recent years. In the old days when world communications lay across the oceans, Greenland was remote, the northern waters being difficult to navigate owing to the climate and the ice. The rise of inter-continental air travel has basically altered the relative position of Greenland and it is now situated practically midway between Europe and North America where most of the world's economic activity is located. A glance at the globe will show that many of the shortest routes between these two continents lie across Greenland. Greenland will therefore in the future acquire a greatly enhanced importance, which will confront Denmark with problems of assisting air traffic by means of airfields, meteorological stations, and air safety service. Already a large meteorological network has been established, financed chiefly by the International Civil Aviation Organization, and air routes between northern Europe and the west coast of the United States now pass through airports in Greenland.

Greenland's relationship to Denmark in the past was that of a colony, it is only in our own time that it has become an integral part of the kingdom. But it would be wrong to infer that it was ever exploited by Denmark. On the contrary, Denmark always considered its task to be that of assisting the population to achieve the same level of civilization as that of other Danes. In a period that has seen the breaking-up of great colonial empires and the attaining of independence by former colonies, the opposite development has taken place in Greenland: a former colony has been integrated into the kingdom. The policy that has led to this result will also be applied in the future, the ties that bind Greenland and Denmark together being made firmer and closer.

ESKE BRUN

IX International Botanical Congress

The Ninth International Botanical Congress will be held in Montreal, Canada, from August 19 to 29, 1959, at McGill University and the University of Montreal. The program will include papers and symposia related to all branches of pure and applied botany. A first circular giving information on program, accommodation, excursions, and other detail will be available early in 1958. This circular and subsequent circulars including application forms will be sent only to those who ask to be placed on the Congress mailing list by writing to the Secretary-General:

Dr. C. Frankton
Secretary-General
IX International Botanical Congress
Science Service Building
Ottawa, Ontario
Canada.

The cache at Victoria Harbour

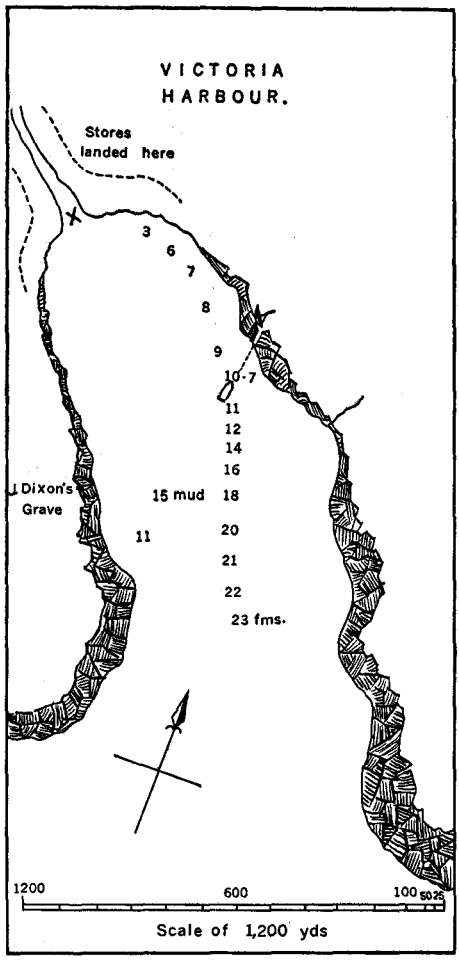
This was established by Captain John Ross on May 28, 1832, just before the *Victory* was abandoned. In a "tunnel", the long and troublesome excavation of which is described in Chapter 48 of his "Narrative"[1], he deposited the following valuable scientific instruments: one 36-inch transit, one 9-inch theodolite, one 3½-inch astronomical telescope, 5 feet 6 inches long, four chronometers, and also some gunpowder.

Unfortunately, he never recorded the whereabouts of the tunnel! Neither did his malcontent steward William Light, in the book he inspired, although his account[2] stated that the excavation was given the semblance of a grave by placing atop it two human skulls (filched from Eskimo graves at Felix Harbour). I suggest, however, that his account is unreliable, as Captain Ross used the word "tunnel" on three different occasions; the steward probably confused the grave prepared for the man who died while the tunnel was being excavated.

There are, however, two clues to the position of the cache, afforded by illustrations in the "Narrative". Opposite page 608 is a plan of Victory Harbour. This long and narrow, mountain-girt

[1]Ross, Sir John. Narrative of a second voyage in search of a northwest passage. . . London, 1835. p. xiii.

[2]Huish, Robert. The last voyage of Captain John Ross R.N. . . . London, 1835. p. 619.



harbour has a large stream entering it at its inner or northwest end. A point "X" half-way across the mouth of this stream has been taken for computing the measurements that follow. The plan shows:

"J. Dixon's grave" on the west bank, app. 750 yards (direct) from X;

"Stores landed here" at the north end, on a slope above the east bank of the stream;

the *Victory* in 10 fathoms water, fairly close in to the east shore and app. 650 yards from X;

a masted sloop, the *Victory's* tiny consort *Krusenstern*, hauled high and dry on the east side of the harbour 600 yards from X; just to the south of her appears to be a slope to the water's edge;

a dashed line from the bows of the *Victory* to a spot at the foot of that slope and 625 yards from X.

The stores referred to were articles of wood, iron, canvas, and rope, which Captain Ross left strewn about for the benefit of the natives, and some remains of which were found by Superintendent Larsen in 1942[3] and have since been photographed by Richard Harrington[4].

It is the dashed line that is so fascinating. Although rather faint to the naked eye, under a magnifying glass it appears firm and clear. It must have some meaning, and may well indicate the direction of the cache; for what other significance could it have?

That the tunnel was in fairly close proximity to both the *Victory* and the *Krusenstern* is deducible from the fact that one and the same sentence in the "Narrative"[5] recorded the concealment of the instruments "in the place that we had made" and the placing of the masts, sails, and rigging of the *Victory* ashore by the little sloop.

As to its precise whereabouts—a hint may be offered by the frontispiece. This, styled "Victory Harbour", shows the *Victory* in the centre background. in the right foreground are two figures, an officer and a seaman, the former holding a chain or fuse, the latter wielding a long pole. Behind them is a vertical spar, probably the mast of the *Krusenstern.* Admittedly, the object from which it protrudes looks more like a loaded sledge than a boat, but as all the spare provisions were placed inside the hull of the *Krusenstern,* this presumably would have been covered with canvas to protect them from the weather. It is therefore possible that the frontispiece illustrates a step in the construction of the tunnel.

Of course, after 125 years it is more than possible that the site of the tunnel has been obliterated by landslides, but a

[3]Larsen, Henry. The conquest of the north west passage. . . . Geog. J. 1947. 110: 7.

[4]Harrington, Richard. The face of the Arctic. New York, 1953, opp. p. 152.

[5]*loc. cit.*, p. 643.

skull has been found by an R.C.M.P. patrol from Spence Bay[6] on the opposite side of the harbour, close to the mapped position of J. Dixon's grave, it may still be worth the while of any future visitors to Victoria Harbour to look on the eastern side of the harbour for John Ross's cache. The slope up which the *Krusenstern* was hauled may still be possible of identification, particularly if it is borne in mind that she was a decked vessel of sixteen tons burden[7]—a tough proposition for only twenty men to pull up a hill-side even if aided by tackle. The slope must have been quite a gentle one, a valley amongst the craggy surrounds of Victory Harbour—in fact, like the one depicted in the frontispiece.

NOEL WRIGHT

[6]Royal Canadian Mounted Police, unpublished report.

[7]*loc. cit.*, p. 7.

GEOGRAPHICAL NAMES IN THE CANADIAN NORTH

The Canadian Board on Geographical Names has adopted the following names and name changes for official use in the Northwest Territories and Yukon Territory. For convenience of reference the names are listed according to the maps on which they appear. The latitudes and longitudes given are approximate only.

Mayo, 105M
(Adopted December 6, 1956)

Trail Creek	63°48'N.	135°49'W.	
Aldis Creek	63°50'	135°48'	
Fortune Creek	63°51'	135°46'	
Bighorn Creek	63°54'	136°58'	
Spire Creek	63°55'	135°53'	
North Star Creek	63°55'	135°50'	
Youth Creek	63°52'	135°46'	
Snowshoe Creek	63°59'	135°51'	
Shanghai Creek	63°55'	135°42'	
Field Hill	63°49'	135°42'	
Black Creek	63°49'	135°48'	not Halfway Creek
Van Cleaves Hill	63°49'	135°33'	not Vankleek Hill

Hill Island Lake, 75C
(Adopted December 6, 1956)

Lenson Lakes	60°01'N.	109°41'W.
Quinnell Lake	60°01'	109°39'
Dominas Lake	60°01'	109°33'
Chalus Lake	60°01'	109°28'
Holyoak Lake	60°01'	109°23'
Portman Lake	60°02'	109°13'
Prescott Lake	60°01'	109°07'
Kimber Lakes	60°01'	108°22'
Dalgliesh Lake	60°01'	108°58'
Paradis Lake	60°01'	108°09'
Larance Lake	60°01'	108°13'

Abitau Lake, 75B
(Adopted December 6, 1956)

Ledingham Lake	60°01'N.	107°49'W.
Huntington Lake	60°01'	107°40'
Gifford Lake	60°01'	107°29'