

Rue

4 Addison Gardens

Neusington W. 25th June

1888

Dear Sir William

I am this morning in receipt of your letter of the 6th inst. and am happy to hear that Dr Dawson is coming forward as a Candidate for the R.S. - I am sure that few men are more deserving of that distinction, and I shall do all I can in my humble way, to help and shall speak to Professor Bowney and others on the subject - Thank you for the information about Bell, if we meet me may probably have a

word or two to say to each other

At a meeting of the Geographical Society a fortnight ago. Commodore Markham in his paper on the Hudson Bay route, characterized in glowing terms Dr. Bell as a great and reliable authority on Hudson's Bay matters - I had an opportunity of saying something afterwards, in which I expressed an opinion that no more ~~unreliable~~ ^{unreliable} authority than Dr. Bell could be found anywhere on Hudson's Bay affairs, and I am quite ready to give good sound reasons for this opinion -

Markham accused Lieut. Gordon of incapacity as a navigator

among ice, and the Steamer Alert
as being too weak in Steam power to force
through the ice, being able to go only 6 knots
an hour thus falsifying Gordon's state-
ment taken from his log, that the Alert
had on several occasions steamed at the
rate of 8 knots. Moreover this - in Markham's
opinion - incapable officer (Gordon) in this
weak Steamer, completely beat the
finest vessel for ice navigation in the
world - The "Arctic" of Armed,* Commanded
by a most experienced whaling Captain
(Guy) by going through the Strait in 20
days whilst the larger fine vessel took
38 days - It is true that the latter
took the north shore of the Strait - which
is often the ^{most} free from ice, whilst the
Alert kept more to the south -

Markham made various

* Going through the Strait in 1856 Statements
at same time & date

statements very wide of the truth
and seems to have done, what a very
distinguished Military officer well
known in Canada said, "He probably
holds a brief for the promoters."

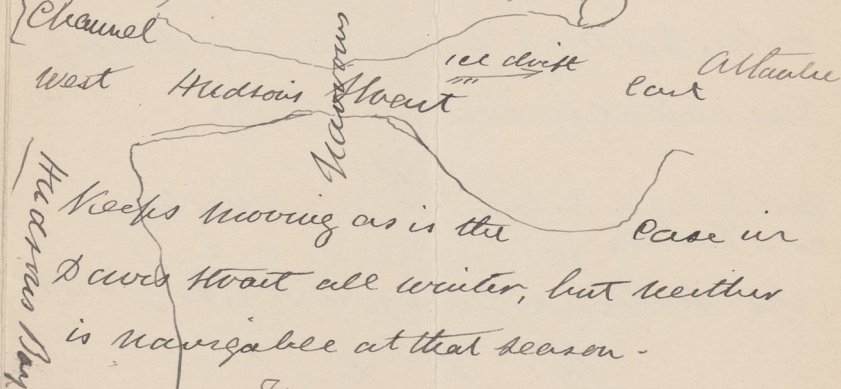
This gentleman was much in
favor at first, of the Hudsons Bay route,
but on reading Gordon's honest report
and the ice records kept at the stations
he came quite round to the other
view - I have closely looked over
these "ice records" of the stations and
found that they give in the months
June, July and August of ~~1884~~¹⁸⁸⁵ & 1886. and
part of another year 1884. at 3 Stations -

155 days.	Ice close packed & heavy
123 do	Ice heavy with a little open water
15 do	Fogs
1 - do	in dense

7 ~~Strong~~ Gales or Storms with
thick snow on several of
them

In Octobers 1884 & 1885. ~~at~~ ^{on} least
 40 days of the 62. the Strait were
 more or less filled with heavy ice
 obstructive if not unbreachable, and
 in the most important part. the western
 end of the Strait, the ice set finally fast
 about the 26th or 28th October - Mawllham
 says it did not set fast until December
 if at all during the winter -

For the ice in the lower or eastern portion
 of the Strait after passing the narrows
 Channel



Keeps moving as is the case in
 Davis Strait all winter, but neither
 is navigable at that season -
 Thank you very much
 for so kindly looking after my
 paper

Paper, and also excuse this
very hurried and rambling letter

With kindest regards to Lady
Dawson and the young ladies

believe me

very truly yours

John Rice

P.S. We had the pleasure of seeing
your son a few days before he started
on his present voyage he was looking
remarkably well

^{J.R.}
Mrs Rice is in Ireland but I expect her home
in a few days. Y^r

Sir William Dawson K. C. M. G. F. R. S.

L L L

This is a fearfully blotted affair but
there is some excuse for it. as I am rearing
a very sick but restless pet Canary in my
left hand, and he gets convulsions now and
then M

