

fog alarm stations. I have been unable to obtain returns for the station on Belle-Isle, but I have been favored with copies of the records for three years at Greenly Island, Forteau, Cape Norman and Cape Bauld. These stations are in the Strait, the two first near the western entrance on the Labrador side, the two last near the eastern entrance on the Newfoundland side. According to the returns the duration of fog at each station in each month of the season open to navigation for 1892 '93 and '94, was as follows :

FOG TABLE.

Giving the maximum, mean and minimum duration of fog at four steam fog alarm stations in each of the five open months of 1892, '93 and '94 :

MONTHS.		GREENLY ID.	FORTEAU.	C. NORMAN.	C. BAULD.
		<i>Hours.</i>	<i>Hours.</i>	<i>Hours.</i>	<i>Hours.</i>
July	Max.	233	245	219	309
	Mean	192	225	173	167
	Min.	159	212	140	93
Aug.	Max.	143	326	200	262
	Mean	126	251	164	203
	Min.	113	170	112	166
Sept.	Max.	137	244	110	110
	Mean	122	184	90	99
	Min.	105	120	53	80
Oct.	Max.	115	161	125	215
	Mean	61	121	114	155
	Min.	22	70	107	110
Nov.	Max.	35	56	89	105
	Mean	27	40	41	68
	Min.	22	12	6	32

The facts adduced show that there is the greatest possible necessity for vigilance and prudence in navigating these waters in thick weather ; that the comparatively slow vessels (from 12 to 14 knots) which have heretofore passed through the Strait, have frequently to go at half-speed, and under certain circumstances to stop altogether until the weather clears. It follows that if swifter steamers were placed on the route, they would be compelled to reduce their speed to the same requirements. Such being the case, it is obviously impossible for fast steamers under ordinary circumstances to maintain a high rate of speed. With perfectly clear weather, when the icebergs borne by the Arctic current have been dispersed, it might be possible for a 20-knot steamer to make a " record passage," but such an event would be