

English Narrows. In Smyth Channel this difficulty can be much more readily overcome than in the English Narrows, for the depth of water at the turning point there being equal to the depth on each side, the tidal stream is never very violent. In the English Narrows the depth of water north and south of the turning point exceeds 100 fathoms, whilst at the turning point it shoals to less than a third of that depth; consequently the tidal undulation produces here a rapid stream of from 3 to 6 knots per hour, and it would be the height of folly to attempt passing this spot in a vessel over 300 feet in length, except at slack tide, for the stream catching the ship at the moment of turning would in all probability put her on shore. Fortunately, as previously mentioned, there is a fair harbour on each side of these Narrows in which a ship may drop her anchor whilst waiting for the turn of the stream.

A glance at the published sheets of these various channels will show conclusively how much they are indented, and how very little is known of these indentations, which have merely been sketched in by the "Adelaide" or "Nassau" as they passed from the Gulf of Penas to the Strait of Magellan, and it may therefore be hoped that a full exploration will add to the anchorages, even if it do not, by opening up the Fallos and other channels, enable long vessels to escape the English Narrows.

So far as the mail steamers are concerned, it is improbable they will ever again use the Inner Channels north of the Gulf of Trinidad, but between that Gulf and the entrance of the Strait of Magellan the knowledge is so imperfect that little more is known about some parts than was known in Sarmiento's time in 1580, and a full exploration would doubtless not only be of advantage to ships in general and the mail steamers in particular, but would add considerably to the scientific knowledge of the maze of islands lying off the western coast of Patagonia, besides probably opening up new Seal and other fisheries.

To explore these numerous channels and to venture outside along the weather coasts of the islands would require a small vessel with good steam power, and an officer in command of indomitable energy combined with perfect patience, the latter quality being probably more called into play than the former whilst waiting for perhaps days together in some little harbour for the weather to clear up sufficiently to enable him to proceed with his surveying work. Since the Challenger's visit regular surveying operations have been in progress in these localities in H.M. Ships "Alert" and "Sylvia," commanded by Captains Sir George Nares, K.C.B., Maclear, and Wharton.

*Strait of Magellan.*—The Expedition remained at Port Churrucá on the 12th January to give the Naturalists an opportunity of exploring in its vicinity. Early in the morning of that day, during a slight squall off the land, it was found that the ship was drifting and the second anchor was immediately let go. By the time the ship was brought up the shore was so close that steam was got up in two boilers to shift berth. When the first