to Moose on account of the deep snow. So it was possible only to strike out for Rupert's House. An Indian dog-team was engaged here. Leaving Moose Factory on March 2nd, Mr. Flaherty arrived at Cochrane on March 14th. Thus between December 16th, 1910, and March 14th, 1911, he had covered 900 miles on ice and 200 miles on land.

The recovery of Dr. Leith's manuscripts and notebooks is an incident that reads like highly coloured fiction. No doubt that distinguished geologist had given up all hope of seeing his precious bag again. Incidentally, the story affords a pleasant illustration of the honesty of the unsophisticated Esquimaux. Apart, however, from this accidental piece of luck, Mr. Flaherty's performance as a sub-Arctic traveller is unusually noteworthy.

Leading authorities, especially on the other side of the Atlantic, predict continued low prices for copper.