Goodell, a packer and trapper of the region, who was a member of the expedition.

To reach the new peaks, Professor Chamberlin and Mr. Carpe back-packed their equipment up grizzly and caribou trails sixteen miles to the end of the Kiwa Glacier. After they had established a camp at an elevation of 4,700 feet, they had considerable difficulty in surmounting two crevassed ice-falls. Several days were required to find a route over which they could pack sleeping-bags and food to a bivouac above the second ice-fall. From this base they climbed Kiwa Peak in five hours, in an interval between heavy snowstorms.

Part of the climbing on Kiwa Peak was done on a snow slope with an angle of 47 degrees, up which every step had to be cut. A part of the descent of Mt. Goodell could be accomplished only by digging out steps, and the two explorers were in imminent danger of snowslides. They spent seventeen days in the mountains, storms and cloudy weather often interfering with their work.

Until the 1924 expedition of Professor Chamberlin and Mr. Carpe, little was known of the range, the locations on the maps differing greatly. Exploratory efforts made by the late Professor E. W. D. Holway, botanist of the University of Minnesota, and Dr. A. J. Gilmour, of New York, in 1916, were rendered unsuccessful by weather conditions. Professor Chamberlin's successful trip in 1924 definitely located the range, which is separated from the Rockies on the east by that part of the Rocky Mountain Trench occupied by the Fraser and McLennan Rivers.

During his exploration of the peaks this summer, Professor Chamberlin gathered data concerning glacial movements which are said to be of considerable interest to geologists.

THE USE OF HUDSON'S STRAITS FOR NAVIGATION

AN important expedition, according to the daily press, has been sent out by the Canadian government, which left Halifax recently for Hudson's Straits. The purpose of this expedition is to investigate the practicability of the use of the Hudson's Straits for navigation for commercial purposes.

Various interests in western Canada that are behind the construction of the Hudson's Bay Railway, the establishment of grain shipping ports on the shores of Hudson's Bay, and a direct sea route to Europe, demanded that such an expedition be sent out to ascertain whether navigation of the Straits can be maintained throughout the year. The expedition is well fitted out to determine over a period of sixteen months exactly what the conditions within the straits are; whether they are closed by ice to such an extent that they will not be practicable for the world's commerce, or whether they are open and can be made a commercial avenue with proper navigation aids, such as lights, buoys, wireless stations, lighthouses and air stations.

The expedition is under the command of Major M. B. McLean, formerly assistant superintending engineer of the St. Lawrence Ship Channel. The personnel numbers about fifty, including three squadrons of the Royal Canadian Air Force, and also full equipment for three wireless stations. These stations are expected to keep the expedition in hourly touch with Ottawa during the whole time the expedition is employed at their work.

The expedition is also provided with a moving picture photographer, under contract with the Federal government, with instructions to film the entire expedition from start to finish. The biological board also sends a representative to make comprehensive study of fisheries.

The expedition sailed in two ships, the Canadian government ship *Stanley*, an ice-breaker, thoroughly reconditioned for her work, and the freighter *Larch*, which carries a cargo of equipment and apparatus which is said to have cost over $1,000,000. Three base stations will be established, one near Port Burwell at the eastern entrance of the Straits, another at Nottingham Island at the western entrance of the Straits, and another halfway between, which will be situated on the north shore of the Straits.

Each station will consist of seven buildings—two dwellings, two hangars, one power-house and two storehouses. There will be two Fokker one-engine airplanes at each station, and the *Stanley* carries a small plane, a *Moth*, for scouting work to locate the sites for the stations. These buildings were all constructed in Halifax and placed aboard the ships ready to be erected as soon as the expedition arrives at its various bases. The supplies which accompany the expedition include 450 tons of coal and 100 tons of food supplies.

LECTURES ON SCIENCE

THE program of public lectures for 1927–1928 given by the Rochester Section of the American Chemical Society follows:

October 3—*Some separations, old and new, by the ionic migration method:* DR. J. KENDALL, New York University, New York.

October 17—Subject of lecture not announced: DR. C. NOLLER, Eastman Kodak Company, Rochester.

November 7—*Medicinals and pharmaceuticals:* DR. A. S. BURDICK, Abbott Laboratories, Chicago.

November 21—MR. E. G. MINER, Pfaudler Company, Rochester.