

ARCTIC EXPEDITION.

RETURN to an Order of the Honourable The House of Commons,
dated 5 February 1850;—for,

COPIES “ of any REPORTS or STATEMENTS from the Officers employed in the ARCTIC EXPEDITIONS, or from any other Persons, which have been laid before the LORDS COMMISSIONERS of the ADMIRALTY, in respect to the Resumption of the Search for Sir *John Franklin’s* EXPEDITION :”

“ Of any PLAN or PLANS of SEARCH, whether by Ships or Boats, up to the present Date :”

“ COPY or EXTRACTS from any CORRESPONDENCE or PROCEEDINGS of the BOARD of ADMIRALTY, in relation to the ARCTIC EXPEDITIONS (since the Date of the last Return to this House in 1849) :”

“ COPIES of the ORDERS issued by the BOARD of ADMIRALTY to the Captains *Collinson*, *Kellett* and *Moore*, and to Lieutenant *Pullen* ; and, also, Copy of the INSTRUCTIONS given to Dr. *Rae*, through the *Hudson’s Bay* Company :”

“ Of any REPORTS made by any Officer or Officers employed in the late EXPEDITIONS, and addressed to the BOARD of ADMIRALTY :”

“ And, of the latest CHART of the *Polar Sea* compiled by Order of the BOARD of ADMIRALTY—(in continuation of Parliamentary Papers, Nos. 264 and 386, of Session 1848, and of Nos. 188 and 387, of Session 1849).”

Admiralty, }
4 March 1850. }

J. H. HAY,
Chief Clerk.

(*Sir Robert Harry Inglis.*)

Ordered, by The House of Commons, to be Printed,
5 March 1850.

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— No. 1.—

NARRATIVE of the PROCEEDINGS of Sir *John Richardson* on the Shores of the *Polar Sea*, between the *Mackenzie* and *Coppermine* Rivers; and INSTRUCTIONS delivered by him to Dr. *Rae*.

NARRATIVE of Sir *John Richardson*.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, of my return from America in the Royal mail steamer "*Caledonia*."

No. 1.
Narrative of Proceedings of Sir
John Richardson.

Having, as opportunities offered, sent you from time to time detailed accounts of the progress of the Arctic Searching Expedition under my command, I beg now to submit, for the consideration of their Lordships, a connected summary of the whole proceedings of the party up to this time; and also to report the organization of a detachment, under charge of Mr. *Rae*, to ensure the completion of the entire scheme of search comprehended in their Lordships' Instructions to me.

On the 4th of June 1847, five seamen, 15 sappers and miners, with four boats, 15,800 lbs. of pemmican, and other provisions and stores, were embarked at Gravesend on board the Hudson's Bay Company's ships "*Prince Rupert*" and "*Westminster*." The arrival of these ships at York Factory was later than usual, and some of the expedition stores still remained on board on the 10th of September; but Chief Trader Bell, of the Hudson's Bay Company, who now took charge of the party, considered it imprudent to wait longer for their landing. At this date, therefore, he commenced his voyage into the interior, taking with him, in addition to the English boats and their crews, a large batteau, with sixteen Canadian *voyageurs*, and the stores necessary for building a winter residence, providing for the fisheries, and equipping and paying Indian hunters.

Owing to the extreme dryness of the summer, the rivers were uncommonly low, and the boats being therefore unable to carry more than two-thirds of their ordinary load, it was necessary to leave a considerable quantity of pemmican at York Factory to be forwarded inland, with the additional supplies next summer. The difficulties which Mr. Bell encountered, as well from the lowness of the waters as from the very early setting in of winter, were great; his progress, consequently, was slow, and he was finally arrested by the freezing of the lakes, six days' march short of his intended winter quarters at Cumberland House.

He immediately housed the boats, constructed a store-house for the reception of the provisions and other packages, established fisheries, and as soon as sledges could be made, accompanied the bulk of the party on snow shoes through the woods to Cumberland House.

At that place, and at Beaver Lake, about 60 miles further to the northward, the men were supported through the winter by the fisheries, but at Cedar Lake, where the boats were laid up, the fishing was unproductive, and there was, consequently, an unforeseen consumption of pemmican by the boat-keepers, and the wives and children of three of the *voyageurs* who could not travel over the snow to Cumberland House. This deficit of pemmican was fully made up during the winter by the exertions of the Hudson's Bay Company's officers on the upper portion of Saskatchewan. Mr. Bell made winter journeys to Cedar Lake, and early in the spring sent carpenters down to put the boats in repair, so that everything was ready for the resumption of the voyage on the breaking up of the rivers, which took place in the beginning of June 1848.

On the 25th of March 1848, Mr. *Rae* and I left Liverpool in the North American mail steamer "*Hibernia*," landed a fortnight afterwards at New York, and proceeded by way of the Hudson and Lake Champlain to Montreal, where we found

found waiting for us 16 Canadian *voyageurs*, forming the crews of two canoes provided by Sir George Simpson, Governor of the Hudson's Bay Company's territories. Our route lay through Lakes Ontario, Erie, St. Claire and Huron to Sault St. Marie, where we were detained some days waiting for the breaking up of the ice on Lake Superior. When the lake opened we resumed our voyage to Fort William, and from thence to Rainy Lake, the Lake of the Woods and Lake Winnipeg, where we were again stopped for some days by the ice, but having at length succeeded in breaking our way through, we entered the Saskatchewan River on the 9th of June, and on the 15th reached Cumberland House. Here we learned that Mr. Bell had set out a fortnight previously, but had been detained by ice in Beaver Lake for four days. We followed him with diligence through Beaver Lake, Churchill River, Isle à la Crosse, Buffalo and Methy Lakes to Methy Portage, where we overtook him on the 20th of June 1848.

With the assistance of the *voyageurs* from Montreal, the boats and stores were transported, on the men's shoulders, across the Portage in eight days; this laborious proceeding having been rendered necessary by the death of the whole of the horses usually employed there. The two canoes, with their crews, were sent back to Canada.

On the 15th of July, having reached the last portage on Slave River, three boats were arranged for the sea voyage, with full loads of pemmican and able crews, consisting in the aggregate of 18 men. Mr. Rae and I embarked in them, to proceed with all speed to the mouth of the Mackenzie, leaving Mr. Bell with the remainder of the party and two boats containing the stores for winter use, with directions to make the best of his way to Great Bear Lake, to establish a fishery at its west end, near the site of Fort Franklin, for the convenience of the sea party, in the event of its having to return up the Mackenzie; and lastly, having traversed the lake to its northern extremity, to erect dwelling-houses and store-houses near the influx of Dease River, and to carry on fisheries at such suitable places as he should discover in the neighbourhood. He was also instructed to despatch James Hope (a Cree Indian belonging to his party, who had been formerly employed in the Expedition, under Messrs. Dease and Simpson, and knew the country well), together with a native hunter of the district, to the banks of the Coppermine in the beginning of September, there to hunt till the 20th of the month, and look out diligently for the arrival of the boats.

On my way to the sea I landed three bags of pemmican at Fort Good Hope, the lowest of the Company's posts on the Mackenzie, for the use of any party from Sir James Ross's ships, or from the "Plover," which might reach that establishment, and I likewise deposited one case of the same article, with several memoranda and letters at Point Separation, which forms the apex of the delta of the Mackenzie, marking the locality in the manner agreed upon.

We reached the sea on the 4th of August, and had an interview with about 300 Esquimaux, who were collected to meet us, having been apprised of our coming by signal fires lighted by their hunting parties on the hills skirting the river. The distance from Point Encounter, where we met this party, to the mouth of the Coppermine River, including the larger inflections of the coast line, is upwards of 800 miles; and as we had almost constantly head winds, we rowed along, near the shore, landing at least twice a day to cook, occasionally to hunt, for the most part at night to sleep on shore, and often to look out from the high capes. Our communications with parties of Esquimaux assembled on the headlands to hunt whales, or scattered in parties of two or three along the coast in pursuit of reindeer and waterfowl, were frequent. They came off to us with confidence, and through the medium of our excellent Esquimaux Albert, who spoke good English, we were able to converse with them readily. They invariably told us that no ships had passed, and were rejoiced to learn by our inquiries that there was a prospect of their seeing more white men on their shores. Up to Cape Bathurst, or for about one-third of the distance between the Mackenzie and Coppermine, the Esquimaux informed us that for six weeks of summer, or as they expressed it, for the greater part of two moons, during which they were chiefly occupied in the pursuit of whales, they never saw any ice.

We found an Esquimaux family encamped on the extremity of Cape Bathurst, but as near to that place as we could effect a landing without observation, we erected a signal post, and buried a case of pemmican; and we made a similar deposit, marked by a pile of painted stones, on the extremity of Cape Parry.

After

After rounding the latter cape we observed, for the first time on the voyage, flocs of drift ice, which became the more numerous as we approached Dolphin and Union Strait; and in this part of the coast we saw no Esquimaux, though we found a few recent traces of their hunting parties.

On the 22d of August we had a strong gale of westerly wind, before which we ran under sail for some hours, but it speedily augmented to a violent storm, and we were compelled to provide for the safety of the boats by running among the ice, loosely packed on Point Cockburn. During the night much ice drifted past, and in the morning we found ourselves hemmed in by dense packs, extending as far as the eye could reach. Up to this time the weather had been of the usual summer temperature of that region, but it now became very cold, and we had continual frosts, with frequent snow storms, during the remainder of our stay on the coast. By keeping close to the beach in places where the shallowness of the water kept off the larger pieces of ice, by cutting passages for the boats where the packs abutted against the rocks, by dragging the boats over the smoother flocs, and by making portages along the shore, according to circumstances, with the aid of occasional spaces of open water, we succeeded, with much labour, in making our way to a bay between Capes Hearne and Kendall by the end of the month. I had previously thought it advisable to abridge the labour of the crews, by leaving one boat, with its cargo of pemmican, on the north side of Cape Krusenstern; and by the time we came near Cape Kendall the two remaining boats were scarcely seaworthy, having been much cut by the young ice which now bound the flocs together. The ground was covered with snow, no open water was visible from the highest capes, and the winter appeared to have set in with rigour. I found myself, therefore, reluctantly compelled to abandon the boats, and to prosecute the journey to our winter residence on Great Bear Lake by land. The pemmican and ammunition were carefully concealed for future use, the boats were hauled up on the beach, and the party directed to prepare for the march. The baggage, consisting of 13 days' provisions, cooking utensils, hatchets, astronomical instruments, a few books, the ammunition, two nets, with several setting lines, Halkett's portable boat, a package of dried plants, my bedding, and a few articles of clothing, were distributed by lot. Each man carried, in addition to his assigned load, his own blanket, mocassins, and such articles of clothing as he chose. All were furnished with snow shoes. Mr. Rae carried the greatest part of his own bedding and spare clothing.

We set out on the 3d of September, and on the following day came to an encampment of Esquimaux. They cheerfully ferried us across the mouth of a wide river, which I named the Rae. We afterwards crossed the Richardson in Lieutenant Halkett's boat, and following the line of the Coppermine, and of its tributary, the Kendall, we gained a branch of Dease's River; and on the thirteenth day reached our destined quarters at Fort Confidence. Our march through half frozen swamps or over hills covered with snow was necessarily toilsome; but by keeping as much as possible in the river valleys, we had to pass only one night without firing for the purposes of cookery. In a thick fog, during which we were able to proceed in the proper direction by compass, James Hope and his Indian companion, who had been despatched by Mr. Bell to meet us, lost their way, and so missed us; but on coming to our trail on the Kendall, they perceived that we had passed, and returned to Fort Confidence two days after our arrival there.

In the voyage between the Mackenzie and Coppermine, I carefully executed their Lordships' instructions with respect to the examination of the coast line, and became fully convinced that no ships had passed within view of the mainland. It is, indeed, nearly impossible that they could have done so unobserved by some of the numerous parties of Esquimaux on the look-out for whales. We were, moreover, informed by the Esquimaux of Back's Inlet, that the ice had been pressing on their shore nearly the whole summer, and its closely packed condition when we left it, on the 4th of September, made it highly improbable that it would open for ship navigation later in the season.

I regretted extremely that the state of the ice prevented me from crossing to Wollaston Land, and thus completing in one season the whole scheme of their Lordships' instructions. The opening between Wollaston and Victoria Lands has always appeared to me to possess great interest, for through it the flood tide evidently sets into Coronation Gulf, diverging to the westward by the Dolphin and Union Strait, and to the eastward round Cape Alexander. By the 5th clause of

Sir John Franklin's instructions, he is directed to steer south-westward from Cape Walker, which would lead him nearly in the direction of the strait in question. If Sir John found Barrow's Strait as open as when Sir Edward Parry passed it on four previous occasions, I am convinced that (complying exactly as he could with his instructions, and without looking into the Wellington Sound, or other openings either to the south or north of Barrow's Strait) he pushed directly west to Cape Walker, and from thence south-westwards. If so, the ships were probably shut up in some of the passages between Victoria, Banks's, and Wollaston's Lands. This opinion, which I have advocated in my former communications, is rather strengthened by the laborious journeys of Sir James Ross having disclosed no traces of the missing ships.

Being apprehensive that the boats I left on the coast would be broken up by the Esquimaux, and being, moreover, of opinion that the examination of the opening in question might be safely and efficiently performed in the only remaining boat I had fit for transport from Bear Lake to the Coppermine, I determined to entrust this important service to Mr. Rae, who volunteered, and whose ability and zeal in the cause I cannot too highly commend. He selected an excellent crew, all of them experienced *voyageurs*, and capable of finding their way back to Bear Lake without guides, should any unforeseen accident deprive them of their leader. In the month of March (1849) a sufficient supply of pemmican and other necessary stores, with the equipments of the boat, were transported over the snow on dog sledges, to a navigable part of the Kendall River, and left there under the charge of two men. As soon as the Dease broke up in June, Mr. Rae would follow with the boat, the rest of the crew and a party of Indian hunters, and would descend the Coppermine River about the middle of July, at which time the sea generally begins to break up. He would then, as soon as possible, cross from Cape Krusenstern to Wollaston Land, and endeavour to penetrate to the northward, erecting signal columns, and making deposits on conspicuous headlands, and especially on the north shore of Banks's Land, should he be fortunate enough to attain that coast. He was further instructed not to hazard the safety of his party by remaining too long on the north side of Dolphin and Union Strait, and to be guided in his movements by the season, the state of the ice, and such intelligence as he might obtain from the Esquimaux. He was, moreover, directed to report his proceedings to their Lordships immediately on his return, and should his despatches experience no delay on the route, they may be expected in England in April or May next. He was also requested to engage one or more families of Indian hunters to pass the summer of 1850 on the banks of the Coppermine River, to be ready to assist any party that may direct their course that way.

With respect to the recommendation of additional measures in furtherance of the humane views of their Lordships, it is necessary to take into account the time for which the Discovery Ships were provisioned. Deer migrate over the ice in the spring, from the main shore to Victoria and Wollaston Lands, in large herds, and return in the autumn. These lands are also the breeding places of vast flocks of snow geese; so that with ordinary skill in hunting, a large supply of food might be procured on their shores in the months of June, July and August. Seals are also numerous in those seas, and are easily shot, their curiosity rendering them a ready prey to a boat party. In these ways and by fishing, the stock of provisions might be greatly augmented. And we have the recent example of Mr. Rae, who passed a severe winter on the very barren shores of Repulse Bay, with no other fuel than the withered tufts of a herbaceous andromeda, and maintained a numerous party on the spoils of the chase alone for a whole year. Such instances forbid us to lose hope. Should Sir John Franklin's provisions become so far reduced as to be inadequate to a winter's consumption, it is not likely that he would remain longer by his ships, but rather that in one body, or in several, the officers and crews, with boats cut down so as to be light enough to drag over the ice, or built expressly for that purpose, would endeavour to make their way eastward to Lancaster Sound, or southwards to the mainland, according to the longitude in which the ships were arrested. I would then beg leave to suggest that the Hudson's Bay Company be authorized and requested to promise liberal rewards to Indians and Esquimaux who may relieve white men entering their lands. Some parties of Esquimaux frequenting the coast to the westward of the Mackenzie are in the habit of passing the winter in the vicinity of the Hudson's Bay Company's post on the Rat River (a tributary of the Peel), and might be interested in the cause by judicious promises. The Russian Fur Company have a post on the Yucan or Colville,

Colville, which falls into the Arctic Sea about midway between the Mackenzie and Behring's Straits, and through their officers similar offers might be made to the western Esquimaux. We know from the Narrative of Sir John Franklin's discovery of that coast, and also from the subsequent voyage of Messrs. Dease and Simpson, that the Esquimaux who frequent the estuary of the Mackenzie meet those from Point Barrow, at an intermediate point, for the purposes of barter; and in this way intelligence of any interesting occurrence is conveyed along the coast. The Russian post on the Colville receives its supplies from a post in Norton Sound, where it would be easy for any vessel bound to Behring's Straits to land a communication. Mr. Rae, having been appointed to the charge of the Mackenzie River fur districts, will give a proper direction to the efforts of Indian hunters in that quarter.

As it is thought by some, whose opinion I highly value, that the Discovery Ships may have penetrated to the westward in so high a latitude as not to come within sight of the mainland, I may further suggest the desirableness of the examination of the western coasts of Banks's and Parry's Islands; but as this would require a ship expedition by way of Behring's Straits, I must leave the discussion of the practicability of such a scheme to the able executive officers who have navigated the Northern Seas.

Having thus, Sir, in a more diffuse manner than is usual in an official letter, but in accordance with my sense of the deep interest felt on the subject, not only by My Lords Commissioners, but by the nation at large, and I may add by the whole civilised world, recapitulated the proceedings of the Expedition, and detailed my opinions, I have only to add, that after the return of Mr. Rae and myself from the coast in September 1848, we devoted our leisure during the winter to observations on the magnetic intensity and force, with the uniplar magnetometer, and Dr. Lloyd's inclinometer, and kept hourly registers for fourteen hours each day of the declinometer, barometer, thermometer and wind vane.

In the beginning of May 1849, Mr. Bell and I, taking with us all the Europeans of the party then remaining at the fort, and such of the Canadians as were not to be employed with Mr. Rae on his summer expedition, crossed Great Bear Lake on the ice, and when the navigation opened in June, ascended the Mackenzie, and retraced my outward route. We were stopped by ice on Great Slave Lake till the 11th of July. On reaching Methy Portage, Mr. Bell resumed his duties in the Company's service, and I proceeded with the party to Norway House, where I discharged the Canadians, whose term of engagement had expired, and sent the seamen and sappers and miners to York Factory, there to embark in the Company's ship bound for England. I then continued my voyage to Canada in a canoe, and after passing two days at Montreal with Sir George Simpson in examining the charges for supplies furnished to the Expedition, proceeded to Boston for embarkation in the mail steamer.

I have, &c.

(signed) *John Richardson*, Medical Inspector,
Commanding the Arctic Searching Expedition.

To the Secretary of the Admiralty,
&c. &c.

CORRESPONDENCE.

Fort Confidence, Great Bear Lake,
May 5, 1849.

Sir,

I HAVE the honour to enclose, for the information of My Lords Commissioners of the Admiralty, a copy of the Memorandum which I have issued to Mr. Rae, for his guidance in search of the Discovery Ships during the ensuing summer. Several reasons have combined to induce me to delegate this duty to Mr. Rae, in preference to endeavouring to execute it in person; and I hope that a consideration of them will induce their Lordships to approve of my having done so.

In the first place, no one can be better qualified than Mr. Rae for this service, by experience, judgment, zeal and physical endowments. In the next place, the men who have volunteered are mostly natives of the country; and having all been trained in the service of the Hudson's Bay Company, they yield a more ready and cheerful obedience to the Company's officers than to any others. And lastly, in respect to economy, this arrangement is preferable to any other one that I have the means of making. The wages of the European party are higher than those of the men that have volunteered; and had they been employed on this service, they could not have returned to England before October or November 1850, to which time their wages would have run on. Should the next summer be even moderately favourable, I trust Mr. Rae will be able to return to this place by the end of August, or very early in September, to remove everything across the Lake, and to send the men sufficiently far southwards before the close of the navigation, to enable them to reach the Depôt at Norway House in June, when, agreeably to the practice of the country, their engagements terminate.

As Great Bear Lake is not open for the navigation of boats before August, four of the eight men who form Mr. Rae's party must have remained here till that time, to transport the instruments and stores to the Mackenzie, even supposing that the intended summer excursion had not been necessary; so that, in point of fact, the additional expense to be incurred in completing this part of the scheme of search comprehended in my instructions, is the wages of four men for one year. Mr. Rae is appointed by the Governor and Council of the Company to the charge of the Mackenzie River district, and will assume the duties of that situation on reaching that river. The provisions for the party during the summer, and for their voyage southward to some proper fishing station in autumn, are already laid up.

Should Mr. Rae succeed in exploring the passage between Victoria and Wol-laston Lands, and the opening to the westward of North Somerset have been examined by the steam launches attached to Sir James Ross's ships, these being the only connecting straits between the western prolongation of Lancaster Sound and the channel which washes the continental shores, it is clear that from the Mackenzie eastward the search for the Discovery Ships along the coasts of the mainland will have been complete. And as all the Esquimaux we met at the mouth of the Mackenzie, and along the coast to Cape Bathurst, agreed in reporting that they had seen no ships, we cannot but conclude that Sir John Franklin had not succeeded in finding a passage to the westward.

There is another point on which I beg leave to say a few words. It may appear to their Lordships, considering the casualties incident to such Expeditions, unsafe to send only one officer on such a service; but, constructed as Mr. Rae's party is, I have no apprehensions on this score for their safety, even supposing that their leader should unfortunately meet with some accident. All the party have been for a length of time in the Company's service, are acquainted with all the expedients for mitigating the severity of the climate, and are more or less accustomed to note landmarks, and find their way for long distances by routes that they have once traversed. Some of them are hunters; one of them is an active and intelligent Esquimaux, who is habituated to an ice-incumbered sea; and two are Cree Indians, as skilful as the native inhabitants of these lands in retracing the way back to Great Bear Lake. The elder of these Crees is engaged as guide for the Coppermine River, having accompanied Dease and Simpson in their voyage of discovery, and being acquainted with all the rapids.

With respect to the party who are to return to England this season, the majority of them wintered at Big Island, in Great Slave Lake, and, as I have lately learnt, have had abundance of fish. Three others were sent, four days ago, across the lake to Fort Franklin, a distance of 160 miles; and Mr. Bell and I, with the remaining sapper and miner, intend to follow them on the 7th instant. Winter is still in full vigour here, the temperature sinking at night to ten or more degrees below zero, and the snow not being sensibly diminished; but we expect to find the spring thaw advanced at the other end of the lake, and to be able to descend Bear Lake River by open water early in June. Great Slave Lake generally becomes navigable about the end of that month, and I hope to conduct all the party to Norway House, on the way to York Factory, time enough to embark in the Company's ship, which leaves that place for England generally in September. It is my intention to return homewards by way of Canada, that I

may

may examine the accounts against the Government, at the Company's establishment at Lachine, to which place they have been forwarded from the several interior posts.

I have the honour, &c.

(signed) *John Richardson,*
Commanding Arctic Searching Expedition.

To the Secretary of the Admiralty,
&c. &c.

No. 1.
Narrative of Proceedings of Sir
John Richardson.

Fort Confidence, Great Bear Lake,
May 1, 1849.

(Memorandum.)

As in the prosecution of the search for traces of the Discovery Ships under command of Sir John Franklin, the continental coast line between the Mackenzie and Coppermine Rivers has been carefully examined, the only part of my instructions not yet complied with, is the examination of the adjoining shores of Wollaston and Victoria Lands, which the state of the ice in Dolphin and Union Straits rendered inapproachable last autumn. That these two lands are separated from each other by a strait lying between the 111th and 113th meridians, is rendered almost certain by a consideration of the direction of the flood tide, which, on the west side of these parallels, sets to the westward through Dolphin and Union Straits, and to the eastward of them, sets to the eastward towards Cape Alexander; coming, we must conclude, from the northward between the lands in question: for the survey by Messrs. Dease and Simpson has shown that the coast of Victoria Land is continuous up to the 111th parallel; and the latter gentleman records his opinion, that much of the heavy drift ice that encumbers Coronation Gulf descends from the north between these lands.

The exploring of the shores of this strait is of much importance in the search for the Discovery Ships, for the following reasons:—Sir John Franklin was directed to steer to the S.W. after he had passed Barrow's Straits, a course which would lead him to the strait in question, and he would be deterred from attempting a direct westerly course by the circumstance of Sir Edward Parry having found that route impracticable for two successive seasons. Should there be several islands between Wollaston and Banks's Lands, and the channels between them be intricate, it is not unlikely that the ships may have been shut up therein by ice. It was the intention of Sir James Ross, in the event of his reaching Winter Harbour last year, to send a party across the ice this spring to pass between Victoria and Wollaston Lands towards Cape Krusenstern and the Coppermine River. To co-operate with that party and to aid it with provisions, or supply its place, should circumstances have prevented its being sent, it is expedient that a party should go from hence, and as you and a party of men have volunteered for this service, I hereby, in virtue of the clause of my instructions which authorizes me to detach you and a party of volunteers under your command, appoint you to this duty. You are therefore to descend the Coppermine River, and as soon as the sea opens in July, are to proceed to explore the strait in question, endeavouring to communicate with any parties of Esquimaux you may meet with on Wollaston or the neighbouring islands. Should you reach the northern coast of Banks's Land, you are there to erect a pile of stones, and deposit a memorandum of your object and proceedings at the distance of 10 feet from its base, marking that side of the pile with a broad arrow in red or white paint. You are also to erect similar piles, and deposit in the same manner memoranda for the guidance of the party detached by Sir James Ross, on conspicuous headlands, when you can do so without materially delaying your progress. Should you discover any piles erected by that party, and learn from the memoranda deposited near them that the strait has been sufficiently explored down to that place, you are to proceed no further in that direction; and you are at liberty to use your own judgment in deviating from this route, if, from information given by the Esquimaux, or obtained from other sources, you are of opinion that the ships, or part of their crews, may be found in another direction.

Having the fullest confidence in your judgment, experience and prudence, I shall not name a period to your advance, further than by requesting you not to hazard the safety of the party entrusted to your care, by delaying your return too long.

8 PAPERS AND CORRESPONDENCE RELATIVE TO THE

No. 1.
Narrative of Pro-
ceedings of Sir
John Richardson.

long. The last season furnishes a strong instance of the early date at which the winter occasionally sets in in these seas.

Having performed this service, or prosecuted it as far as practicable, with a due regard to the safety of your party, you are to return with all speed to Fort Confidence, and embarking without delay the instruments and stores remaining at that post, to proceed forthwith to Fort Simpson. Such of the stores as are useful to the Company are to be valued and handed over to them, and the instruments are to be forwarded to England, addressed to the Secretary of the Admiralty. The men are to be sent to winter at some fishing station sufficiently to the southward to ensure their early arrival at Norway House next spring; and you are to direct them to be furnished with nets, that they may provide for their own sustenance during the winter, with as little expense to the Government as possible.

Immediately on your return from the coast, you are to communicate an account of your proceedings to the Secretary of the Admiralty, for the information of their Lordships; and you are also to transmit to him a chart of any hitherto unexplored coasts or straits you may discover, as soon as you have had leisure to construct it.

Given under my hand, at Fort Confidence, 1st May 1849.

(signed) *John Richardson,*
Commanding Arctic Searching Expedition.

John Rae, Esq.

My Dear Rae,

Lake Winipeg, August 19, 1849.

As I learn from the newspapers which I have just read, and which I shall forward for your perusal, that Sir James Ross did not reach Barrow's Strait till after the 28th of August, and that it is probable that he may have been arrested short of his intended wintering quarters at Melville Island or Banks's Land, and could not consequently send off his proposed spring party to the Coppermine River this season, I consider it likely that he may determine on sending that party next spring; and if so, by the present arrangements they will, on their arrival at Great Bear Lake, find Fort Confidence deserted.

I therefore think it important that you should engage either the Chief of some party, or two expert hunters, to pass the months of June and July 1850, on the portage between Bear Lake and the Coppermine River, promising them a handsome reward if they render any assistance to the expected white party, and paying them such moderate sums, in addition to a full supply of ammunition, as may content them for spending the summer on such excellent hunting grounds.

You will have no difficulty in engaging either Martin Lake or Bear Lake Indians for this service; and there is abundance of time, after the arrival of the March packet, for them to reach Fort Confidence long before the snow begins to melt.

I will thank you to furnish the Indians with five or six memoranda in water-proof cases, with directions to plant them in conspicuous places at the mouth of the Kendall, Fletis Station, Fort Confidence, and elsewhere.

These precautions may prove to be unnecessary, as Ross's party will most likely, early in their march, discover some of your landmarks, and learn, by the notes you have left, your intention of quitting Fort Confidence this season, and thereupon turn back to the ship. But, at a small expense, if the Indians carry their instructions out fully, they will save the party from having to make the long journey round Bear Lake without assistance.

I remain, &c.

(signed) *John Richardson.*

ARCTIC EXPEDITION UNDER SIR JOHN FRANKLIN.

— No. 2.—

NARRATIVE of the PROCEEDINGS of Captain *Kellett*, of Her Majesty's Ship "Herald," and Commander *Moore* and Lieutenant *Pullen*, of Her Majesty's Sloop "Plover," through *Behring's Straits*, and towards the Mouth of the *Mackenzie River*.

Her Majesty's Ship "Herald,"
November 22, 1849.

Sir,

HEREWITH I have the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a circumstantial account of my proceedings since leaving Oahu on the 19th of May last.

No. 2.
Narrative of Proceedings of Capt. Kellett, Commander Moore, and Lieut. Pullen.

Passing to the southward of Oneehow and Lissiansky Island, and close to the position of Byen's and Morrell's Islands, without meeting with either of the two latter, we sighted Kamschatka, at 6 a. m. on the 22d of June: there we picked up a fresh gale off the land, which ran me within a mile of Cape Gavarea, and left me in a dead calm. My position would have been critical had I not found at this distance bottom in 30 fathoms.

At daylight three ships were in sight off the Point of Petropaulski, the mirage transforming them into every imaginable shape. With light variable winds, assisted by our boats, and a slight northerly current, we reached an anchorage in the entrance, in 15 fathoms, by 7 p. m.

Off Petropaulski.
Anchored in entrance of Awatska Bay.

This voyage occupied 35 days, and was only remarkable for the lightness of the winds, the fineness of the weather, and the almost entire absence of fog, twenty-four hours never having elapsed without having obtained observations, either by day or night, for the position of the ship.

The three vessels we had noticed proved to be American whale ships that had also towed into an anchorage. I boarded one of them, and learned that they had left the port the day before, but having lost some men, had returned to pick them up. From this vessel I also learned that the "Plover" had not been to Petropaulski, but that a report was current of a vessel having wintered somewhere to the northward.

This information determined me to go to the anchorage with the ship, if I could do so without loss of time, getting at the same time two boats ready to proceed there and obtain information, in case it should continue calm.

The wood at this port is excellent, the water easily obtained, and the best I have ever tasted. At Chamisso Island, to have taken in the same quantity of water I did here, would have cost me days for hours.

Awatska Bay.

A fine northerly breeze springing up at midnight, although foul, I weighed with the ship, shortly after despatching the boats. The wind freshened with the tide in our favour, and we came to at 7 a. m., in our former anchorage off the watering-place.

In our passage up, the masters of the American vessels came on board to gain information relative to Behring's Straits, whither they were bound; they informed me that at least 20 American vessels would pass through those straits this year, in consequence of the success of one of their vessels last season. The master of the successful vessel appears to have been an enterprising man; he had a roving commission from his owner, but having been unsuccessful in the Japanese Seas, and reading in Captain Beechey's voyage of the number of whales he had seen in the Arctic Sea, he determined to go there; he did so, and succeeded, entering the straits with a clear ship, and returning about six weeks after, with 4,000 barrels.

Entered the harbour of Petropaulski.

The Governor at Petropaulski had not heard of a vessel having wintered to the northward, nor could he inform me from what source such a report could have sprung.

I found lying here the Royal Thames Yacht Club schooner "Nancy Dawson," owned and commanded by a Mr. Shedden, formerly a mate in the Royal Navy. He informed me that his object in coming here was to go through the straits, and as far north as possible, in search of Sir John Franklin's Expedition: he was last from Hong Kong, having touched at the Loo Choo Islands. She is well found in provisions, stores and instruments: her crew were entered at Hong Kong (the greater

No. 2.
Narrative of Pro-
ceedings of Capt.
Kellett, Commander
Moore, and Lieut.
Pullen.

Sailed from Petro-
paulski.

Grounded on the
rocks of Pinnacle
Point, in Awatska
Bay.
Floated again.

greater part of them Americans); they appear to be a most disorganized set of men. Mr. Shedden offered to place his vessel at my disposal, and appeared anxious that I should send an officer on board him.

By 7 p.m. we had completed our water (having obtained 35 tons), and by 10 p.m. had taken on board as much wood as we could stow.

June 25.—At 6 a.m. weighed in a calm, and towed out from the anchorage. Got a light wind from the southward, bringing with it a fog, though still not so thick but that both sides of the entrance could be seen. Continued beating out. In making a stretch over to the eastern shore from Babouski Island, the fog closed down over the rocks, and deceived me as to their distance; I hove the ship in stays with the greatest confidence, but the whirls of the tide made her slack, and shot her on to the rocks, before I had time to bring up with an anchor.

The stream anchor and cable was laid out, and hove taut, and at 2. 10 p.m. the ship was hove off into deep water, having been nearly three hours on shore; fortunately, the water at the time was glassy smooth, so that the ship laid perfectly quiet, until a short time before getting off, when she lifted, and struck heavily by the bow two or three times, bringing away on each occasion small pieces of her false keel. The ship made no water, and I did not consider her much damaged. Remained at anchor during the night.

June 26.—9 a.m. weighed with a light S. E. wind, but was obliged to anchor again in a very exposed position, near the Island of Staritchkoo, it being a calm, with a current setting directly on shore. A thick fog and dead calm during the night. Quantities of fish and crabs were caught at this position.

June 27.—At 10 a.m. we weighed with a light N. E. wind, which took us clear of the shoals off the entrance, and almost immediately we entered a dense fog.

Struggling with light variable winds and fogs, we did not pass Bhering's Island until the 2d of July. On the morning of the 13th we passed the carcass of a dead whale, and in the forenoon another; shortly afterwards we exchanged colours with one of the American whalers we had seen at Petropaulski, and before 12 o'clock the other two. Large flocks of the little crested auk about the ship. At noon, the north-west end of St. Lawrence Island bore true east, distant 12 miles. Running during the night with a fresh S. S. W. wind, and thick weather. Hauled up for the Asiatic shore at 7 a.m. under easy sail, to make the land, which we did near the northern point of St. Lawrence Bay, having experienced in that time a current of 25 miles to the northward. At 8. 30, passing within three miles of East Cape, shaped our course for Cape Espenberg (Kotzebue Sound) with a very strong S. E. wind.

In passing across the straits, we saw to the northward of the Diomed Islands two other whale-ships hove to, with their heads to the S. W., one of them trying out.

We passed over the shoal spoken of by Captain Beechey, off Schismarief Inlet, and found in 7 fathoms the least water, the sea at the time so high and hollow that it frequently broke into our main chains.

Running along the low land off Cape Espenberg, which we passed shortly after midnight, we had uninterrupted daylight; the only difference between the light at midnight and noon being as the light of a November day in England is to that of a summer's one.

As we entered the Sound, the wind gradually lightened, and veered to the eastward. Passed several logs of drift-wood.

July 15.—Shortly after 8 a.m. we made out a vessel at anchor under Chamisso Island, and at 10 exchanged numbers with Her Majesty's ship "Plover." We reached the anchorage by 1 p.m., having run in 50 hours from the west end of St. Lawrence Island to the anchorage off Chamisso.

Commander Moore came on board, from whom I was glad to learn that the officers and crew were all healthy and in good spirits. He had only arrived at 6 a.m. the day previous, having passed the winter in a harbour discovered by the "Plover" on the Asiatic shore, close to the south of Cape Tchukatsky.

Before my arrival, two boats had been despatched for the Mackenzie River, under the command of Lieutenant Lee; fortunately, the "Herald" hove in sight before

before it was too late to signalize to them; the boats saw the recall, and returned.

We commenced immediately on our arrival to coal and provision the "Plover;" and by 9 a.m. she had on board all the bread she could stow, half her coals, and a proportion of other provisions.

July 16.—We were occupied in stowing "Plover's" provisions and coals, removing officers, discharging objectionable men, and filling up their vacancies from our own complement. While this was going on, I went with Commander Moore, and his acting ice-master, to examine the different bays on the east side of Choris Peninsula, for a wintering station for the "Plover." We found very shoal water in all of them, shoaling gradually northerly towards the Sandy Peninsula. They were of opinion that if a vessel did winter there, that she would be greatly exposed; and probably, on the breaking up of the ice, be either carried into the straits, or shoved up on to the beach.

At 9 p. m. both ships were ready to sail, but our main cap having been reported very rotten, I was detained the next day (17th) to shift it.

On each day of our stay we were visited by two baidars, carrying 12 men each; all of them were particularly tall, well-built, well-armed, and without either their women or dogs.

At first they were rather shy, but as soon as the interpreter began to speak to them in their language, that is, in a dialect which some of them understood, they appeared delighted, came on board, looked all over the ship, and returned (after I had made each of them some trifling present), without attempting to pilfer anything.

They belonged to Spafareif Inlet, and expressed their delight at meeting with, and being recognized by, Lieutenant Cooper and others, who had visited them at their place last year, making presents to them without seeking a return.

Commander Moore and myself accompanied them to Chamisso Island, where, after hauling up their baidars, canting their bottom to the wind, the weather gunwale resting on the sand, the other raised about three feet, and supported by paddles, the space underneath covered with furs, we partook of several pipes with them.

Whilst we were engaged with our pipes, Commander Moore employed his boat's crew in digging for the flour left by Captain Beechey 23 years before, in a position indicated by directions on a rock, which were as perfect as the day when cut. We found this rock last year, but supposing the flour to have been removed by the natives, did not dig for it. A considerable space was cleared round the cask, its chimes freed, only adhering to the sand by the two lower bilge staves, yet still it required the united strength of two boats' crews, with a parbuckle, and a large spar as a lever, to free it altogether. The sand was frozen so hard that it emitted sparks with every blow of the pickaxe. The cask itself was perfectly sound, and the hoops good: out of the 336 lbs. of flour which it contained, 175 lbs. was as sweet and well-tasted as any we had on board. The tin of beads was also found, those not of glass much decayed; the cotton stringing quite sound.

July 18.—At 6 a. m. we weighed with a S.W. wind, and stood out of the anchorage. The "Nancy Dawson" yacht hove in sight at the same time; she accompanied us without touching at Chamisso Island. The "Plover" leading under all plain sail, the "Herald" keeping in company.

July 19.—At 4 a. m. passed a ship standing to the eastward, and at noon Point Hope bore N. 18° W. 55 miles. We experienced, contrary to my expectation, in this run, a current setting S. 74° W. half a mile per hour. Six p. m. exchanged colours with an American whaler, "Margaret," of Providence: whales at this time blowing in every direction round her; wind too strong, and too much sea for her to attempt them. Fog so dense at 8 p. m. that the "Plover" could not be seen, although within speaking distance. Continued running to the northward during the night, keeping company by gongs and bells.

July 20.—In the forenoon nearly ran over the carcass of a dead whale that had been flinched. Noon, the wind having shifted suddenly to the northward, we had fine clear weather; Cape Lisburne, E. 19 miles. At 5 p. m. we anchored in

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 Moore, and Lieut.
 Pullen.

15 fathoms, with Cape Lisburne bearing N. 7° 20' E. mag., distant 2½ miles. "Plover" and yacht in company.

From this position two whale boats were despatched to examine the coast northerly, under the orders of Lieutenant Pullen ("Plover") and Mr. Parsons (second master, "Herald"); a boat was also sent from the "Plover" a short distance to the southward. The "Plover's" boat returned soon after midnight, having landed in one or two places, and met with many natives who were friendly and well-disposed. A beautiful clear night. At midnight the sun showed its semi-diameter above the horizon, and nearly every person in the ship remained up to witness this phenomenon for the first time.

July 21.—Weighed in the morning at 7 a. m. with a N.N.E. wind to follow the boats northerly. The "Plover" being nearer in shore was visited by two baidars, each carrying about 20 natives, men and women; a most miserable set of beings they were: they spoke of the boats having passed their encampment the night before; they collected near this place for the purpose of catching birds, and gathering eggs. Calm, anchored at 6 p. m. in 11 fathoms north and east of Cape Lisburne, off shore about 6 miles.

Weighed again at midnight, with a light northerly wind; the boats hove in sight at 7 a. m.; at 10 they were alongside.

Mr. Pullen had examined the inlet to the eastward of Cape ——— without success; he was informed by the natives, through the interpreter, that none of the inlets on the coast would admit of a vessel entering them; that it was only a few of them at the early spring that their baidars could enter, and they were closed when the winds began to blow from the westward.

We experienced in the ship until 6 p. m. of the 23d a tedious calm, the current fortunately set us north half a mile per hour. During this time we were visited by two baidars, with the same party of natives we had seen off Cape Lisburne; they came alongside fearlessly, and disposed of every article they had, the women selling their fur dresses, even to their second pair of breeches, for tobacco and beads.

During the evening of the 23d, and the morning of the 24th, we were running to the N.E., with a moderate S.S.W. wind, and a thick fog, clearing at intervals for a short time. Walrus, whales, and flocks of the eider duck about. We were guided as to our approach to the ice by the temperature of the sea.

July 25.—a. m. the wind shifted to the N.W., brought with it cold but fine and clear weather. Steering for Wainwright's Inlet. The vast number of walrus that surrounded us, keeping up a continual bellowing or grunting, the barking of the innumerable seals, the small whales, and the immense flocks of ducks continually rising from the water as we neared them, warned us of our approach to the ice, although the temperature of the sea was still high. We made the land a little before noon, 10 miles to the northward of Wainwright's Inlet. At 2 p. m. we anchored in 11 fathoms, about three miles off its entrance. The "Plover" and yacht had done so about an hour before.

In running down along the coast a post was observed on the higher land near the entrance of the inlet; shortly afterwards a man was seen to hoist on it (what we most of us made out to be) a flag. The "Plover" soon afterwards dipped her ensign (simply to clear it, as we afterwards learned): this was answered by the person at the post doing the same, and entirely removing it.

I immediately lowered a boat, and sent Lieutenant Cooper, of this ship, to the shore: he walked up to the post, and found it to be nothing more than a native mark for a quantity of blubber and reindeers' flesh he discovered buried there: the native had left. Lieutenant Cooper, after remaining there some time, returned on board without seeing anybody.

My reasons for selecting this place to equip and despatch the boats from, instead of proceeding as far north as the ships could go, was, that I considered it of the greatest importance that the "Plover's" wintering station should be known by the officer in command of the boat expedition.

Commenced immediately to hoist out the boats, equip, and provision them. While this was going on, I despatched Mr. Hill, master of this ship, to sound the entrance of the inlet; he returned on board a little before midnight, and made to me the following report:—that the channel was very narrow and winding, that 9 feet was the most water that could with certainty be carried in, and that even to ensure

ensure that depth the channel would require close buoying; that a fair wind, or a calm, so that a vessel might either sail or be towed in, was necessary, the channel being too narrow and intricate to warp through. Once in, he reports that there is a sufficiency of water, and a convenient spot for the "Plover" to winter.

From this report I found that it was impossible for the "Plover" to enter this inlet with the water found then, but as the entrance was encumbered with some heavy pieces of ice aground, which during our stay was breaking up fast, I conceived it very probable that, after they had disappeared, the channel might become more direct, and deeper; I therefore determined to return and make a closer examination of the inlet, so soon as I had seen the boats as far north as we could reach in the ships. The boats were therefore directed to visit Wainwright's Inlet on their return, in case it should prove practicable for the "Plover" to enter, but that under any circumstance she would be found at Chamisso Island.

Mr. Hill met there about 40 natives, who were very friendly at first, but when they found he was about to leave them they became annoying, pulling their baidars across his bows, and fouling his oars, not with any hostile intentions, simply to delay his departure, so that they might have time to barter with him for some of his riches.

By midnight the boats were all ready, and shoved off under three hearty cheers from the ships, which were as heartily returned by the boats.

This little expedition consisted of 25 persons, and four boats, as follows: Lieutenant Pullen, commanding "Herald's" 30-foot pinnace, fitted on board with the greatest care, thoroughly decked, schooner-rigged, and called the "Owen," furnished with pumps, spare rudder, and a strengthening piece of 2-inch plank above her water line.

Two 27-foot whale-boats (new boats), brought out by Her Majesty's ship "Asia" from England, covered in abaft as far as the backboard, but without either boxes or cases, the provisions being stowed, the bread in painted bags, and the preserved meats between tarpaulins. The men's clothes were in haversacks, capable of removal in a moment.

"Plover's" pinnace, a half-decked boat, with cases for her provisions, &c., so placed as to resist pressure from the ice.

There was placed in the boats 70 days' preserved meats for the whole party, all the other articles of provisions (except bread), to the same extent, being also soldered up in tins. In addition to these, the "Owen" had on board eight men's allowance of the regular ship's provisions. After she was stowed with this proportion, every corner that would hold a case of preserved meat was filled. The two larger boats carried in each of them five cases of pemmican, for the special use of Sir John Franklin's party.

The ships weighed in company with the boats, and ran along the land within about three miles, with a moderate off-shore wind.

July 26.—At 4 a.m. the ice could be seen in heavy masses, extending from the shore near the Sea-Horse Islands. At 6, we were obliged to heave-to, in consequence of a dense fog; this cleared off at 11.30: the "Plover" was close to, but neither the boats nor the yacht were in sight.

We both made sail, steering true north, and were at 1 p.m. in latitude 71° 05', where we made the heavily packed ice, extending nearly as far as the eye could reach, from N.W. by W. to N.E. At this time we had soundings in 40 fathoms of mud, the deepest water we have had since leaving the island of St. Lawrence. We continued running along the pack until 8 p.m., when a thick fog coming on, we ran two or three miles south, and hove-to, wind blowing from N.N.E., and directly off the ice. We had run along it 30 miles.

The pack was composed of a dirty-coloured ice, not more than five or six feet high, except some pinnacles deeply seated in the pack, which had no doubt been thrown up by the floes coming in contact. Every few miles the ice streamed off from the pack, through which the "Plover" sailed.

July .—At 1.30, the fog cleared off; the pack from N.N.W. to N.N.E., distant about six miles. Made sail during the forenoon, running through streams of loose ice. At 10, passed some large and heavy floes; Commander Moore considering them sufficiently heavy and extensive to obtain a suite of magnetical observations, dropped the "Plover" through between them, and made fast with ice anchors under the lee of the largest, in a most seamanlike manner.

Lat. $71^{\circ} 30' N.$
Long. $162^{\circ} 05' W.$

I landed on the floe with Lieutenant Trollope. The latitude, time and variation were obtained on it, but the other observations were vitiated by its motion in azimuth, and by its constant breaking away, the level would not stand. We had 28 fathoms of mud alongside it, and no current.

I found the ice driving slowly to the southward, with the N. N. E. wind then blowing fresh. Very few walrus, and but a single diver seen. The general height of this floe was five feet, and about one mile in extent; on it were found pebbles and mud, which led Commander Moore to suppose that it had been in contact with the land. I supposed the mud and pebbles to have been fecal remains dropped there by some walrus.

At 3 p. m. the "Plover" slipped from the ice, and both ships, with a N. E. wind, made sail westerly until 6 o'clock, when we hauled up true north, having no ice in sight in that direction, and only from mast-head on weather beam. A fine clear night, running along six and seven knots; temperature of the water, 40° ; depth, 21 fathoms (increasing).

At midnight the latitude was obtained by the inferior passage of the sun. At 5 a. m. the temperature of the water had fallen to 36° , and almost at the same instant the ice was reported from the mast-head. Between this time and 7 a. m. (when we hove-to within half a mile of the pack) we ran 10.5, so that I consider 11 miles to be about the distance that packed ice in this part of the world can be seen in clear weather from a ship's mast-head.

The pack was of dirty-coloured ice, showing an outline without a break in it five or six feet high, with columns and pinnacles much higher some distance in. Although the wind was off the pack, there was not a particle of loose or drift ice from it; our soundings had gradually increased to 35 fathoms of soft blue mud. The only living things seen were a pair of small divers, black, with a white ball in the back; and two remarkable birds, very like the female of the tropical nan-of-war bird, a dingy black colour, with excessively long wings, and the same flight when soaring. We could not succeed in shooting any of either species. We remained hove-to off the pack for an hour. The temperature of the sea near the pack at every five fathoms was as shown in the margin. In the dredge we got muscles and a few bivalves common to these seas.

This was our most northern position, lat. $72^{\circ} 51' N.$, long. $168^{\circ} W.$ The ice, as far as it could be seen from the mast-head, trended away W. S. W. (compass); Commander Moore and the ice-master reporting a water sky to the north of the pack, and a strong ice blink to the S. W.

It was impossible to gain this reported open water, as the pack was perfectly impenetrable. The pack we had just traced for 40 leagues, made in a series of steps westerly and northerly; the westerly being about 10 or 12 miles, and the northerly 20. We made sail at 9 a. m., steering for the coast, a little to the westward of our track up, wind N. E., gradually decreasing as we got southerly.

5 a. m. fell a dead calm, the sea glassy smooth, and so transparent that a white plate was distinctly seen at a depth of 80 feet. This afforded me an opportunity of ascertaining the extent of damage the ship had received when on shore in Awatska Bay. The forefoot was untouched, the false keel gone for about 10 feet; beyond this she had sustained no damage that we could see; the copper broken, and excessively thin all over. As we approached the coast we again met numbers of whales, walrus, seals and flights of ducks and sea birds.

July 30.—8 a. m. tacked in shore in eight fathoms, close to the northward of Blossom's Shoals. Commander Moore came on board, and proposed that during the time I was surveying Wainwright's Inlet, that he should go along the coast during the fine weather as far north as the ice would permit him, and endeavour to communicate with the larger boats, which we expected were somewhere about Refuge Inlet. With this intention we both started with a fine but adverse wind from N. E.

I worked in short tacks close along shore, the soundings in muddy bottom decreasing, and increasing as we approached or receded from the land. Shortly after 6 a. m. we again anchored off the entrance of Wainwright's Inlet.

Not a particle of the ice seen on our former visit remained. We had not long anchored when we observed the natives carrying their baidars across the narrow neck between the inlet and the sea, and launching them. Wishing to get as many of them as I could off to the ship, so as to have fewer to molest me on shore, I detained the boats until two of them came alongside. They approached

us slowly, frequently resting on their paddles, the bowman each time invariably holding up his hands over his head at an angle of 45°, when lowering them passing them over his breast and stomach. I made the boatswain do the same from fore-castle netting; they always waited for his answer before they recommenced paddling.

I made them each a present of some tobacco and beads (which they could hardly understand that I intended to give without return).

I left the ship with three boats for the examination of the inlet, and gave permission to the ship's company to trade with the natives for whatever they had to dispose of, consisting mostly of small figures and tools of ivory, bows, arrows, a few furs, sealskin boots, and pieces of reindeer flesh.

I had not been long on shore before these natives left the ship and followed. Nothing could exceed their good humour. When about to commence my observations, I ordered all trading to cease, drew a large semicircle on the sand, from water's edge to water's edge, and placed the boats' noses between its points. They seemed perfectly to understand the meaning of this line, not one of them attempted to overstep it; they squatted down and remained perfectly quiet and silent. When a stranger arrived they shouted to him, who no sooner understood them than he crept rather than walked to the boundary, and squatted among the rest. They danced and sang for our amusement, played football with the seamen (who had not a chance with them), and displayed their skill in shooting at a mark. "Plover" anchored in company; soon after noon, calm.

Commander Moore went on shore, erected a mark, and buried a bottle with information of the boats. I had satisfied myself before his arrival that 10 feet was the greatest depth that could be carried in; I therefore called upon him to furnish me with a report of what his vessel could be lightened to, a copy of which I have the honour to enclose.

By it their Lordships will perceive, that short of taking the "Plover's" masts out, she could not be lightened sufficiently to enter the inlet. Could it have been done with any partial lightening I should have attempted it, being in every way so very desirable a position: in the first place, from its high latitude, the friendliness of the natives, the supply of reindeers' flesh we found could be obtained there, there being no other harbour south of it nearer than Kotzebue Sound; and lastly, the opinion of the ice-masters of the exposure to which a vessel wintering in the latter place would be subjected. Inside there is a good depth of water, and in one spot the "Plover" might have been placed alongside a bank well sheltered.

The natives gave me to understand that a considerable river runs into it, at least one that they can in their baidars navigate for many days, and that it ran to the S.E. That on its bank and in the neighbourhood of the inlet the reindeer collected in great numbers, in their progress northerly, and in their return south.

The natives began to leave us, as before, by 8 p.m., tracking their baidars with dogs to their tents, in a little sandy bay a mile north of us. By the time we were ready to go off, there was not one with us.

I was sorry to find that, after all their good behaviour, they had been guilty of picking the pockets of two or three: one lost a handkerchief, another a glove, Commander Moore a box of caps, and the naturalist a small glass bottle, containing spirits and water.

Wednesday, August 1.—During the night we had a thick fog, which cleared off at 5 a.m. The boats left the ship to continue their examination; Commander Moore and myself to obtain a suite of magnetical and other observations. I returned to the ship shortly after noon with the boats, to put my work on paper. Commander Moore went up the inlet, and found some baidars that had just arrived with several reindeer cut in quarters. They were stowing it, with a considerable quantity they had already collected, in a hole dug on the sandspit off Point Collie, and appeared much annoyed at their stow-hole having been discovered. It was deep and lined with logs of wood, having a roof formed also of logs, about five feet above the ground, and covered with moss. For a small quantity of tobacco they sold 800 lbs., as much as Commander Moore's boat could carry. Learning from him that they were willing to dispose of more, I sent Lieutenant Cooper, the naturalist, and the surgeon, in a light boat to purchase it. Seeing the boat pulling in fast directly for them, they got alarmed, and at length, before the boat touched the beach, a woman walked to the water's edge and held up the bottle the naturalist had lost the day before, making signs to him when he landed that it

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had been picked up on the beach. It was in the same state as when he lost it, the cork never having been removed. They at least understand that stealing is an offence. At first they appeared rather sulky, and unwilling to part with any of their meat; after a few presents they resumed their former good humour, and sold 14 quarters, all of them of young animals; it was without a particle of fat, badly killed, but still was owned by most on board to be very sweet and tender meat.

In the afternoon a long westerly swell rolled in, with a very light wind still off the land. At 6 it shifted to the southward, with a threatening appearance. We both immediately weighed and stood off the land in a thick fog, and with a falling barometer.

August 2.—At 9 a.m. the fog cleared off; the “Plover” was nowhere to be seen, and the wind was gradually increasing.

August 3.—At 9 a.m. we were reduced to treble reefed topsails and reefed courses, with a very short, deep and trying sea. We were obliged to carry to it to keep off the land, the current setting, as we found it on all occasions, with the wind—rather stronger off Icy Cape than in other parts of this sea.

August 4.—Wind gradually veered to the westward, and by 5 a.m. died away to a calm. Variable airs—the wind settled in the S.W. At 3 p.m. could see the stages on Icy Cape. 3.30 tacked in 11 fathoms, before trimming we were in 8. Very gloomy, squally and threatening weather. In standing off, fell in with the “Plover” again; signalled our position to her, and appointed Cape Lisburne as a rendezvous. Whales seen, also large flocks of ducks and geese, going southerly.

August 5, 6, 7.—Fresh breezes, with heavy falls of snow; but what with the current, the trying sea, and the wind always breaking us off in whichever way we tried to go, we could not make a mile of westing, until the afternoon of the 8th, when the wind shifted suddenly to the N.W. Stood to the W.S.W.

August 9.—In the morning passed the carcass of a dead whale, and another in the afternoon. I sent a boat to this one, stuck a flag in it, and buried a bottle containing a current paper, a notice of my whereabouts, and of my intention to go westerly, for the information of the “Plover,” should she fall in with it. Many reports of land from the mast-head. A land bird seen.

Having this favourable wind for examining the pack to the westward, I continued to steer as nigh as the wind would permit on the starboard tack. The wind continued to lighten until the morning of the 10th, when it fell a dead calm.

The sea was literally covered in streams, with particles of a pink colour, like wood ashes, or coarse sawdust from cedar, a tenth of an inch long, and 0.5 in diameter, and round. On placing it under the microscope, no appearance of circulation could be detected. Mr. Goodridge, the surgeon of this ship, supposes it to have proceeded from the carcasses of the whales we saw yesterday, the oil having been forced through the pores by the pressure of the water, giving the uniform size and shape in which we found it. I endeavoured to dry some in blotting paper, but it was absorbed by the paper, and nothing left but an oily stain. Tried the current, and found it running to the westward one-third of a mile an hour. Walrus grunting around in groups of 8 and 10 together; quantities of small pieces of drift wood, all pine, which appeared to have been washed from some beach. The temperature of the water at the surface, in 29 fathoms, was 45°, and at bottom 43°. The dredge produced (in soft blue mud) a good many muscles, star fish (found in all parts of this sea), a few bivalves (got before), and some very small shrimps.

A light southerly wind sprang up, gradually increasing and veering to the eastward. At 10.30, after standing to the S.W. for 15 miles, the loom of the land in the neighbourhood of North Cape could be seen. I tacked to the N.E., with the wind fresh from E.S.E. Not wishing to run the risk of being caught with a southeaster between the land and the ice floe, which I considered could not be far off, from the extraordinary smoothness of the water, the numbers of walrus, and particularly a little black and white diver, which we never saw except in its vicinity.

August 11.—Steering until this day in very thick and bad weather to the N.E., at which time we were in lat. 70° 1', long. 173° 53'. Bore up north to endeavour to fall in with the pack. By 6 p.m. a dense fog came on; we hauled to the wind on port tack, under reduced sails, ship heading S.E., with a short jumping sea.

August

August 12.—a.m. the wind shifted suddenly to N. N. E., and afterwards N. N. W., blowing hard; reduced to treble reefed topsails and reefed foresail, our soundings having decreased to 17 fathoms mud. No observations. Our reckoning placed us in lat. $70^{\circ} 20'$, long. $171^{\circ} 23'$, in 18 fathoms sand.

Shortly after noon our depth decreased to 16 fathoms, the colour of the water becoming lighter; with a breaking sea all round. Our soundings decreased a fathom each cast until 1.30 p.m., when we wore in 11 fathoms, shingle, getting in wearing nine fathoms, then 12 fathoms; and when trimmed to go back, as we went on, had several casts of eight and one of seven fathoms; then suddenly got into 14, which gradually increased.

The sun came out, verifying our noon position. Until midnight it blew a strong gale.

August 13.—a.m. Fine. Wore, to stand back to the shoal; shoaled our water to 13 fathoms, and at 10 I imagined I saw breakers on the lee bow. Ship refused stays, wore, but had no less water. At midnight passed over the tail of the bank, in eight fathoms, five miles north-west of our former position. Continued to stand to the eastward until I could weather the south end of the shoal; then tacked, passing in 16 fathoms three miles south of our first position. When I bore up north to fix its western edge, a slight easterly current took me rather further in that direction than I intended. I have, however, confined it within a radius of five miles.

The weather would not allow of our anchoring so as to make a closer examination of the shoal with our boats, and the sea was too heavy and hollow to attempt taking the ship herself into less water. In approaching the shoal the bottom changes from sand to fine sand, and when in the least water, coarse gravel and stones. We found nothing less than seven fathoms, but I am of opinion that a bank exists which would bring a ship up.

August 14.—We experienced very strong, variable and S.E. breezes, with rain until midnight of the 14th, when the wind changed to the westward, and brought with it fine weather.

Continued to stand to northward and westward until noon, the 15th, being in lat. $71^{\circ} 12'$, and long. $170^{\circ} 10'$. Bore up W. $\frac{1}{2}$ S., passing several pieces of drift wood.

Our soundings increased as we left the bank (westerly) to 25 fathoms mud.

August 16.—Wind very variable in strength, and direction S.S.W. to S.E. Large flocks of phalaropes, divers and gulls numerous. At midnight wind very fresh from S.S.E., steering W.S.W., depth decreasing to 10 fathoms.

August 17.—3 a.m. the temperature of the sea suddenly fell from 40° to 36° ; the wind became light, and excessively cold. Shortened sail, supposing that I was very near the ice: frequent snow showers.

At 5 a.m. wind shifted suddenly from the N.W. in a sharp squall, with heavy snow. Shortly after 8, when one of these snow storms cleared off, the packed ice was seen from the mast-head from S.S.W. to N.N.W. five miles distant. The weather was so bad that I bore up for the rendezvous. The weather, however, as suddenly cleared up; I hauled my wind for the north-western extreme of the ice that had been seen.

At 9.40. the exciting report of "Land ho!" was made from the mast-head: they were both soon afterwards crowded.

In running a course along the pack towards our first discovery, a small group of islands was reported on our port beam, a considerable distance within the outer margin of the ice.

The pack here was not so close as I found it before; lanes of water could be seen, reaching almost up to the group, but too narrow to enter unless the ship had been sufficiently fortified to force a hole for herself.

These small islands at intervals were very distinct, and were not considered at the time very distant.

Still more distant than this group (from the deck), a very extensive and high land was reported, which I had been watching for some time, and anxiously awaited a report from some one else. There was a fine clear atmosphere (such a one as can only be seen in this climate), except in the direction of this extended land,

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land, where the clouds rolled in numerous immense masses, occasionally leaving the very lofty peaks uncapped, where could be distinctly seen columns, pillars and very broken summits, which is characteristic of the higher headlands in this sea—East Cape and Cape Lisburne for example.

With the exception of the north-east and south-west extremes, none of the lower land could be seen, unless indeed what I took at first for a small group of islands within the pack edge was a point of this Great Land.

This island, or point, was distant 25 miles from the ship's track, higher parts of the land seen not less, I consider, than 60 miles. When we hove-to off the first land seen, the northern extreme of the Great Land showed out to the eastward for a moment, and so clear as to cause some who had doubts before to cry out, "There, Sir, is the land, quite plain."

From the time land was reported until we hove-to under it, we ran 25 miles directly for it. At first we could not see that the pack joined it, but as we approached the island, we found the pack to rest on the island, and to extend from it as far as the eye could reach to the E.S.E.

The weather which had been fine all day, now changed suddenly to dense clouds and snow showers, blowing fresh from the south with so much sea that I did not anchor as I intended.

I left the ships with two boats; the Senior Lieutenant, Mr. Maguire, Mr. Seemann, naturalist, and Mr. Collinson, mate, in one; Mr. Goodridge, surgeon, Mr. Pakenham, midshipman, and myself in the other, almost despairing of being able to reach the island.

The ship kept off and on outside the thickest part of the loose ice, through which the boats were obliged to be very careful in picking their way on the south-east side, where I thought I might have ascended. We reached the island, and found running on it a very heavy sea. The First Lieutenant however landed, having backed his boat in until he could get foot hold (without swimming), and then jumped overboard. I followed his example; the others were anxious to do the same, but the sea was so high that I could not permit them.

We hoisted the Jack and took possession of the island, with the usual ceremonies, in the name of Her most Gracious Majesty Queen Victoria.

The extent we had to walk over was not more than 30 feet; from this space, and a short distance that we scrambled up, we collected eight species of plants: specimens of the rock were also brought away.

With the time we could spare, and our materials, the island was perfectly inaccessible to us. This was a great disappointment to us, as from its summit, which is elevated above the sea 1,400 feet, much could have been seen, and all doubt set aside; more particularly as I knew the moment I got on board I should be obliged to carry sail to get off the pack, and out of the sight of it we were in; neither could I expect that at this late period of the season the weather would improve.

The island on which I landed is four miles and a half in extent east and west, and about two and a half north and south, in the shape of a triangle, the western end being its apex. It is almost inaccessible on all sides, and a solid mass of granite. Innumerable black and white divers (common to this sea) here found a safe place to deposit their eggs and bring up their young: not a walrus or seal was seen on its shore, or on the ice in its vicinity. We observed here none of the small land birds that were so numerous about us before making the land.

It becomes a nervous thing to report a discovery of land in these regions, without actually landing on it, after the unfortunate mistake to the southward; but as far as a man can be certain, who has 130 pair of eyes to assist him, and all agreeing, I am certain we have discovered an extensive land; I think also it is more than probable that these peaks we saw are a continuation of the range of mountains seen by the natives off Cape Jakan (coast of Asia), mentioned by Baron Wrangell in his Polar Voyages. I returned to the ship at 7 p.m., and very reluctantly made all the sail we could carry, from this interesting neighbourhood, to the S.E., the wind at the time allowing me to be just clear of the pack.

August 18.—Towards the morning we had a very strong wind, with constant snow storms and excessive cold. The wind having changed to northward, left me no choice but to return to my rendezvous for the boats.

August 20.—Sighted Cape Lisburne in a thick fog; hauled off to await clear weather: passed several carcasses of whales.

August

August 21.—At 2 p.m. again made the Cape, found the high land heavily covered with snow, and the low land partially. Very threatening weather. Remained off and on until noon of the 23d, when we anchored, in 14 fathoms, about 25 miles to the southward of the Cape, near the ——— of Captain Beechey's charts. Here I landed, accompanied by the naturalist and several officers; I erected a mark, and buried a bottle. A beautiful stream of water ran into this bay. The naturalist had a good harvest on its banks, which were literally covered with flowers, removed only a few feet from what I considered to be perpetual snow. Quantities of coal was also found here.

There were about 40 natives, all of whom we had seen before, very poor and miserable looking, but very friendly. They all had their bows and quivers with them, but on coming up to us placed them in.

Finding a line drawn on the sand, so useful as a boundary for their approach at Wainwright's Inlet, I again had recourse to it, which they respected as before. I made them all presents, and returned to the ship in the evening, just before she was enveloped in a dense fog.

August 24.—a.m. weighed with a light air from the N. E. and clear (hot) weather, running for Point Hope, where I intended to build another mark, if the "Plover" had not already done it.

At 1 p.m. sighted off the low land the "Nancy Dawson" yacht and the "Owen." Mr. Shedden came on board, accompanied by Mr. Martin, the second master of the "Plover," who had been sent back by Mr. Pullen, in charge of the two large boats of the Expedition. I learned from Mr. Martin that he had arrived at the anchorage off Point Hope on the 19th instant, in company with the yacht, and was preparing to start again, north, in the "Owen," sending the other boats back in charge of the yacht to Kotzebue Sound.

The boats, after leaving the "Plover" on the 25th of July, were detained a day or two by the ice, before reaching Point Barrow; found the natives most friendly and anxious to assist them in every way. The boats were accompanied as far as Point Barrow by the yacht; this vessel had many escapes: she was pressed on shore once, ran on shore on another occasion to the eastward of Point Barrow, and was only got off by the assistance of the natives, who manned her capstan, and hove with great good-will.

On another occasion she parted her bower cable, from the pressure of the ice that came suddenly down on her, and had a narrow escape of a severe squeeze; she recovered her anchor and cable. Mr. Shedden erected a mark on Refuge Inlet, where he also intended to have left some provisions, but the natives were too numerous to do so without their knowing.

He found another small inlet a short distance south of Refuge Inlet, in latitude 71° 5', where he buried from his own store a large cask of flour and a large cask of preserved meats. At Refuge Inlet he left information as to the position of these casks.

Nothing could exceed the kindness of Mr. Shedden to those in the boats, in supplying them with everything his vessel could afford, and in following them with considerable risk. His crew were unfortunately a most disaffected set; he had too many of them for so small a vessel.

The boats all reached Dease's Inlet on the evening of the 3d, but were detained until the 5th by strong winds.

Their time, however, was well employed in stowing their boats and a baidar Mr. Pullen bought at Point Barrow. They were fairly away on the afternoon of the 5th, having with them 100 days' provisions, besides 10 cases of pemmican; this little expedition then consisted of two 27-foot whale-boats, and one native baidar, manned with 14 persons in all.

I have sent their Lordships copies of Mr. Pullen's letters, both public and private, that have been received since his departure; from them they will gain more information than I could afford.

Through these letters their Lordships will also see with what a noble and proper spirit Lieutenant Pullen undertook his voyage, being nevertheless fully alive to its dangers and exposure.

I am quite sure their Lordships, when they appointed Mr. Pullen, were fully aware of his character and capabilities; I trust, however, that they will not consider the following comments out of place.

I don't know any officer more capable of conducting with success such an Expedition;

Expedition: he possesses health, great bodily strength, and endurance, ability, and great decision of character. Coupled with all these good points in their leader, the boats had an open sea and a fair wind, so that I have no apprehension as to their reaching one of the Hudson Bay's establishments on the Mackenzie early in this season, though not sufficiently early to return to Kotzebue Sound this year.

Dease and Simpson certainly made their voyage from the Mackenzie to Point Barrow and back in one season; but then they travelled west at the commencement of the season, and returned to the eastward at its close, when the winds prevailed from the westward. Our boats would have to return to the westward at the latter part of the season, which I believe to be impossible, from the packing of the ice, the heavy westerly winds, and currents.

Mr. Pullen's letter says pretty plainly that he will not return; he will, therefore, be awaiting their Lordships' instructions at York Factory.

August 24.—We hove-to off Point Hope towards midnight, in very dirty weather.

August 25.—In the morning stood in, sent a boat to the yacht to tell her I thought she was in a very dangerous anchorage, with the wind as it then was from the S.S.E. Ordered the two larger boats out immediately. Finding the weather still more threatening, I hoisted the "Plover's" boat in, being handier for my tackles than the "Owen," determining to go myself north in the ship.

Provisioned the "Owen," and despatched her, in company with the yacht, to Kotzebue Sound, supposing the "Plover" to have gone there. I desired Commander Moore to employ her in the examination of the Buckland River.

We had a calm in the afternoon, with heavy rollers (without any apparent cause); we fortunately were two or three miles off the land. Had the yacht and boats remained at their anchorage, they certainly would have been driven on shore, without my being able to render them any assistance.

A fresh breeze from the southward released us from this unpleasant position. We just scraped clear of the shoal off Point Hope, and bore up northerly, parting company with yacht and "Owen."

August 27.—Continued to run to the northward until 6 a.m. of this day. Had an increasing breeze from S.S.E., with frequent snow showers. Hove-to for fine weather. By 9 a.m. we were reduced to a close-reefed main-topsail and staysail, having washed away one of our quarter boats. I have never seen so hollow or distressing a sea for a ship—no small-decked boat could have lived in it. It was therefore fortunate that I had arrived at Point Hope before the "Owen" started again north, and that I had decided on sending her to Kotzebue Sound.

I kept the ship heading-in for the land, hoping that this gale, like our former ones, would be of short duration, and that I might again look into Wainwright's Inlet. The only alteration, however, in the weather was, that the gale from the S.S.E. ceased in about 12 hours, and shifted to N.W., and W., from which points it blew gales, bringing with them excessive cold weather, with strong squalls and heavy falls of snow.

August 27.—In standing to the westward, we observed at 10 p.m. the ice blink very strong from N. to N.W., about 15 miles from us. Wore, hoping to weather Blossom Shoal, at least 40 miles.

August 28.—Wore in 11 fathoms on the shoal this morning, having 9 fathoms before we trimmed. Had a current N. 84° E., setting 36 miles in 18 hours. Wind west.

Finding it impossible to remain on the coast, I began to work off with all the sail the ship would carry. My crew were necessarily much exposed in making and shortening sail, and suffered a good deal from colds and rheumatism. I was also short-handed, having been obliged to send 10 men to the "Plover," besides those I discharged at Oahu.

On the morning of the 31st I again stood in for Point Hope; but finding there was no landing there, I bore up for Kotzebue Sound.

Passed Cape Krusenstern on the morning of the 1st, in a gale from the N.W., under treble-reefed topsails and reefed courses.

Before passing Hotham we were under all sail, and anchored off Chamisso Island at 9.30 p.m.

Found

Found the "Plover" and the yacht at anchor under Choris Peninsula. The "Owen" was absent with Captain Moore up the Buckland River, but expected daily her return on the 3d.

After completing our water from the springs in Chamisso, my people were employed assisting the "Plover" in preparing her winter quarters. The boatswain with a party, and the carpenters building a house.

Commander Moore having determined to winter in the Sound, and being very desirous to visit some chiefs who were reported to live in a considerable place up the river, I determined to go there with a party sufficient to ensure respect from these people, although Captain Moore told me they were most friendly. Accordingly, on the 9th, I started with the "Owen," "Plover's" decked boat, "Herald's" cutter, and two gigs,—their crews, and several officers.

The first night we bivouacked at Elephant Point, and had the whole crew roaming over the ice-cliffs for fossils, but could not find one of any importance.

The second night we stayed at a large native village of 22 tents and about 150 people. We pitched our tents close to one extreme of them, had our coppers, pots, kettles, axes, saws, &c. on shore, but not an article was lost, although at times we had a third of their numbers about us. Even in this way they were not troublesome, when we told them we wished them to go away.

They were all very fine men, but disfigured in appearance by the labrets they all wear. They brought us wood and water, gave us fish and venison, and offered us whales' blubber and seals' flesh.

Leaving a few of the men to take care of the boats, the rest came on shore for an hour. The natives were highly amused, and joined in their sports of leaping and running. The sportsmen were always accompanied by some of them; they were greatly surprised to see some of the young officers killing the birds right and left.

The moment the boats started (until we got far up), we were preceded by their little kiacs, sounding with their paddles, to the channel. We had pilots in each of the large boats, who remained constantly with us, and who experienced great concern when they unavoidably got us on shore.

I have been the more particular in my remarks relative to these interesting people, because their behaviour, on the visits of Captain Beechey and myself, have been so very opposite. It may be accounted for in this way: we had an interpreter, who could speak with them, through which they found out what our object was in going amongst them.

The Russian settlement has also, I consider, been very instrumental in causing this alteration in their conduct. We found many of them with shirts, handkerchiefs of gaudy colours, cotton printed with walrus, reindeer, and all the other animals that they are in the habit of catching and representing in ivory, knives and kettles; all these came from the Russian settlement. They were latterly very anxious to obtain muskets, and evinced no fear in discharging them.

September 11.—We arrived with the boats at a part of the river 30 miles up, perfectly barred across with heavy rock, over which there was a fall of about 18 inches. Here the heavy boats were stopped; but, by unlading the lighter ones, we were enabled to haul them over.

Wishing myself to return to the ship, and Commander Moore being still anxious to go on, I directed Mr. Maguire (senior Lieutenant of "Herald") to accompany him in my gig for the purpose of mutual protection (leaving one of the larger boats below the fall to await their return). I directed him to make a tracing of the river as far as they might ascend it, and return to their respective vessels before the 23d instant. They ascended the river about 30 miles beyond where I left them. In this distance they met with but two natives. They passed several places where they were obliged to unload, and haul these light boats over. They found also the pine trees, scattered about in twos and threes, a little distance from the bank.

The river, from the mud and leaves hanging on the banks, showed that at some period of the year it was at least 10 feet above the level at that time.

The absence of spars, or wood of any description, on the frequent bridges of rocks across the river, on the tops of the many spits of sand, or on the summit of the banks (which bear evident marks of having been overflowed at some season), shows that the Buckland is not the source from which the enormous quantities of wood

found at Choris Peninsula is derived. We have never found a particle of wood on the eastern face of this peninsula: all on its western.

Commander Moore and his party returned on the 19th. We now commenced to prepare for our departure southward. The "Plover's" house was nearly completed, and as much provisions as he could stow or take care of were placed on board her.

September 26.—By this day we were ready to start, having fully completed all the "Plover's" wants. She was not dismantled, nor did Commander Moore intend doing so until she was fairly laid up on the beach.

In consequence of the illness of Mr. Shedden, of the yacht, and of my having previously removed his chief mate, I was obliged to direct Mr. Parsons (second master), of this ship, to take charge of her, and navigate her to Mazatlan, where he might expect to meet me.

Early on the morning of the 29th of September, I weighed from Kotzebue Sound, with a fair breeze from the N. E.; yacht in company. At the time of our departure, there was early snow on the low lands. The streams were still running. In fact, the whole month of September had been remarkably fine, generally with strong winds from the eastward.

We experienced very bad weather on getting out of the Sound. Parted company with the yacht.

Passed Behring's Straits in the morning of the 2d of October, in a heavy gale from N. N. W.

October 11.—At midnight, passed the Aleutian groups by the Straits of Amoukhta, in long. 171° W. These straits are 35 miles wide, perfectly safe, and free from the races usually met with in the other straits of this chain.

On the 13th of October, in lat. $47^{\circ} 30'$ and long. 167° , we experienced a heavy northerly gale, with an unusually heavy sea, which broke on board of us, and nearly swept our decks.

On the 19th of October, in lat. 43° and long. 160° , we had another gale at S. S. E. Between this and the 14th of November, when we anchored at the port of Mazatlan, there was nothing remarkable but the prevalence in 41° N. of S. E. winds, which forced us to the coast within 100 miles of San Francisco, before we got the N. W. wind.

At Mazatlan I found lying Her Majesty's ship "Amphitrite," and the "Nancy Dawson" yacht; this little vessel having arrived the morning previous.

I have endeavoured in this letter and the accompanying documents to give their Lordships a detailed account of my proceedings while in the Arctic Circle, which, I trust, will meet with their approval.

And, in conclusion, I hope for the consideration of their Lordships for the officers serving under my command, who have, as heretofore, without an exception, displayed uncommon zeal in their respective duties.

I have, &c.

The Secretary of the Admiralty,
London.

(signed) *Henry Kellett*,
Captain.

Sir,

Her Majesty's Ship "Plover," off Chamisso Island,
17 July 1849.

I BEG to propose the following arrangements, as most likely to forward the particular service on which this ship is employed, after leaving Kotzebue Sound:

That on arriving off Cape Lisburne, the decked boats of the "Herald" and "Plover," with a whale-boat, be hoisted out, Lieutenant Pullen taking the "Herald's," with the interpreter, and seven men. Mr. Martin (second master of this ship) in the "Plover's," accompanied by the ice-master, and six men. Victualled for 30 days.

They

They should then visit every nook or inlet along the coast, the ships being in the offing, with whom they should communicate; when an inlet is found sufficiently large to anchor the ships in, the two vessels then to anchor, whilst the boats examine the anchorage.

A rendezvous should be appointed, where the boats may meet the ships in foggy weather.

On arriving off Wainwright's Inlet, should no place be found to the southward, it should be examined, despatching the two boats, reinforced with 70 days' provisions, with orders to proceed as far as (after a personal examination of the ice) should be found prudent.

I would recommend that the ships remain off the packed ice, if Wainwright's Inlet prove unavailable, till the 25th of September, when, should the boats not have returned, they proceed to Chamisso Island, in Kotzebue Sound; but in the event of their being back before that date, to Lawrence Bay, or my former winter quarters.

I have, &c.

Captain Kellett, c. B.
&c. &c.

(signed) *T. E. L. Moore*, Commander.

No. 2.
Narrative of Pro-
ceedings of Capt.
Kellett, Commander
Moore, and Lieut.
Pullen.

Sir,

Her Majesty's Ship "Herald," at Sea,
off Cape Krusenstern, 19 July 1849.

THE following remarks are founded on their Lordships' orders to me, as well as from those to yourself, relative to the boat expedition along the coast of Georgia.

You will perceive, by my first orders, that their Lordships consider light boats, or baidars, as the most eligible for prosecuting the voyage along the coast; in my second, that they desire, in case of not meeting the "Plover," whose boats are fitted for the expedition, that my launch should be in readiness to accompany the baidars to the eastward, towards Point Barrow.

In your orders their Lordships also lay much stress on the description of boat to be sent; any departure, therefore, from their views on this head requires to be most maturely considered. I shall be guided entirely by your matured opinion on this subject, from the experience you have had in the navigation of ice-bound coasts.

I consider that, before any boats finally proceed, it should be decided, and the party made thoroughly acquainted with the "Plover's" intended winter quarters.

In your orders their Lordships emphatically state, that, if no position is found for the "Plover" north of Kotzebue Sound, she must winter there. Your opinion, however, is, that a vessel cannot winter in Kotzebue Sound without the danger of being carried to sea, or thrown on the beach (as the "Fury" was) by the great drift of the flocs in that sound. This being your opinion of that place for wintering, I would propose Grantley Harbour as a more fitting place for rendering assistance than any part outside the straits on the Asiatic shore.

From Grantley Harbour (if travelling across the land be practicable), the distance to Chamisso Island is but 116 miles; by the coast 220. From your former winter quarters you were enabled, with the assistance of the natives, to travel nearly to East Cape—a greater distance than from Grantley to Chamisso, overland; and should you, even now that you know of the friendly disposition of the natives in your last year's quarters, be enabled to travel across the straits on the ice, any break up of it would cut your parties off from the ship. My own opinion is, that a vessel from Oahu, fortified as you are, could reach Chamisso Island at an earlier period than a vessel wintering where you did last season.

I fully concur with you in the manner of examining the coast by the boats northerly.

I consider that in consequence of Sir George Simpson's letter, relative to the resources of the Hudson's Bay posts on the Mackenzie, that the boats should be ordered to return to the "Plover" by September 27.

Should it be impossible to get into Wainwright's Inlet, I see no objection, and think it most advisable, that the "Plover" should remain as far north as safety from her being blocked up for the winter in the ice will permit, returning to meet the "Herald" before she goes south, by the 25th of September, off Chamisso Island.

No. 2.
Narrative of Pro-
ceedings of Capt.
Kellett, Commander
Moore, and Lieut.
Pullen.

I do not see the necessity of the two ships remaining together after we have solved the question as to winter quarters for the "Plover;" the "Herald's" time may after that be usefully employed in an examination of the ice line westerly, and also up the shoals marked in Captain Beechey's chart.

The method of examining the coast for a winter harbour, I should propose as follows:—That the "Owen" ("Herald's" decked boat), with a whaler, or perhaps a smaller boat, be sent direct to Wainwright's Inlet, having your ice-master and second master on board, with orders to return to the ship and communicate the result of their examination; the ships, as you propose, in the offing, having your decked boat, and another boat in shore, going along the coast leisurely.

As it would be attended with most serious results were this ship to be beset in the ice, I shall trust her safety from such a disaster to your greater experience in ice-strewn seas.

I have given you my feelings and opinion on this subject most freely, and shall expect and receive yours in a similar way.

I am, &c.

Commander T. E. L. Moore,
H.M.S. "Plover."

(signed) *Henry Kellett, Captain.*

Her Majesty's Ship "Plover," at Sea,
19 July 1849.

Sir,

IN reply to your letter of this day's date, relative to the proceedings of the boats on arriving off Cape Lisburne, I beg to inform you, that I am of opinion that they should on no account be out of sight of the ships at any time, the vessels being kept as close to the land in company with the boats as may be consistent with safety.

My objection to their proceeding direct to Wainwright's Inlet is, that a loss of time would be incurred should the boats in shore find a convenient harbour to the southward, by their missing the ships on their return, in thick or bad weather, as it would be impossible to appoint a rendezvous.

On finding a proper inlet to winter the "Plover," I should myself proceed with the decked boats, two baidars, and a whaler, along the coast towards the Mackenzie; but should I meet with any difficulties which might endanger the return to the "Plover" this year (and taking into consideration that provisions cannot be procured at the Hudson's Bay Company's posts on Peel River or Fort Good Hope), I shall deposit one decked boat's provisions on a convenient spot (sending her back to the ship), in the event that I should be so unfortunate as to be obliged to abandon my other boats and travel overland (by the coast) to the ship.

Should all our efforts to procure a harbour of refuge for the "Plover," after examining Wainwright's Inlet, prove unsuccessful, I propose that the two decked boats, two baidars and a whale boat be immediately despatched towards the Mackenzie, with orders to the officer in command that should the ice be heavily packed along the coast, in such quantities as to prevent the larger boats from proceeding, he will bury the decked boat's provisions, and prosecute the voyages, as far as he possibly can with safety, in the smaller and lighter boats, leaving the larger ones in such a position as may be most available, in case the baidars and whaler be unable to reach the Mackenzie, or such place as shall be appointed, so as to return in them to the "Plover," as I do not consider the native boats sufficiently safe in a sea-way.

In conclusion, I beg to inform you I am still of opinion that the ships should remain as long off the packed ice (if no harbour be found) as circumstances will allow.

I have, &c.

Captain Kellett, C. B.
H.M.S. "Herald."

(signed) *T. E. L. Moore, Commander.*

In case of its falling calm, I think it would be advisable to send whalers, instead of the decked boats, in search of a winter harbour.

Sir,

Her Majesty's Ship "Herald," off Wainwright Inlet,
26 July 1849.

Sir,

As I consider that the orders which Commander Moore has given you for the conduct of the interesting expedition of which he has given you the charge to embrace all contingencies, I shall simply send you a few extracts from the printed papers connected with the Arctic Expedition, as well as a few from the narrative of Dease and Simpson's voyage from the Mackenzie to Point Barrow.

A few points in your orders will, I consider, require your immediate decision on your arrival with the boats off Point Barrow.

The first and most material point is, on arriving at Point Barrow, to decide whether you will push for the Mackenzie in the light boats and send back the launches (having filled up from them with provisions). I hardly think it possible to go half way to the Mackenzie and get back to join the "Plover," but consider it very practicable in light boats to go direct there. Simpson did it, you perceive, in 13 days, leaving Point Barrow on the 4th of August.

Should you decide on returning, you should be south of Icy Cape by the first week in September. So says Captain Beechey, whose authority is not to be doubted.

Should you leave the heavy boats at Refuge Inlet, as a rendezvous, with an intention of returning to them, you must bear in mind that I think it likely, in the middle of August, with the first westerly wind, they will be obliged to leave it, to escape being beset; and as to all appearances Wainwright's Inlet does not offer refuge (it being barred at its entrance); they would be obliged to run for Point Hope, where you should instruct them to rendezvous, and where, up to the 10th of September, they may expect to meet this ship, or find instructions for their guidance buried 10 feet magnetic north from a pole, or written directions on some conspicuous rock or cliff.

Should you get to the Mackenzie, and not return this year (which I think you should be most cautious in attempting), and that you endeavour to return next year, it will be necessary for you to be south of Point Barrow early in August 1850, to ensure meeting either this ship or the "Plover."

Trusting that you and your gailant little band may, through the blessing of Providence, enjoy good health, and that your exertions in behalf of our countrymen may be crowned with success,

I remain, &c.

(signed) *H. Kellett*, Captain.

By *Thomas E. L. Moore*, Esq., Commander of Her Britannic Majesty's
Brig "Plover," &c. &c.

You are hereby required and directed to proceed with the decked boats of the "Herald" and "Plover," accompanied by two whalers, in the route which I shall point out to you in these instructions, taking under your orders Mr. W. H. Hooper (acting mate), Mr. Henry Martin (second master), and John Abernethy (acting second master, ice).

The boats will be victualled for 70 days, besides which each will take five cases of pemmican, to be disposed of as I shall hereafter direct.

After you have satisfied yourself that your boats are in every respect provided with the necessary stores, provisions, &c., you will make the best of your way towards the Mackenzie River, first visiting Refuge Inlet, to ensure a retreat for the decked boats, should you be unable to proceed in them, prosecuting your voyage in the smaller boats, and sending the decked ones back to Refuge Inlet, in charge of Mr. Hooper, with instructions to him to remain there as long as possible for your return, but to bury a part of his provisions, and proceed to sea on the appearance of ice in the Inlet, keeping as close to the rendezvous as he can.

You are to keep the land as close on board as you can consistently do with safety, so that you may be enabled to notice any marks which may have been left by the party of whom you are in search.

On your arrival at the head of the delta of the Mackenzie, you will visit Point Separation, in lat. 67° 38' N., long. 133° 53' W., and Whale Island, at the north

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of the Mackenzie, at which places you will find land-marks of wood or stone, painted either in white or red, or with black stripes; and also pieces of rock similarly marked, and bottles buried on the circumference of a circle drawn with a 10-feet radius from the point of a broad arrow painted on the signal posts.

On your obtaining any of these notes, you will be guided by their contents as to the propriety of bringing them to the ship for my inspection or not, taking care to re-bury them (should you find it necessary), in such manner that the natives may not be led to suspect that anything lies concealed near the spot.

When you visit Point Separation, you will bury a bottle, enclosing a note, therein stating the date of your arrival, and the tenor of your instructions, marking the place as distinctly as you possibly can.

After leaving every information in your power at Point Separation, you will make the best of your way back to the "Plover," but should you find in your journey towards the Mackenzie that you will be unable to gain it in sufficient time to reach the ship by the 15th of September, you will use your own discretion as to the best time to return, leaving marks on the most conspicuous parts of the coast, with buried information of the "Plover's" position, and the proceedings of the boats.

After your arrival at the Mackenzie, should you be by any unfortunate occurrence prevented from returning, you are to make for a post of the Hudson's Bay Company on Peel River, which falls into the Mackenzie at the head of the delta; but as no reliance can be placed on receiving any supplies of provisions there, you will pay the strictest possible attention to the issuing and safe-keeping of the boat's provisions, so that there be no loss or injury sustained.

Should you find it absolutely necessary to seek a post, it would be better, if possible, for you to proceed to Fort Good Hope, situated on the north or west bank of the Mackenzie, one day, or one day and a half, tracking above Point Separation.

The cases of pemmican with which the boats will be supplied are on no account to be opened, but for any parties of Sir John Franklin's Expedition, except your own provisions fail you, and you have no chance of a fresh supply.

You will occasionally land along the coast, taking care to search for any marks which may have been erected.

Should you meet natives, you are to glean every information in your power from them relative to Sir John Franklin (as you have the interpreter with you, I think you will have little difficulty in conversing with them); taking every precaution that you give them no offence, never making an unnecessary display of fire-arms, or landing when any number are assembled.

With reference to your movements in case you should be prevented returning as before mentioned, after arriving at the Mackenzie you are most distinctly to understand that though Peel River and Fort Good Hope are to be sought for by you in case of necessity, you are to use every possible endeavour to surmount any difficulties which may be thrown in your way, by encouraging those under your orders, and taking timely advantage of every favourable circumstance which may occur to return to the ship. Should, however, your efforts prove unavailing, you will make the best of your way to York Factory, reporting yourself and party to their Lordships with as little delay as possible.

Whenever you have an opportunity (without losing a moment's time) of collecting specimens of natural history, you are to do so.

You will keep a journal of your proceedings, wherein you will note every circumstance worthy of remark, which is to be delivered to me on your return, with a written detail of your journey.

You will be provided with a quantity of cutlery, tobacco, beads, &c., which you will distribute among such natives as you may meet with, doing everything in your power to obtain their friendship.

Should any of the notes you may obtain state that provisions can be procured at Peel River or Fort Good Hope, you are to winter there, if you think it at all possible that you may meet with difficulties on your return, which would cause you to winter on the coast.

With respect to the time of your return, and the manner of proceeding, it must be left of course entirely to your own judgment and discretion, bearing in mind that you have no prospect of obtaining supplies at either of the posts mentioned in these orders.

I would

I would recommend, that on your arriving off Point Barrow, you leave one, or even both your decked boats at that place, as I think you would accomplish the journey in a much shorter time in the smaller boats; giving orders to Mr. Hooper to return to Refuge Inlet, or any place most convenient, so as to meet you on your return.

On your passage up, you should make arrangements as to the spot where the provisions should be buried in case of necessity.

Having the acting ice-master with you, you will have the advantage of an experience of nearly twenty years amongst ice, which I trust will be sufficient to give you timely warning as to the approach of danger.

In conclusion, I have to point out to you Icy Cape, Point Hope, and Cape Lisburne, as places of rendezvous where you will meet me, or find buried information of my position; but you may be quite sure of finding me at Chamisso Island.

Having been fortunate enough to reach $70^{\circ} 46' N.$, and Wainwright's Inlet proving unavailing as winter quarters for the "Plover," I am unavoidably prevented leaving this ship. I therefore express a hope that every exertion will be exercised by you and your party, in carrying out these orders and the wishes of the Lords Commissioners of the Admiralty; and I shall see you leave in full confidence in your intentions to put forth all your energy for the relief of our missing countrymen; and may you, by God's help, be the fortunate means of rendering them assistance, being careful of yourself and party, as you must be aware of the anxiety which will be felt by myself and all on board on your account.

Given under my hand, on board Her Majesty's ship "Plover,"
off Wainwright's Inlet, the 25th July 1849.

Lieutenant Pullen,
H. M. S. "Plover."

(signed) *T. E. L. Moore*, Commander.

Schooner "Owen," Monday Evening,
30 July 1849.

Dear Sir,

WE have got this far very well; may the rest of our expedition prove as successful. We met the main pack in $71^{\circ} 15' 58'' N.$, much farther south than I at all expected, from the mildness of the weather and the fine open sea. I have been unsuccessful in my search for a place for the boats; not even Refuge Inlet, very shallow, and a very narrow entrance.

If I do get to Fort Good Hope, Captain Moore directs me to proceed to York Factory, provided there are not supplies there, and report myself to their Lordships; so it will rest with them whether I return next season, much as I should like it. We have been detained here a day with a strong wind, and great quantities of ice, completely blocking the channel. Our whale-boats are now loaded, and swim very deep; so I think I shall most likely take the large boats on to Point Barrow—that is, if possible.

We have had most beautiful weather till to-day, and the thermometer was last night down to 36° . We have found the "Owen" rather leaky, but nothing to prevent our getting on. The pump is very good.

The latitude of the most southern part of the pack was $72^{\circ} 15' 48'' N.$, mer. alt., and where we anchored formed a large bay with the shore, the outer or south-east point of the pack being about two miles from the shore. The channel is in the deep of this bay, close in shore, and very narrow.

In the bay are two small icebergs; under the lee of one, and close up to it (moored to it), we are now lying with the "Nancy Dawson." I have seen several natives, and rubbed noses with some again; not a pleasant salutation, I assure you.

Mr. Shedden has promised to deliver these letters, and from him I have got a copy of reckoning, showing his track. And now, dear Sir, I must close.

Captain Moore has got a full account of all I have done. With kind remem-
brances.

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Narrative of Pro-
ceedings of Capt.
Kellett, Commander
Moore, and Lieut.
Pullen.

branches to all my messmates and shipmates, and gratitude to you for your kindly feelings and acts of goodness,

Believe me, &c.

Captain Kellett, c.B.
H. M. S. "Herald."

(signed) *W. J. L. Pullen*, Lieutenant.

Schooner "Owen," fast under the lee of an iceberg, pinnacle and the two whale-boats close alongside; also, schooner-yacht "Nancy Dawson," in company. Lat. $71^{\circ} 15' 58''$ N., two miles off shore.

Sir,

Monday, 30 July 1849.

I BEG to inform you of my anchoring with the boats at 3.15 yesterday afternoon at the edge of the pack, and the entrance of a narrow channel leading northward, and close along shore. We have had a long passage up, but towing two boats with the wind light sometimes, and always foul, has been the cause. The second night after leaving the vessel we anchored in the southern part of Peard's Bay, our reckoning at noon being $71^{\circ} 9'$ N. lat. mer. alt., and $159^{\circ} 27'$ long. D. R. The morning, as you know, was a fog, very thick. I did not like to track the pinnacle, and second whaler being to windward and out of sight (although not far off), feared I might lose them, or should have been closer in shore (neither of them heard my musket signals). We lay at this anchorage only two hours, to get wood. Between it and Cape Smyth every place likely to afford shelter has been looked into without success, not even Refuge Inlet. I sounded it on Saturday night, and on the bar got only three feet, and that so narrow, that I consider it entirely out of the question as a place for the boats. I shall not take the larger boats farther on than we now are, and hope to leave to-morrow, as there is now a strong N.E. wind, also a current of two knots through the channel, setting S.W., with large floes of drift ice. Standing up for the ice yesterday, it appeared quite connected with the land; when I stood to the westward along the pack, hoping there was a passage there, I saw the "Nancy Dawson" running towards us. At six I boarded her, when Mr. Shedden informed me of his having been up to 72° N., was then stopped by the pack, and ran it down to this point. He anchored about an hour after us, one-eighth of a mile south of the western of the two icebergs we were lying between. This morning, heavy masses of field ice about us, and the channel completely blocked up, with a strong N.E. wind. The "Owen" and schooner had to haul close under the lee of an iceberg, in consequence; the pinnacle doing so last evening to get clear of the drift. Under these circumstances, I do not consider it prudent to start; I shall therefore hold on till the channel is clear, and wind moderate. We have had beautiful weather and a very clear sea, until Saturday night; in fact, up to that time we had seen more ice off Wainwright's Inlet and Sea-Horse Islands.

We have had a great many natives, with whom I rubbed noses; they have been very friendly, but to-day, when the boats were lying under the berg, preparing for the start, they suddenly decamped, and, on overhauling, missed one of the boat's crutches, Mr. Shedden three, and two gangway brasses for side-ropes. Our boats are certainly very deep, as I am most anxious to take as much provision as possible, that we may not distress Fort Good Hope in the event of our reaching it, or any other of the Hudson's Bay Company's establishments, as I do not think it likely I shall get back again this season. I have loaded them up with seventy days from this time, including Mr. Hooper (mate) and myself, intending to leave Mr. Martin (second master) with the larger boats, thinking him better adapted for the service, and not knowing how to use the "Fox's" dipping instrument. I did say, in the former part of this letter, I should not take the larger boats further on: but seeing the whalers so deep, I shall not part with them till I get to Point Barrow; then return to the edge of the pack.

The natives, as far as we can understand each other, say there is a clear sea all along the coast for boats, and that they have seen nothing like ships. The interpreter has not understood them well, although he has made himself generally useful. On overhauling the bread, I find we are nearly 300 lbs. short, without counting the two bags I left behind; and as Mr. Shedden has offered to let us have whatever we want, I have filled up, and have directed Mr. Martin to get a supply from him when he requires it. I also found wanting a pickaxe and a shovel,

shovel, with which he has supplied me. In fact, his attention and willingness to assist in every possible way has been quite beyond my praise, nor have I any means of making an adequate return. I shall leave to you, Sir, to do what is right on this occasion. I have got the latitudes and longitudes, together with a few extracts from his log, which may be perhaps interesting.

And now, Sir, I must bring this to a conclusion, as I think I have given you all particulars. I need hardly say how anxious I am, as well as my men, to get on, but it would be madness to start with such a breeze as is now blowing, and the boats so deep. I am happy to say all are well, and the men have conducted themselves much to my satisfaction. For our success I cannot say: I hope we all know with whom that rests, and trust He will be pleased to grant it to us, particularly by finding those of whom we are in search, and remove all danger and difficulty from our path. With kind remembrances to Captain Kellett, all my messmates and shipmates in the "Herald," not forgetting those in the "Plover,"

I remain, &c.

(signed) *W. J. L. Pullen,*
Lieutenant H. M. S. "Plover."

Commander Moore,
&c. &c.

My dear Captain Kellett,

Night of 4 August 1849.

I WROTE to you from the edge of the pack, and then thought that we should have been much further in advance than we now are, but ice is terrible stuff to deal with; however, I do not despair, and confidently hope to reach the Mackenzie, but still so late that I do not expect to get back again. I bought a baidar off Point Barrow, so that I am not in any way afraid of want, should we have to winter at Fort Hope. I am now just on the start again from our present position, lat. $71^{\circ} 12' N.$, long. $154^{\circ} 56' W.$, with a clear open sea and a fair wind. I stayed at Point Barrow all the 2d, got the dip $82^{\circ} 4'$ observations for time, latitude and declination, but not worked. The second master, who I send back with the boats, has got them, and can give you any particulars.

The small compass you so kindly lent me I send back, as I did not recollect at the time I had one myself.

Mr. Shedden has followed us up quite to Point Barrow. I hope he is now all clear; his kindness has been unbounded, assisting us in every way. It is now fine. For the last day we have had strong breezes from S. and S.S.W., with heavy rain.

I much fear we cannot take the interpreter; he is very ill, and seems to be frightened, so I think his room would be better than his company; he has been of but little use; in fact, does not understand the natives here. We have got on with them famously, and have been among them as old standing friends. I will now wind this up, as time is now drawing near for our start.

May God bless you, Sir, for your kindness; and I hope we shall meet again. With kind remembrances to all on board,

Believe me, &c.

Captain Kellett, C.B.
&c. &c.

(signed) *W. J. L. Pullen.*

P.S.—Captain Moore, in his orders, says, if I am obliged to seek Fort Hope, I am to make the best of my way to York Factory, and report myself to the Admiralty; in that case I shall hardly get back next season, but go home with the Hudson's Bay ships.

Schooner "Owen," north of a low sandy islet, extending nearly east and west, in one fathom sandy bottom. Lat. $71^{\circ} 12' N.$, long. $154^{\circ} 56' W.$

Sir,

4 August 1849.

I BEG leave to forward, by return of the decked boats, a copy of my proceedings up to this time. We anchored here yesterday afternoon, just as a heavy breeze

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 ceedings of Capt.
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from the S.S.W. was coming on, accompanied with rain ; and immediately commenced stowing the whale-boats and a baidar, which I bought from the natives at Point Barrow. We left the place from which my last was dated on the evening of the 31st of July, making good progress, and from the open sea in the channel, leading north between the packed ice and the main, hoped to reach Point Barrow that night. The wind was N.E., and a strong southerly tide against us, when at 11, to our disappointment, we were most effectually stopped, four miles from the point ; the ice, from the land to the main pack, formed in one solid body, some of it aground in four fathoms water. All we could do now was to wait patiently for a change of wind. The next day, 1st of August, wind still the same, and occasionally a thick fog, we managed to get on about a mile by tracking, and secured to the shore ice in lat. $71^{\circ} 20' 30''$ N. With the ice-master I pulled along with one of the whale-boats the whole edge of the grounded ice up to the main pack, without discovering any passage, or chance of one, when I determined that, if to-morrow did not see the edge of the ice clear, to haul the two boats over the narrow part of the land of Point Barrow, and push through by Elson's Bay, as the sea was there clear. In the evening I landed, and visited the natives, who mustered very strong, but who were very friendly and glad to see us. I went to their tents, in fact all over their camps, when they all assembled—I should say no less than 80 men, women and children—and for an hour danced for our amusement ; I gave them a few beads, tobacco, snuff, &c., and returned to the vessel, accompanied by a few. One of them having been wounded in the hand, requested me to dress it ; I did so, as well as possible, and sent him away with a cleaner hand than I think he ever had before. I had not been half an hour on board when I heard a heavy gun to the southward ; I thought it might be the "Plover ;" pulled away in the direction ; fog so thick not able to see, but soon saw the schooner "Nancy Dawson," who seems determined to go as far as possible.

In the night, about 11 o'clock, the wind veered to S.E. and S., and by 4 o'clock the ground ice was on the move, driving to the northward, with a current of at least two knots.

At 5 we were off, and at 7 came-to in two fathoms water, 100 fathoms off shore of Point Barrow. Here I landed to erect a mark and get sights, and look for the post Elson left ; I could not find it, therefore went on with our observations. The dip, $82^{\circ} 4'$; the latitude, longitude and variation I have not worked, leaving it for a future time, when I have more to spare. I send you, by Mr. Martin, the observations.

At Point Barrow, we were on shore all day, and were well received by the natives, who constantly surrounded us, but no trouble ; quiet and orderly, which we particularly wanted while getting our observations.

I can assure you it gives me great pleasure being able to speak of them in this way. I bought a baidar for the purpose of taking all our own provisions, the whale-boats floating very deep with even only 50 days', and if we do not come back, as I most confidently hope to reach the Mackenzie, from the open and clear sea now around us.

We anchored in this spot yesterday afternoon, just as a stiff breeze was coming on from S.S.W., but we went on with our loading, and start to-day, sending Mr. Martin and the two large boats back. I have given him only three weeks' provisions, taking all his remainder myself, to guard against no supply at Fort Hope, if we are obliged to seek it.

Mr. Shedden has followed us up most perseveringly, for now I have every reason to think he is at Point Barrow, as he was under weigh yesterday morning, driving with the ice which surrounded him to the north. He will let Mr. Martin have provisions, if required, and bury a quantity at Refuge Inlet. The mark I left at Point Barrow was 20 feet in length, with a cross in it, and painted was "Plover's" boats arrived on the 2d August. Intelligence, 10 feet N.E." In a hole, a preserved meat tin, with a letter stating where going, how many men, what provisions, and that the large boats return again, staying as long as possible off the pack ; also the places of rendezvous of "Herald" and "Plover."

With every hope of our success,

Captain Moore,
 H. M. B. "Plover."

I remain, &c.
 (signed) *W. J. L. Pullen,*
 Lieutenant H. M. B. "Plover."

August

August 4, Midnight.—The two whale-boats left us, towing a baidar laden with provisions, to enable them to carry 100 days' provisions for 14 men (in all), amidst three hearty good cheers on both sides, the wind at the time being about W. by S.; force, four; with about one knot, easterly current: it had been blowing fresh at times during the day, from the same quarter, with rain. The day was employed in stowing the provisions in the boats, and otherwise preparing them, as, the season being so far advanced, it was thought to be impossible for them to return this year, in which case they would make their way to York Factory, and most probably proceed to England, every one of us left behind envying them their good luck, being ready and willing to contend with the hardships they must more or less experience in the open boats. 2.30. of the 5th, Mr. Hooper returned in one of the whalers, having missed, or unable to find, the percussion caps; but one of the men recollected him stowing them in the magazine half-case. I, however, gave him some of mine, in case of his not finding them; in a quarter of an hour he was again under weigh, and soon out of sight, the wind having freshened a little.

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ceedings of Capt.
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All the day (5th) could not get under weigh, the wind blowing, about six or seven, from W. by S. to S. W. by W., with a lee current, the ice in the offing drifting fast to leeward, but none came foul of us, being under the lee, and protected by a long low narrow bank, which I think must be about four or five miles off the main; also very low; the water between being very shallow, lat. $71^{\circ} 12' N.$, long. $154^{\circ} 56' W.$

Monday, 6th.—Finer looking from westward. 4 to 5, current East. Weighed about 11. Stood over to the ice, and back, but barely fetched where we came from. Tried short tacks, but gaining nothing, came-to again at 3. Men employed cleaning their arms. It came on small rain about 5, but cleared off about 8, the wind still continuing the same.

Tuesday, 7th.—Got under weigh; wind from westward about 3. It soon after fell calm, and then catspaws, round the compass. Noon, after preparing for tracking, getting on shore, laying anchors out, &c., got a light breeze about E.N.E., of which we took advantage, and stood on about W.; the weather fine and clear, sun out. The wind came round to S.E. about 4; still fine and clear; force about three to four. These last three days observed a great many flocks of wild ducks migrating W.S.W., flying low mostly.

Wednesday, 8th.—4 a.m. Came-to off Point Barrow in three fathoms; filled up with water, and got wood; found the natives very friendly, carrying our bar-ricoes for us. The men on shore by turns. About noon, blowing fresh from S.E., purchased a baidar from the natives, who seemed rather unwilling to part with it, having very few. I saw but two others, although several in frame. I, however, got the boat for two knives and about a pound and a half of tobacco; they did not fancy the looking-glass so well as the knives. About 5 p.m. Mr. Dunn, chief officer of the "Nancy Dawson" yacht, came on board, having walked round from the point to the southward, where he was for the purpose of recovering a bower anchor and some chain, which the yacht had lost, by the cable parting, from the pressure of the ice, on the 5th or 6th, she having made sail afterwards and forced her way through the ice to the southward of Refuge Inlet, where she was laying awaiting the launch's return. We got under weigh about 6, intending to run down to the yacht's launch and go to the schooner; but falling calm, we were obliged to come-to again, as we were fast drifting to the northward, and had to get the oars out, the yacht's skin boat towing to get near the shore again. After coming-to spliced the mainbrace, and let all but five or six men go on shore, the yacht's men being in company with them, taking their muskets for shooting. The natives, seeing the yacht's boats join us, and so many of them going on shore together, with their arms, fancied we intended attacking them; and after sending their women and children out of the way, met our men with their bows and arrows, ready to act on the defensive: they appeared most anxious for us to go on board, and get under weigh; but it being calm at the time, we could not; so that all the men took their arms down to the boat, left them, and returned unarmed. The natives then took their bows away, and they commenced dancing and singing. I remained about an hour, and then went on board.

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ceedings of Capt.
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Moore, and Lieut.
Pullen.

The next day (9th) the yacht's boat left to return on board, when I landed with most of our men unarmed, to show them we were friendly and did not mistrust them; they appeared now quite friendly, dancing and singing, and filled our water barricoes again.

It again fell calm, so that we could not follow the yacht's boat, which was pulling; but about 5 p. m., having a light breeze from the W.N.W., got under weigh; it came on thick, and the breeze freshened, steered S. by W. about 26' mag. At a little after 10 p. m. came to in seven fathoms, close to the schooner "Nancy Dawson," their boat having returned about 20 minutes before. Went on board.

Friday, 10th.—Went on shore with Mr. Shedden, in his gig, to obtain the latitude of an inlet, off which we were anchored. The inlet was, however, barred across, although his jolly-boat had been in the day before; landed on the beach, but as it was blowing fresh, and a heavy surf beating, we very nearly swamped the boat in so doing. Mr. Dunn in the afternoon went on shore to ascertain if there was another inlet further north; found another larger one, about 5' further along the coast, and there being huts on its northern and eastern side, we concluded it to be Refuge Inlet.

Saturday, 11th.—Went on shore to erect a post and bury provisions from the yacht, with Mr. Shedden, as, owing to the natives being at Refuge Inlet, and there being none here, we could accomplish it the more easily. Mr. Dunn erected a post at Refuge Inlet, with marks to find a bottle buried there, containing information that the provisions were buried at this inlet. The forenoon was calm; a breeze sprung up in the afternoon from the eastward; a shower of hail about 1 p. m.; lit a large fire over the buried provisions, to destroy signs of digging, which was very hard frozen.

Sunday, 12th.—Wind easterly. 4 to 5 a. m. fine; p. m. showers of rain, cloudy; wet afternoon. About 6 p. m., then tolerably fine, not rainy, I was called on by Mr. Shedden to assist him, as his men had refused to work when called to hoist the launch in; being myself present at the time, hearing and seeing the mutinous disposition of three in particular, and seeing no just cause for such behaviour from them, after hearing the Agreement and Scales of Victualling, &c. read, I placed the three men in irons, our men assisting to get the launch in, as but very few of the schooner's men would work on account of the others being placed in irons. Kept the corporal and the only two marines on board the schooner, in case of any outbreak to release the others; our men in the boats being close to and within hail, ready to come on board with their arms to assist. Also had arms ready in the schooner's cabin, Mr. Shedden not feeling safe; he having been told that in case of the vessel having to winter, by being blocked up in the ice, some of them would do for him, with other threatening language.

Monday, 13th.—On the yacht's men being called on in the morning to weigh, they nearly all refused to work, without the other men were liberated, which I did not deem prudent, being able to work the schooner and the boats with our own men, and the few of the schooner's who were at work. Got under weigh, and took the boats in tow (they also sailing), wind at W.N.W. Steered S.W.; force from three to four; wind heading, at times breaking-off to S.W. by S. Observed the Sea-Horse Islands, bearing about S.W. by W.; having had a strong south-easterly current, tacked, as requisite to get to windward of ditto.

Tuesday, 14th.—Calms and light winds having shifted to the S.E. Sea-Horse Islands a-head, and observing a bank to the northward on which the sea was breaking, kept along the N. and N.N.W., to clear ditto; hauling up at noon, to S.W. At 1, S.S.W.; and 2. 30, S.; 3. 30, made the land, standing-in for ditto, to observe if a post had been erected on or near Wainwright's Inlet, with information where to find the ships. Wind E.S.E., about 4 to 5. Wind in the evening increasing to a moderate gale from southward, the sea rising. Reefed the topsails; fore and mainsails two reefs.

Wednesday, 15th.—a. m., moderate gale from southward; the boats broke adrift three or four times, and the skin boat lost by breaking adrift; about 3, very heavy sea; 9, looked dirtier a-head; close reefed fore and main topsails, and fore stay-sail;

sail; p.m., calm. Got a breeze in the evening from N.N.E. Steered E.S.E., towing boats, expecting to make Icy Cape.

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Thursday, 16th.—3. 30 a.m., made the land; hauled up E. by N. for ditto. 5, Cape Collier E.N.E. Made a W. by S. $\frac{1}{2}$ S. course, 38' from ditto to noon, having to keep-up several times, from observing the land a-head of us, about 10.30 it bearing nearly W.N.W., by which bearing, if the chart had been correct, we ought to have been on shore; as it was, we were running on five or six knots, the wind from the northward. Fresh; at 8 the boats again broke adrift, and as there was a good heavy following sea, deemed it best for them to proceed by themselves, the schooner making and shortening sail to keep company. Noon, from a rough altitude, the land being in the way, and from our soundings, four or five fathoms, found we were on the Blossoms Shoals. At 2 kept her S.W. by S., as we had experienced such a very strong current to eastward, and southerly withal, the breeze falling lighter in the afternoon, and the sea down. On making Cape Collie, found that we had not seen it before, the huts being lower, a surf some considerable distance off, and long low beach. We could not discover the entrance to Wainwright's Inlet, although there was every appearance of it. The place with huts, seen on the evening of the 14th, must have been Point Belcher, giving these also a strong easterly set, which we had experienced the night before when near the Sea-Horse Islands; but nearly on all occasions before, I have found the currents influenced entirely by the winds setting whichever way it has been blowing hard to, and near Point Barrow, on both sides, have drunk the water alongside, although rather brackish.

Friday, 17th.—Steering S.W. by S. all day. Boats in company, wind light, north-westerly and northerly. Cloudy all day.

Saturday, 18th.—Made the land of Cape Lisburne about 4 a.m., bearing about S.S.E. Steered for ditto, which we did not get abreast of till the evening, although running four or five knots, making the current easterly before sighting, and northerly afterwards. Ran close enough in shore to observe, had a post been erected any where by Cape Lisburne, but saw none. Hove-to at midnight, being too dark to discern the end of Point Hope, to which we knew we must be near.

Sunday, 19th.—Bore up and came-to under the lee of Point Hope at 4 a.m., in 11 fathoms. Landed to get wood. Got pinnacle's mainmast down, and repaired the sail. Met about a dozen natives, very dirty looking, and very great adepts at pickpocketing. They appeared very poor, nothing to barter; all their skins bad. They did not belong to Point Hope, but near to the lagoon on S.E. end of point. Wind about 6, all day N.N.W.

Monday, 20th.—Wind N.N.W. and N.W., 6 to 8, heavy squalls, and a good deal of snow.

Tuesday, 21st.—Weather more moderate, wind N.W., heavy squalls all day, sleet, snow and rain. Wind coming more to westward.

Wednesday, 22d.—Very fine and warm, quite calm, a strong current setting to the eastward. Got boats alongside to clear and repair, both being leaky in their upper works. Bought another skin boat for a string of beads and some tobacco; they preferred the beads to a knife. Could not get any water. Came on to blow fresh from southward, with rain, heavy showers. First watch wind shifted to E.N.E. Very heavy sea.

Thursday, 23d.—Wind from eastward, raining in forenoon, vessel rolling heavily. Noon finer, less wind; wind from N.E. 2 to 3, sea fast decreasing.

Friday, 24th.—Wind N.E., 3. Observed Her Majesty's ship "Herald" coming from the northward. Shoved off from yacht with Mr. Shedden, to go on board her.

No. 2.
 Narrative of Pro-
 ceedings of Capt.
 Kellett, Commander
 Moore, and Lieut.
 Pullen.

Her Majesty's Ship "Plover," at Sea,
 4 August 1849.

Sir,

I HAVE the honour to call your attention to the necessity of deciding on and placing the "Plover" in a safe position for the approaching winter, without further delay, in consequence of the impossibility I feel exists of my being able to keep within proper distance of any of the points of rendezvous (for the boats) without risking the safety of this ship, from the unfortunate circumstance that nothing can be done with her on a wind; in proof of which I beg to acquaint you that, on the night of the 2d instant, while standing to the westward, with the wind strong at S.W., it was with the utmost difficulty that I weathered the packed ice; and such was my position, that had the wind veered a couple of points more to the westward, nothing could have prevented her being driven on the pack; and with the sea then running on it, I feel convinced the consequences would have been most serious.

On a wind, with all plain sail set and a strong breeze, she has been going 1·8 per hour. With a ship possessed of such sailing qualities, I am thoroughly satisfied that if caught on a lee shore, any chance of saving her would be small indeed.

Being now acquainted with such positive proof of the difficulties under which I labour, you will, I am sure, perfectly understand my anxiety to place Her Majesty's ship under my command in her winter quarters as soon as possible.

I have, &c.

Captain H. Kellett, c.B.
 H. M. S. "Herald."

(signed) T. E. L. Moore, Commander.

Her Majesty's Brig "Plover," Choris Peninsula,
 Kotzebue Sound, 26 September 1849.

Sir,

I HAVE the honour to acquaint you that it is my intention, on the breaking up of the ice in Kotzebue Sound in 1850, to proceed to the northward, and that should you arrive before I return to the southward, you will find information of my position, &c., buried ten feet magnetic north of the post on Chamisso Island, and in the house on Choris Peninsula.

I have, &c.

Captain H. Kellett, c.B.
 H. M. S. "Herald."

(signed) T. E. L. Moore, Commander.

It is my intention to communicate with Point Barrow next year, and return to this place about the end of July.

(signed) T. E. L. Moore, Commander.

Her Majesty's Discovery Ship "Plover," Choris Peninsula,
 Kotzebue Sound, 25 September 1849.

Sir,

HAVING had no opportunity of communicating with Great Britain since my last Report to my Lords Commissioners of the Admiralty, dated August 1848, at Woahu (Sandwich Islands), I have the honour to acquaint you, for their Lordships' information, with the "General Proceedings" of Her Majesty's ship under my command up to this period.

After filling up water and laying in a stock of fresh provisions, vegetables, &c., I sailed from Woahu (25th of August 1848) with the north-east trade wind, which I carried pretty steadily till the 3d of September, at which time I had reached the parallel of 36° N. and 171° W. From this date I continued to hold a course to the S.W. (though much impeded by northerly winds), in order that in the event of meeting westerly winds, as I had been led to expect, I might have the passage through the Aleutian Islands under my lee. On the 27th of September I had the satisfaction of knowing, by the ship's reckoning, that I had passed the
 latitude

latitude of Attu, the westernmost island of this group, though from the prevailing cloudy and foggy weather no indication of my approach to land could be observed, beyond a slight discoloured appearance of the sea, which had been first noticed on the 20th, on which day I commenced to sound, but found no bottom, till the 5th of October, in lat. $61^{\circ} 19' N.$, long. $174^{\circ} 8' E.$

As I had now obtained soundings, and having observed for a day or two past a bright yellow blink extending from N. to S.E. by E., I kept the deep sea lead constantly going, which gave on the 8th (October) 170 fathoms, gradually decreasing from that day, till the Island of St. Lawrence was seen on the 13th.

From the 23d of September I experienced a succession of variable and light winds, with frequent squalls of moderate force, chiefly from N.W. and N.E., and occasional calms, the weather being almost constantly thick and cloudy, with frequent falls of rain; and subsequently to the 3d of October, when the temperature had fallen permanently below 40° Fahr., sleet and snow prevailed.

On the 13th the island of St. Lawrence was made out, already covered with snow, causing its appearance to be with difficulty reconciled with the delineations on the Admiralty charts; those of Behring's Straits, together with the "Sailing Directions" forwarded by Admiral Lutzke, through Captain Kellett, unfortunately not having reached me. In the evening, whilst yet in the passage, the wind again veered to N.E., and continued to blow from that quarter, increasing in force during the night, and, notwithstanding the utmost vigilance of the officers of the watches, found on the 16th I was 30 miles to the southward of my position on the previous day, being several miles to leeward of the South Cape (Asiatic shore), instead of weathering Cape Chaplain as I expected. Finding the vessel thus totally unqualified to contend against an adverse wind, and a strong current setting to the S.W. (which had been felt in some considerable degree these several days past), I felt the necessity of seeking shelter under the land whilst still in my power, rather than remain at sea under such unfavourable circumstances. I accordingly came-to at 7. 20 a.m., in a bay on the south-west coast of Siberia, open to the south and west, at a distance of four miles from the land, in readiness to take immediate advantage of any favourable circumstance that might occur. Mr. Henry Martin (second master) was despatched to examine an indentation which I observed, having the appearance of a river, who on his return reported the existence of an extensive harbour, with safe anchorage, protected from the sea by a long low spit. In the meantime a number of natives came off to the ship, from whom I understood that I could conveniently procure a supply of water near the anchorage reported by Mr. Martin. I stood in on the following day, and anchored at 9. 45 p.m., in 20 fathoms water, the wind being still fresh at N.E.

On the 20th, finding the direction and force of the wind to continue, the temperature of the air to fall as low as $23\frac{1}{2}^{\circ}$ Fahr., and the sea-water to $28\frac{1}{2}^{\circ}$, I deemed it prudent to take the opinions of the officers as to whether an endeavour to proceed to the northward should be made (these opinions I have the honour to enclose), which I beg to state were strictly in accordance with my own sentiments; viz., that it would be better to remain in this secure harbour for the winter, than make a useless attempt to proceed northward, with a probability of being unable to regain my advantageous position (from which I could send out overland expeditions), and, on account of the advanced season, to lose the chance of wintering even in Petropaulski. I therefore determined, should no favourable change take place before the 26th, to select a convenient spot in which to place the ship for the winter.

On the 23d a still further reduction of temperature took place; the upper part of the harbour was reported freezing over, and large masses of ice forming during the night about the ship; in consequence of which, after a personal examination of an inner harbour, possessing many advantages, I removed thither on the 24th, anchoring at 3 p.m., in seven fathoms.

The harbour to which I had now removed communicated with the larger one by an opening a mile wide, forming a basin four miles long, and one and a half in breadth, surrounded on every side by lofty mountains, except to the southward, where it was separated from the sea by a tract of low land, and an extensive lagoon, and having deep water at the entrance and middle, with good anchorage on each side close to the shore. On the low land at the south was a native settlement of seven huts, to which belonged a large herd of reindeer, from which I hoped from time to time to obtain supplies of fresh meat. Considering it, however, safer

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safer for the ship, on account of the force and prevalence of the N.E. winds, as well as the probability of the ice drifting, and on the whole better to be at a little distance from a people whose friendly disposition was not yet established, I removed to the north side of the harbour on the 25th, and there secured the ship for the winter, on the 28th (October).

From the 29th, the people were employed in dismantling the ship, leaving nothing but the lower rigging over the mast-heads, building a house of stones, for the convenience of working the forge, drying clothes, &c., and housing the ship in, all which was completed by the 8th of November.

During this time, ice was continually forming around, and frequently broken up by squalls and strong N.E. winds, so that the ship was not finally frozen in until the 18th, when the natives were first enabled to visit us alongside the ship, in their sledges, drawn by dogs.

It will now be necessary for me to inform their Lordships of the friendly intercourse I had succeeded in establishing with the different tribes of natives near my winter quarters. They first appeared to hesitate about coming on board, but on making a few presents, and allowing some traffic to be carried on with them, they gained confidence, at least so far as to enter the ship readily when invited to do so; being careful on all occasions to guard against treachery on their part, on account of the warlike and relentless character attached to the people of these coasts by some authors.

During the months of November and December, the ship was daily visited, not only by those in the vicinity, but also by others from a distance along the coast and inland; by my intercourse with whom I was enabled to satisfy myself that they were not only peaceful, but disposed to be actively friendly toward myself and the officers and men under my command. The first difficulty was to gain some knowledge of the language, to which all the officers applied themselves with surprising success; so much so, that in the early part of the year I was enabled to send them in different directions, with the confident expectation that they would be able to make successful inquiries as to whether any vessels answering to the description of Her Majesty's ships "Erebus" and "Terror" had visited any part of the coast, or been seen during the past year by any of the natives.

On these expeditions, every officer in the ship (except Mr. Francis Lee, acting second master, ice) took his turn, displaying throughout a persevering energy in enduring fatigue and hardship, as well as firmness and discretion in their intercourse with the natives, which I cannot sufficiently commend; which conduct, I sincerely trust, will meet their Lordships' approbation, and tend to their future advancement.

Of these hardships I can confidently speak from my own experience, in travelling on several occasions on a sledge, in heavy snow drifts, with the thermometer at 30° below zero. The following account of a party, which left the ship in February, will be read with interest, I think.

Having understood from the natives that there was to be seen the remains of a vessel near East Cape, (but the time of the ship's wreck I could not make out), to gain more certain information of which, I sent Mr. Wm. H. Hooper, acting mate, Mr. Henry Martin, second master, and Mr. Wm. H. Moore, master's assistant, with two native guides, who were familiar with that part of the coast, and upon whom I could confidently depend, giving them directions to proceed as far as they found the natives friendly, and, if practicable, to cross the straits, and visit Kotzebue Sound, but on no account rashly to trust themselves among tribes with whom their guides were not familiar, or were in every way doubtful of. On the second day of their journey, when about 50 miles from the ship, they were overtaken by a violent snow storm, by which their progress was much impeded, and from the thickness of the weather, all idea of the direction in which they had travelled became lost, and at nightfall the guides confessed they knew not where they were, and that they must wait for clear weather, which might be expected with the moonlight. On the second day, the guides were in some degree reassured, and again proceeded; but at night found themselves as ignorant of their position as ever; and the third day was passed in the same manner. On the fourth day, Mr. Martin, from the fact of their having been for the greater part of the time on the sea ice, having once only been on the land, which they imperceptibly lost, judged that their wandering had been made in a circle of moderate extent, proposed, from his knowledge of the coast in a previous journey, to attempt reaching the place they had last left, by the aid of his pocket compass, to which

Mr.

Mr. Hooper readily agreed; and in the evening, when the weather cleared a little, they had the happiness to find that a merciful Providence had brought them out of their difficulties, when to every appearance they were cut off from all hope. The slight view of the land they obtained recovered their exhausted frames, and stimulated them to fresh exertions, by which they gained Ung-wy-Lack (Cape Chaplain on the charts) before darkness set in.

It would be impossible for me to describe their sufferings from cold, fatigue, and want of fire, with the snow and drift finding its way beneath the folds of their garments, and there gradually thawing, penetrating their under-clothes. Under these trying circumstances, to add to their misfortunes, Mr. Moore, on the second night of their exposure, was seized with a violent bowel complaint, which continued until the day they reached the village, at which he arrived literally more dead than alive. He had complained also of cold feet, which were now found not frozen, but completely chilled as high as the knees, which in the course of the night, by the kind attentions of the natives, were restored to their natural temperature; but many weeks elapsed before sensation and the power of voluntary motion were re-established in the right foot and ankle. I received a letter from Mr. Hooper, by the hands of a trusty native, giving a detail of their progress, and expressing a strong desire to be permitted to proceed, leaving Mr. Moore to return to the ship as soon as his strength would permit, which I granted, sending a further supply of provisions, and providing for Mr. Moore's immediate return to the ship. Messrs. Hooper and Martin continued their journey as far as to get a view of East Cape, beyond which they could not go, as the tribes to which their guides belonged were at feud with those further to the northward. I had the pleasure of receiving them on board in good health, after an absence of six weeks, and by their account found that so far as they went the natives were friendly and obliging, from whom they gained the information that some considerable time ago a vessel with one mast had been seen on the coast, which was understood to have been wrecked on the American side, where her stern frame is still to be seen on the beach.

Whilst these journeys were being performed, the observations on board and the duties of the ship were conducted by Lieutenant Wm. A. R. Lee and the other officers, under my own direct superintendence; and at intervals Mr. Martin, assisted by Mr. Hooper, made a survey of the place in which I had secured the ship for the winter, which, connected with Mr. Martin's and my own observations on the coast to the westward, will, I hope, give a tolerably correct representation of these shores, and when associated with magnetic observations on every attainable point, will, I trust, meet their Lordships' approbation.

Among the internal arrangements of the ship, those for the instruction and recreation of the crew, according to the example set by Captain Sir William Parry, were not omitted; and I gladly availed myself of the proffered services of Mr. J. Simpson, assistant surgeon, and Mr. John J. Lindsay, clerk in charge, in conducting a school for reading and writing, and getting up plays and masquerades for their amusement and pastime in the long dreary nights of winter.

Soon after my arrival in Emma's Harbour (the name which I have given to the place in which I wintered), I was fortunate enough to procure a supply of reindeer flesh from the natives, and saw large herds of these animals near the village, where I hoped to procure further supplies. And in this I was not ultimately disappointed, though the unwillingness of these people to barter large quantities at a time, and the distance to which they were obliged to drive the flocks in search of pasturage whilst the land appeared entirely covered with snow, considerably reduced the quantities that might have been under other circumstances obtained. Toward the month of March I therefore readily acceded to the wish of a chief, who had come from a great distance with the carcasses of 12 reindeer, in return for a ship's musket, which I did not doubt their Lordships would approve of, considering the advantage arising to the ship's company by a change of diet.

In the beginning of April, finding that the sea edge of the ice began to break away, I set about fitting the ship for sea, which was completed in the fine weather of that month; and on the 22d of May, when the floes had been broken as far as the fetch of the ice would reach, I deemed it necessary to commence cutting the ship out of the remaining portion, which appeared fixed by two opposite points of land a mile and a quarter astern of the ship. The ice was found from

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five to six feet thick, and cutting out seemed a formidable operation for so small a crew; but the officers and men set to work with such alacrity, and carried on with such perseverance, that, notwithstanding interruptions occasioned by snow-storms, the work of cutting a canal of 2,000 yards in length was completed in 22 days, and on the 13th June I had the pleasure of seeing the "Plover" released from her icy cradle and at anchor in the clear water of the harbour.

The ship being thus free and thoroughly refitted, as far as my means would permit, and filled up with water of excellent quality, my departure was delayed by baffling winds and calms; but on the 15th gained the outer anchorage, by towing and taking advantage of the ebb tides. Here again I was mortified to find the prevailing winds westerly and S.W., driving a heavy and close pack of ice on the coast and outlet of the anchorage, which was rendered the more annoying by receiving frequent reports from the natives of two ships being off Cape Chaplain, on board of which they had not been allowed. Although I considered it too early in the season to expect Her Majesty's ship "Herald," I felt the necessity of assuring myself as to what nation they might belong, and for this purpose, as soon as I discovered there was room for a boat to make her way between the coast and the pack, I sent Mr. Henry Martin, second master, in the gig, to gain information regarding them; by whose account I ascertained that one ship, which he boarded, at anchor about 20 miles to the northward of us, was the "Tiger," American whaler (Brewster, master), from China. Mr. Martin also reported that the vessel had been detained by streams of ice in the straits northwards, but so far as he could observe, the sea was clear between the island of St. Lawrence and the main; that the other vessel seen was the "Tiger's" consort, also a whaler, and that a heavy pack was set close in shore to the distance of 10 or 12 miles east of my present anchorage, between which and the beach he frequently found insufficient room for the boat's oars to pull in clear water.

After several attempts to get the ship to sea, and having personally examined the extent of the pack from the top of a neighbouring promontory, I was at length successful (with a breeze at N.E., which drove the ice to the distance of a mile off shore) in rounding the S.E. cape, and anchored alongside the "Tiger" on the south side of Cape Chaplain, on the 1st of July. To guard against delay in meeting the "Herald," I took the precaution to purchase from the master of the "Tiger" some bread and a small quantity of salt meat, which were of superior quality, and almost European prices.

The wind continued at N.E., varying from a light to a reefed topsail breeze, but by working in shore on the west side, and anchoring occasionally, I was enabled to get as far as the bay of St. Lawrence, but found the vessel totally incapable of weathering East Cape whilst the wind continued adverse. At this place I was detained several days, but had the good fortune to obtain a supply of reindeer's flesh; and on the 11th of June I sailed, favoured by a W.S.W. breeze, which carried me to Chamisso Island, Kotzebue Sound, where I anchored on the 13th. Here I first got intelligence of the "Herald" having visited the straits (September 1848), and immediately set about preparing the boats to start the first favourable opportunity.

On the following morning I despatched two boats (pinnace and gig), Lieutenant W. A. R. Lee in the one, and Mr. W. H. Hooper, acting mate, in the other, victualled for 70 days, with instructions to Lieutenant Lee to make the best of his way to the Mackenzie River; but they had not got out of signal distance, when Her Majesty's ship "Herald" hove in sight, and they were recalled.

On the 15th Lieutenant Pullen joined, and Lieutenant Lee was discharged for passage to join the "Asia." After receiving as much provisions as I could conveniently stow, it was determined by Captain Kellett and myself to proceed to Wainwright's Inlet, from whence the boats should be again despatched, examining the coast as the ships passed up for the purpose of finding some secure winter quarter for the "Plover," which was accordingly done, and on the 17th left Kotzebue Sound, and on the afternoon of the same day was joined by Robert Shedden, Esq., in his schooner-yacht the "Nancy Dawson;" not finding any spot in which to place this ship to the southward, we arrived off Wainwright's Inlet on the 25th, and after examining it, and being satisfied she could not be got in, the decked boats of the ships, with two whalers, were sent away under the command of Lieutenant Pullen, accompanied by Mr. W. H. Hooper, acting mate, and Mr. Henry Martin, second master. (A copy of my Instructions to Lieutenant Pullen I have the honour to enclose.) The two ships, with the "Nancy Dawson," weighed,

weighed, and proceeded in company with the boats, and it was my intention to have gone as far as Point Barrow, had not the wind hauled round N.E., when we lost sight of the boats (26th). We then stood on to the northward and westward till the following day, when we fell in with the pack, and on the 27th observed an appearance of land extending from N.W. by N. to N., and the drift ice to be covered in many parts with mud and shells. Having now reached the lat. $72^{\circ} 51' N.$, and long. $164^{\circ} 28' 30'' W.$, with the pack stretching from N.W. to N.N.E., without an opening to the northward, and feeling satisfied we could not penetrate further north to join the boats without hampering both vessels, we determined to return to Wainwright's Inlet, re-examine it, and try, if possible, to place the "Plover" there for the winter, off which place we arrived on the 21st of July. On the morning of the 1st of August I again visited the inlet, and much to my disappointment found I should have to lighten the "Plover" too much; and it was fortunate the attempt was not made, for in the evening both ships were obliged to weigh and stand off the land, the wind coming up strong from the S.W., and continued to blow from that quarter for several days, during which time I experienced the utmost anxiety, from the fact that the ship would do nothing; the current setting to the N.E., and the wind hard from the S.W. for some considerable time, I saw no hope for her but the beach. I beg to call their Lordships' particular attention to my position, as noted on the track chart for the time referred to. On the 11th I arrived off Cape Lisburne, where it was appointed the two ships should meet, but not finding her here, proceeded on my way to Chamisso Island, as I did not feel myself justified in keeping this vessel on the coast during the prevalence of the heavy S.W. winds. On the following day, August 12th, the wind increased to a gale from the westward, and it was only by carrying a press of canvas that I was enabled to weather Point Hope, and then with the loss of my port bower anchor, and a length of chain, which I was obliged to slip; the stopper and gear, although new, being carried away by a heavy sea, which struck her on the bow.

On the afternoon of the 16th I arrived off Chamisso Island, and I immediately commenced to search for a nook in which to put the ship, but regret to say I found none which I considered safe for the winter, but determined to place her under the south side of Choris Peninsula, as being the only spot, in my opinion, where she could lay, which was accordingly done.

I now took advantage of the opportunity to send a party to Escholtz Bay, and succeeded in getting some fossil teeth, horns, &c., but not as many or so large as I should have liked to have presented their Lordships. If no opportunity offers to enable me to send them, it is my intention to keep them on board till my arrival in England. I also took up the flour and beads buried by Captain Beechey; the flour is in an excellent state of preservation, so much so as to be eatable. I beg to forward a small keg for their Lordships' inspection. The thermometer buried in Puffin Island we were unfortunately unable to find, having no directions as to the spot where it lies. I also formed a party and went up the Buckland River, to the distance of about 70 miles, where we were unfortunately stopped by a strong rapid of about a quarter of a mile long. From the short time I was able to spare on my visit, I could do no more than establish a most friendly feeling amongst the natives; so much so, that some of them have brought their families down to Kotzebue Sound, to be near us during the winter.

On the 28th of August, the schooner-yacht "Nancy Dawson," with her owner, Robert Shedden, Esq., arrived with Mr. Martin, second master, and one of the decked boats. Here I beg to say, that I cannot sufficiently thank Mr. Shedden for his kindness and attention on all occasions to the boats of the expedition. Mr. Martin reports having left Lieutenant Pullen and Mr. Hooper, with the two whalers, about 50 miles to the eastward of Point Barrow, and that they had every prospect, and hoped to be at the Mackenzie in a few days: I am, therefore, daily and anxiously awaiting their return. Mr. Martin also reports that the water is exceedingly shallow off and about Elson Bay, and that although the summer has been a most favourable one, in every respect, for a vessel coming through, yet the depth of water necessary is wanting; this, together with the N.E. current, and the prevalence of S.W. winds, renders the N.W. passage, in my opinion, decidedly unattainable.

Although every opportunity has been taken advantage of to gain information from the natives as to Sir John Franklin and his party, I regret to say that our labours

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labours have been as yet unsuccessful; but I trust, long ere this reaches England, both he and his expedition will have arrived.

I beg to inform their Lordships, that as soon as the ice breaks up to admit of my proceeding to the northward, I shall do so, making my way back in sufficient time to be at Chamisso when the "Herald" arrives.

I beg, also, to inform their Lordships that I am provided in every respect with provisions, slops, &c., for my whole complement, up to the end of July 1850.

I have now, in conclusion, to express to their Lordships how much I feel satisfied with the conduct and unwearied exertions of the officers and men under my command; and I most earnestly beg to call the attention of their Lordships more particularly to the three following officers:—Mr. Henry Martin, second master; Mr. Wm. H. Hooper, acting mate; and Mr. John J. Lindsay, clerk in charge; and trust their Lordships will grant them the promotion they so much deserve.

I have, &c.

(signed) *T. E. L. Moore*, Commander.

The Secretary of the Admiralty,
London.

Her Majesty's Brig "Plover," Choris Peninsula,
Kotzebue Sound, 27 September 1849.

Sir,

THE time having arrived for the departure of Her Majesty's ship "Herald" for the southward, I beg leave to take advantage of this opportunity to call to the notice of the Lords Commissioners of the Admiralty the services of the several officers under mentioned; viz. Messrs. Martin, Hooper and Lindsay, and, at the same time, to convey my opinion of the value I attach to their services during the last season.

The advantage derived from the exertions of Messrs. Hooper and Martin, in performing the various overland expeditions, during the inclemency of such a season, I feel sure their Lordships will appreciate; as well the equally praiseworthy exertions of the third officer named above (Mr. John J. Lindsay, clerk in charge), in acquiring a knowledge of the language, as far as was practicable, which greatly facilitated the communication of our different expeditions with the natives of the country, and by which means much useful information was obtained.

For the reasons I have above stated, I feel confident in placing these officers' conduct before you for their Lordships' information, that they may receive the advancement to which I am sure their Lordships will admit they are entitled.

I have, &c.

Captain H. Kellett, C.B.
H. M. S. "Herald."

(signed) *T. E. L. Moore*,
Commander.

Her Majesty's Brig "Plover," Lower Anchorage,
Port Providence, 20 October 1848.

Sir,

IN obedience to your directions to report to you our opinions relative to the propriety of proceeding towards Behring's Straits at this advanced period of the season, we, whose names are hereunto subscribed, are of opinion, that the temperature having fallen to 20°, and pancake ice formed in the upper basin (which we consider the best place for wintering in), if the ship leaves this harbour for the purpose of crossing the straits to obtain a winter anchorage on the American shore, this harbour, during the time of her search for another, would most probably freeze up; and, in the event of not succeeding on that shore, a return to the Sandwich Islands would be the only alternative.

From the information given us by several of the natives, it will be necessary to secure the ship, soon after the 26th instant, in the upper harbour of this place; sooner, should the ice be found to be forming rapidly there.

Under these circumstances, and the wind still prevailing (as it has done since the ship's passage through the Aleutian Islands), from N.N.E. to E.N.E.; as also an invariable current setting to the south-westward, together with the impossibility of the vessel's working to windward against such a variety of oppositions, we would deem it highly imprudent to leave this well-sheltered harbour (where
we

we think the chances of exit will occur sooner than on the American shore) with the chance of not being able to regain it, in the event of not reaching one on the other coast.

In conclusion, we beg leave to recommend that the 26th instant be the latest date to which the securing the ship should be deferred; that the formation of the ice in the upper harbour be daily watched, and any decisive change acted on immediately, the ship in the meantime being kept in readiness for sea.

(signed) *W. A. R. Lee*, Lieutenant.
H. Martin, Second Master.
Francis Lee, Acting Second Master, Ice.
John Abernethy, Gunner's Mate; served in the
 Greenland Fisheries seven years.

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 Moore, and Lieut.
 Pullen.

Sir,

Her Majesty's Ship "Herald," Mazatlan,
 22 November 1849.

IN addition to the accompanying circumstantial account of my proceedings since leaving Oahu on the 19th of May last, I beg to forward, for the information of their Lordships, an abstracted account from that letter of my movements.

Left Oahu on the 19th May. Arrive at Petropaulski on the 24th June. Sail on the 25th. Get on shore without sustaining much damage on the same day. On the 14th July passed Behring's Straits. Anchor off Chamisso Island on the 15th, meeting "Plover" there. Sail from Chamisso on the 18th, joined by "Nancy Dawson" yacht. Anchor off Cape Lisburne on the 20th. Examine the coast, north and south, for a winter station. Anchored and examined Wainwright's Inlet on the 25th. Despatch the boat expedition with Lieutenant Pullen at midnight. Weighed and ran along the edge of the pack northward, until finally stopped by it in 72° 51' N., long. 163° 48' W., on the 28th. Return to Wainwright's Inlet on the 31st. 1st August, sail, to try to touch the pack to the westward. Return to the eastward on account of strong winds and thick weather. Discover a shoal of seven fathoms, and probably less, in lat. 70° 20' N., long. 171° 10' W., on the 12th. Try again to fall in with the ice to the westward. 17th August, discover and land on an island in lat. 71° 20' N., long. 175° 16' W.; at the same time was discovered a small group with a very high and extensive land to the north of it, deeply seated within the ice. Return to the rendezvous off Cape Lisburne. Meet the two large boats sent under Mr. Pullen. Hoisted one in, and sent the other to Kotzebue Sound, in company with yacht. "Herald" again proceeds north. Experienced a heavy gale. Unable to remain on the coast. Return to Kotzebue Sound. Equip the "Plover." Trace the Buckland River. Friendly disposition of the natives. Leave the Sound on the 29th September. Pass Behring's Straits on the 2d October, in a gale. Pass the Aleutian Chain, by the Straits of Amoukhta, on the 11th. Anchored at Mazatlan on the 14th November.

I have, &c.

The Secretary of the Admiralty,
 London.

(signed) *Henry Kellett*,
 Captain.

Sir,

Her Majesty's Ship "Herald," Mazatlan,
 22 November 1849.

IN carrying into execution their Lordships' orders the ensuing fine season to the northward, I beg you will be pleased to inform me on the following subjects:—

1. Whether their Lordships deem it necessary for me to despatch another boat expedition to the Mackenzie River?

It will be seen by Commander Moore's letter to me, before leaving Kotzebue Sound, that he more than likely will have visited the coast as far north as Point Barrow before my arrival.

2. What quantity of provisions their Lordships wish to have deposited, and of what species?

I purposed to leave flour, six or seven casks, all the pemmican, and a large proportion of the preserved meats remaining on board "Plover" on my meeting her.

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ceedings of Capt.
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Pullen.

It will be necessary, I consider, for the vessels to remain within the straits until the first week in September, in case Mr. Pullen should make an attempt to return to his ship. After that time, no voyage westerly can be made by boats.

I have, &c.

The Secretary of the Admiralty,
London.

(signed) *Henry Kellett*,
Captain.

Her Majesty's Ship "Herald," Mazatlan,
22 November 1849.

Sir,

I HAVE the honour to inform you that it is my intention to leave this port about the end of this month for Guaymas, where I shall refit, and make a survey of the port. I shall, as soon as refitted, continue the survey of the different ports and anchorages in the Gulf of California, returning here again for orders in March.

I shall then sail for Oahu (Sandwich Islands), to provision for my northern voyage.

I can receive answers to these letters here early in March, if replied to by the return mail.

I have, &c.

The Secretary of the Admiralty,
London.

(signed) *Henry Kellett*,
Captain.

— No. 3. —

CORRESPONDENCE between the *Hudson's Bay Company* and the *Admiralty*, with the INSTRUCTIONS to Commander *Pullen* for continuing the Search from *Cape Bathurst* towards *Banks's Land*.

(A. to L.)

No. 3 (A.)

COPY of a LETTER from *A. Barclay*, Esq., Secretary of the Hudson's Bay Company, to *John Parker*, Esq., Secretary of the Admiralty.

No. 3.
Correspondence
between the Hud-
son's Bay Company
and the Admiralty.

Sir,

Hudson's Bay House, 20 December 1849.

WITH reference to my letter of the 24th of November, in reply to the communication received from you, dated the 21st of the same month, I am directed to state to you, for the information of the Lords Commissioners of the Admiralty, that the Governor and Committee of the Hudson's Bay Company, after the fullest consideration they can give to the subject, do not find that they can recommend any other plan for continuing the search for Sir John Franklin and his companions than that suggested by Sir John Richardson; namely, to send a ship expedition into the Arctic Sea, by way of Behring's Straits, for the purpose of exploring the western coasts of Banks's Land and Parry's Islands; and to interest the Esquimaux westward of the Mackenzie in the search, by offering them liberal rewards for any assistance they may render to the missing expedition, or any intelligence, substantiated by proofs, that they may communicate respecting it.

With the view of carrying into effect the last-mentioned part of the plan, the Governor and Committee will give instructions to Sir George Simpson, the territorial Governor-in-chief, to take measures for opening a communication, at the earliest possible period, with the Esquimaux, who frequent the Arctic shore between the Mackenzie and Point Barrow, provided their Lordships will sanction the necessary expenditure.

They will also communicate with the Russian authorities at Sitka, with whom they have relations, and who, they feel assured, will readily co-operate with them in this good work, through their officers and servants, at their post on the Colville.

Presuming

Presuming that their Lordships would leave no unavailing means untried to afford assistance to Sir John Franklin and the adventurous seamen who with him risked their lives at their country's call, while there remained the slightest hope that they were in existence, or to ascertain their fate, should the worst have befallen, the Governor and Committee, some time ago, wrote to Sir George Simpson for his opinion as to what might be done by the Hudson's Bay Company in the prosecution of the search begun last year by Sir John Richardson and Dr. Rae; and they yesterday received an answer from him, which is in perfect accordance with the opinion they had themselves formed on the subject. Sir George Simpson writes as follows: "If another expedition be employed, it should be to search the coast to the westward of the Mackenzie, and that service had better be left entirely to the Company, under the management of Dr. Rae, who would do the work at a very moderate outlay. If you approve of this suggestion, and authorize me, in course, to set such an expedition on foot, I think there is still time to have the coast from the Mackenzie to Point Barrow examined next summer; but the loss of a single mail might delay it for another year."

From the foregoing extract, it will be perceived that Friday, the 28th of December (which is the next mail day for Canada), is the latest day at which instructions for continuing the search next year can be transmitted to Sir George Simpson. It is, therefore, desirable that the Committee should be apprised of their Lordships' intentions with as little delay as possible.

I have, &c.
(signed) *A. Barclay.*

No. 3 (B.)

COPY of a LETTER from the Secretary of the Admiralty to *A. Barclay, Esq.*

Sir,

Admiralty, 22 December 1849.

WITH reference to your letter of the 20th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Governor and Committee of the Hudson's Bay Company, that, in ignorance of the point to which Dr. Rae may have attained, last summer, in his search for the expedition under Sir John Franklin, and of the means he may have yet left at his command, it is difficult to say to what special points it would be wise to direct either Dr. Rae's well-known energy, or the generous disposition of the Hudson's Bay Company.

It would, no doubt, be most desirable that Dr. Rae should again proceed to the northward of the Victoria Island; and, though varying his route, yet always endeavouring to approach Banks's Land and Melville Island; but my Lords consider that the safest and surest thing that can be done is to request the Hudson's Bay Company to authorize him to do the utmost that he can accomplish with safety to himself, and with the means in his power, to further the great object in view; and to let him be guided by his own experience and judgment.

If, indeed, all further efforts afloat are beyond his reach, then the expedition proposed by the Governor to the westward of the Mackenzie River, and the establishment of a communication with the Russians and Esquimaux, would be well worth any expense attending it.

Their Lordships also consider that it would be expedient for Sir G. Simpson to have the depôts of provisions which were left on the northern shore visited, and, if necessary, replenished; not only in case that the lost crews might yet find them, but also, as it is possible that detached parties, either from the Bhering's Straits ships, or from those that may proceed next year from Lancaster Sound, or even the boats from the "Plover," may have to take refuge there.

Their Lordships, therefore, request that the Governor of the Hudson's Bay Company will give the requisite orders, and the Government will pay the necessary expense incurred.

I have, &c.
(signed) *J. H. Hay,*
Pro Secretary.

No. 3.
Correspondence
between the Hud-
son's Bay Company
and the Admiralty.

No. 3 (C.)

COPY of a LETTER from *A. Barclay*, Esq., to His Excellency *M. Tebenkoff*,
Governor of the Russian-American Colonies, Sitka.

Sir, Hudson's Bay House, London, 28 December 1849.

I AM directed by the Governor and Committee of the Hudson's Bay Company to acquaint you, that among the various means adopted with the view of discovering the missing expedition to the polar regions under the command of Captain Sir John Franklin, now four years unheard of, the Hudson's Bay Company have directed search to be made along the shores of the Arctic Sea; and rewards to be offered to the Esquimaux, in order to induce them to render assistance to, or procure intelligence of, the said expedition, in the event of its having approached those shores.

In this work of humanity, the Governor and Committee trust they will receive the co-operation of your Excellency, and that you will be pleased to give to the persons employed by the Russian-American Company near the Arctic shores such instructions as you may consider proper, in order that they may communicate with the Esquimaux, and induce them to aid in the search.

I have, &c.

(signed) *A. Barclay*,
Secretary.

No. 3 (D.)

COPY of a LETTER from *A. Barclay*, Esq., to *John Parker*, Esq.

Sir, Hudson's Bay House, 5 January 1850.

I AM directed to acknowledge the receipt of a communication from the Lords Commissioners of the Admiralty, under the date of the 22d ultimo, and to acquaint you, in reply thereto, for the information of their Lordships, that the Governor and Committee of the Hudson's Bay Company have given directions that every thing possible be done to carry into effect their Lordships' views with regard to the continuation of the search for the missing Expedition under the command of Sir John Franklin.

I enclose herewith an extract relating to this subject, from a despatch forwarded to Sir George Simpson on the 28th ultimo.

I have, &c.

(signed) *A. Barclay*.

EXTRACT of a DESPATCH from the Governor, Deputy Governor, and Committee of the Hudson's Bay Company, to Sir *George Simpson*, dated 28 December 1849.

I AM now to call your attention to the enclosed copy of correspondence with the Admiralty, on the subject of the further prosecution of the search for Sir John Franklin and his companions. You will see that the Lords Commissioners are very desirous that the search should be continued in the direction of Banks's Land and Melville Island, from Victoria Land and Wollaston Land, if it can be done. How far it may be practicable it is impossible to say, in ignorance of what Dr. Rae may have done during the past season. It must therefore be left to him to determine whether he can follow out still further the search in the above-mentioned quarter. Should he be of opinion that he can do so, it is the wish of the Governor and Committee that he should be employed in that service next summer. In short, every thing possible is to be done to carry into effect the views of the Lords Commissioners of the Admiralty.

Their Lordships, you will observe, have determined to send an expedition round Cape Horn, to proceed to the Polar Sea through Bhering's Straits (the ships for which are now fitting out), and it is not improbable that another expedition may be sent, *viâ* Lancaster Sound and Barrow's Strait. This you will, of course, make known to Dr. Rae.

No. 3 (E.)

No. 3 (E.)

COPY of a LETTER from Captain *Hamilton*, Secretary of the Admiralty, to the Governor and Committee of the Hudson's Bay Company.

No. 3.
Correspondence
between the Hud-
son's Bay Company
and the Admiralty.

Gentlemen,

Admiralty, 7 January 1850.

I AM commanded by my Lords Commissioners of the Admiralty to express their thanks for your communication of the 5th instant, relative to the continuation of the search for the missing expedition under the command of Sir John Franklin, and to state the great satisfaction my Lords have derived from the cordial and prompt co-operation of your Company, and their present anxious endeavours for the relief of Sir John Franklin.

I am, &c.

(signed) *W. A. B. Hamilton.*

No. 3 (F.)

COPY of a LETTER from Captain *Hamilton* to the Governor and Committee of the Hudson's Bay Company.

Gentlemen,

Admiralty, 25 January 1850.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that my Lords gladly avail themselves of the valuable proposal of the Governor of the Hudson's Bay Company to send a despatch to the Mackenzie; that they have accordingly written to Lieutenant (now Commander) Pullen, a copy of which is enclosed; that in addition to this, copies are also enclosed of Sir John Richardson's letter of the 22d instant, and of the extracts from Dr. Scoresby and Lieutenant Osborne's memoranda; and that my Lords rely on the wonted energy and benevolence of the Governor and Committee of the Hudson's Bay Company to carry out their Lordships' views, and in giving such instructions to Mr. Rae, to aid and co-operate with Commander Pullen, as they may think fit; and my Lords would further beg of the Governor and Committee of the Hudson's Bay Company, that they would employ the means at their disposal in providing the necessary supplies for a further search to the northward, should such search be deemed practicable by Commander Pullen, and for the support of his party on their return.

The Hudson's Bay Company will receive herewith two copies of the printed papers which have been supplied to Captain Collinson, of Her Majesty's ship "Enterprize," including copies of their Lordships' orders to that officer—one set to be forwarded to Sir G. Simpson, and the other to Mr. Rae. Double sets of the "Times" newspaper, of yesterday and this day's date, containing reports of the proceedings of Captain Kellett, of the "Herald," and Commander Moore, of the "Plover," are also sent herewith, for the above purpose.

My Lords direct me to add a list of the officers and men composing a boat expedition, which has proceeded from the "Plover," in Behring's Straits, towards the Mackenzie, under command of Commander Pullen.

I have, &c.

(signed) *W. A. B. Hamilton.*

Enclosure 1, to No. 3 (F.)

Sir,

Admiralty, 25 January 1850.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that Captain Sir James Ross has returned to England with the "Enterprize" and "Investigator," without having discovered any traces of Sir John Franklin and the missing ships.

2. An expedition has been despatched to Behring's Straits, under the command of Captain Collinson, a copy of whose orders is herewith enclosed.

3. With reference to despatches received from Captain Kellett, of the "Herald," dated to 22d November last, showing the probability of your being at some of the posts on the Mackenzie River, or on the Slave or Great Bear Lake,

No. 3.
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between the Hud-
son's Bay Company
and the Admiralty.

and the Governor and Committee of the Hudson's Bay Company having offered their services to forward any instructions to you, and viewing the possible opportunity which your position may afford of a search being made from Cape Bathurst towards Banks's Land, my Lords are pleased to convey to you their sanction for your prosecuting such search, if, after a mature consideration of all the circumstances of the case, you may consider it likely to be attended with beneficial results.

4. Your acting upon this permission will, of course, depend upon contingencies which at present cannot be calculated upon; but one of the first of these will be the time and place where such permission may reach you. You may be so far on your way south as to render it too late to retrace your steps with any prospect of your reaching the northern shore this season in time to undertake a search from that quarter; and there are other contingencies referred to in the letter of Sir John Richardson of the 22d instant, a copy of which is enclosed.

5. My Lords have called upon Sir J. Richardson to favour them with his views as to the possible means available to you for such undertaking, and the letter above referred to contains his remarks, for your information on this point.

6. The Hudson's Bay Company have been requested to instruct Mr. Rae to afford you his best advice and assistance, if you should fall in with him; and the Company further undertake to deposit provisions at the several points specified in Sir J. Richardson's letter, in order that you may be sure of a supply on your return from the northward.

7. With regard to the manner and direction of any search you may make, my Lords would leave it to your judgment and discretion, desiring you to feel assured that should any reasonable objections to such search present themselves, their Lordships would feel no disappointment, so far as your conduct is concerned, at your determining to return with your party to England; and copies of every paper that, in the opinion of their Lordships, might be of use to you are herewith enclosed, together with a chart, on a large scale, of the country near the mouth of the Mackenzie River; and, in conclusion, I am commanded to convey to you the expression of their Lordships' satisfaction at the report of your conduct up to the date of your departure for the Mackenzie River; and, as a further mark of their approval, my Lords have been pleased this day to promote you to the rank of Commander, and your commission is herewith enclosed.

You will convey to Acting Lieutenant Hooper the same expression of their Lordships' satisfaction at the report of his conduct, acquainting him that should he continue to merit your approbation, his acting commission as lieutenant will be confirmed, on his passing his examination on his return to England.

I am, &c.

Commander Pullen,
&c. &c.

(signed) *W. A. B. Hamilton.*

Enclosure 2, to No. 3 (F.)

Sir,

London, 22 January 1850.

I HAVE the honour to acknowledge the receipt of your note of this day's date, enclosing a plan of further search for Sir John Franklin, to be prosecuted by Lieutenant Pullen, submitted by you to my Lords Commissioners of the Admiralty, and upon which I am directed to give my opinion; together with extracts from a letter of Dr. Scoresby's, and of a paper by Lieutenant Osborne, having reference to your proposal.

Position of the
boats when the
despatches reach
them.

2. As in the absence of positive intelligence of the wintering place of the boats, and the present resources of Lieutenant Pullen, there must be much provisional matter in the instructions sent to that officer, my opinions may be usefully prefaced by mentioning, in the first place, what I conceive will be the most probable position of Lieutenant Pullen and Mr. Rae, with their parties, when the despatches reach them.

It may be granted that Lieutenant Pullen entered the Mackenzie. The most difficult part of the voyage was past sufficiently early in the season, when he parted from the "Herald's" boats, and the "Nancy Dawson," in Elson Bay; and the Mackenzie remains navigable till about the 20th of October. Lieutenant Pullen would find 80 lbs. of pemmican at Point Separation, and 700 at Fort Good Hope, being about 50 days' provision for 16 men. When he reached Fort Simpson, on the

the Mackenzie, in latitude 62°, he would there meet Mr. Rae, and concert with him the necessary measures for the support of the party during the winter.

Fort Simpson is likely to be well provided with food this season, as Mr. Rae was instructed to transport thither the large stock of dried meat left at Fort Confidence; and there was a considerable stock in the Company's stores when I left the fort in June last. Some of this would necessarily be expended in the autumn, in fitting the Company's boats taking supplies to the outposts, and the Indians will require some aid, owing to the periodical murrain among the hares, which form their principal food. The early arrival, however, of Lieutenant Pullen at Fort Simpson will induce Mr. Rae to send both Europeans and Indians to fishing stations, and reserve the dried meat and pemmican for use next summer; and I may observe that this precaution will be requisite, whether Mr. Pullen's voyage to York Factory be contemplated, or his sea expedition.

The Europeans would be sent to winter either at the west end of Great Bear Lake, or at the west end of Great Slave Lake; most probably the latter, as being the most certain and abundant fishing station.

3. The despatch for the Mackenzie, which left England on the 28th of December, may perhaps reach Fort Chepewyan by the time the rivers begin to open in May, and will perhaps experience some delay on Great Slave Lake by the state of the ice there in June. This lake is very seldom navigable till the latter end of that month, and by that time Lieutenant Pullen and Mr. Rae would be at the west end of the lake, waiting for the breaking up of the ice to push on towards Methy portage. On receiving the despatch, Mr. Rae would return to the Mackenzie, and perhaps Lieutenant Pullen also, unless he has received positive instructions to return to England.

The despatch to be now sent out will, most probably, get no further than the Saskatchewan by the time the rivers open, and supposing Lieutenant Pullen to have come on, will meet him on the Athabasca river, north of Methy portage,—time enough, if he turns back at once, for him to reach the sea as soon as it is navigable. His having advanced thus far will be rather advantageous than otherwise, as he may obtain a supply of pemmican at Fort Chepewyan.

The periods above named are calculated on the supposition of no delay on the part of the express men. The difficulty of rounding Lake Superior, when that sheet of water is only partially frozen or open in winter, disturbs all calculations.

4. Lieutenant Pullen will require to be fully victualled for at least 120 days from the 20th of July, when he may be expected to commence his sea voyage; which for 16 men will require 45 bags of pemmican of 90 lbs. each. This is exclusive of a further supply which he ought to take for the relief of any of Franklin's people he may have the good fortune to find. After he leaves the main land at Cape Bathurst, he would have no chance of killing deer till he makes Banks's Land, or some intervening island; and he must provide for the chance of being caught on the floe ice, and having to make his way across by the very tedious portages, as fully described by Sir W. E. Parry in the narrative of his most adventurous boat voyage north of Spitzbergen.

5. Mr. Rae can give Lieutenant Pullen the fullest information respecting the depôts of pemmican made on the coast, but the Hudson's Bay Company have no means of visiting any of these depôts, as suggested by Sir Francis Beaufort, as the only depôts within their reach are those on the Mackenzie, which would be exhausted by Lieutenant Pullen in his ascent of the river.

6. With respect to Lieutenant Pullen's return from sea, his safest plan will be to make for the Mackenzie; but should circumstances place that out of his power, the only other course that seems to me to be practicable is for him to ascend a large river which falls into the bottom of Liverpool Bay, to the westward of Cape Bathurst. This river, which is named the Beghoola Dessy by the Indians, runs parallel to the Mackenzie, and in the latitude of the Cape Good Hope (66° 30' N.), is not above five or six days' journey from that post. Hare Indians, belonging to Fort Good Hope, might be engaged to hunt on the banks of the river till the arrival of the party. The navigation of the river is unknown; but even should Lieutenant Pullen be compelled to quit his boats, his Indian hunters (of which he should at least engage two for his sea voyage) will support and guide his party. Wood and animals are most certainly found on the banks of rivers.

7. It is not likely that under any circumstances Lieutenant Pullen should desire to reach the Mackenzie by way of the Coppermine River, and this could be

No. 3.
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between the Hud-
son's Bay Company
and the Admiralty.

When the de-
spatches will arrive.
Despatch of 28 De-
cember 1849.

Despatch of 25 Ja-
nuary 1850.

Provisions.

Depôts.

Lieutenant Pullen's
return from sea.

No. 3.
Correspondence
between the Hud-
son's Bay Company
and the Admiralty.

Discretionary
Power.

effected only by a boat being placed at Dease River, for the transport of the party over Great Bear Lake. This would require to be arranged previously with Mr. Rae; and Lieutenant Pullen should not be later in arriving at Fort Confidence than the end of September.

8. The fullest discretionary power should be conceded to Lieutenant Pullen, as suggested in your proposal, for several reasons; and chiefly, because from accidental delays of the express, he may receive his instructions later than is contemplated. Some accident also may have injured his boats in the winter, and they may require repair. The Company's boats are unfit for a sea voyage, unless they are furnished with additional false keels and wash streaks. If these delay the arrival of the party at the sea beyond the 1st of August, there will be scarcely time for Lieutenant Pullen to complete his voyage satisfactorily. For I presume that merely touching at Banks's Land, and returning without exploring a portion of the coast line of that island or islands, is scarcely worth the hazard of the voyage.

I have, &c.

(signed) *John Richardson,*
Medical Inspector.

Captain W. A. B. Hamilton,
Secretary to the Admiralty, &c. &c.

Enclosure 3, to No. 3 (F.)

EXTRACT from a LETTER from Dr. *Scoresby* to Rear-Admiral Sir *Francis Beaufort*, dated 2 January 1850.

LOOKING into the map, it does not appear to me that the examination of the region or channel proximate to Wollaston Land and Victoria Land (as designed, I believe, for Dr. Rae) will comprise all that seems desirable; but that a party (a small one would do), issuing from the Mackenzie towards and beyond Cape Bathurst, in the direction of Banks's Land, would perform a most important service in a great and well-laid plan.

For this line of search, as to me it appears, seems to afford as good a prospect of crossing the track of the missing Expedition as almost any other in contemplation. It would not be a costly undertaking, as it might be done by a very few hands, and I fancy in time for next season, if set about immediately. Do you think anything could be done, that is, under the orders of the Admiralty, herein? A small party so ordered would, with the other recognized measures, fill up the ground and plan in a manner which would do as much credit to the national liberality and comprehensiveness of plan, as to our humanity.

Enclosure 4, to No. 3 (F.)

EXTRACT from a PAPER by Lieutenant *Osborne*, R. N., dated 4 January 1850, with a view to traversing the distance with a Searching Party between Cape Bathurst and Banks's Land.

GENERAL opinion places the lost Expedition to the west of Cape Walker and south of the latitude of Melville Island. The distance from Cape Bathurst to Banks's Land is only 301 miles, and on reference to a chart it will be seen, that nowhere else does the American continent approach so near to the supposed position of Franklin's Expedition.

Banks's Land bears from Cape Bathurst N. 41° 49' E. 302 miles, and there is reason to believe that in the summer season a portion of this distance may be traversed in boats. Dr. Richardson confirms previous reports of the ice being light on the coast east of the Mackenzie River to Cape Bathurst, and informs us that the Esquimaux had seen "no ice to seaward for two moons." Every mile traversed northward by a party from Cape Bathurst would be over that unknown space in which traces of Franklin may be expected. It is advisable that such a second party be despatched from Cape Bathurst, in order that the prosecution of Dr. Rae's examination of the supposed channel between Wollaston and Victoria Lands

ARCTIC EXPEDITION UNDER SIR JOHN FRANKLIN. 51

Lands may in no way be interfered with, by his attention being called to the westward.

I would also remind your Lordships that the proposed expedition would carry into execution a very important clause in the instructions given to Sir James Ross, viz., that of sending exploring parties from Banks's Land in a south-westerly direction towards Cape Bathurst or Cape Parry.

No. 3.
Correspondence
between the Hud-
son's Bay Company
and the Admiralty.

No. 3 (G.)

COPY of a LETTER from *A. Barclay*, Esq., to Captain *Hamilton*.

Sir, Hudson's Bay House, 31 January 1850.

I AM directed by the Governor and Committee of the Hudson's Bay Company to acknowledge the receipt of your letters of the 24th and 25th instant, accompanied by the various documents therein referred to, and to acquaint you, for the information of the Lords Commissioners of the Admiralty, that those documents were forwarded by the mail of the 25th instant to Sir George Simpson, with instructions authorizing him to put in requisition all the resources of the Company that can be rendered available towards the accomplishment of the objects which their Lordships have recommended to the attention of the Governor and Committee.

I have, &c.
(signed) *A. Barclay*, Secretary

No. 3 (H.)

EXTRACT of a LETTER from Sir *George Simpson* to the Governor, Deputy Governor and Committee of the Hudson's Bay Company, dated Lachine, 19 January 1850.

I HAVE the honour to acknowledge your letter of the 28th December, with the correspondence, therein referred to, with the Secretary of the Admiralty on the subject of the Expedition under Sir John Franklin; and as every hour at this advanced season is of the utmost importance, I shall forthwith forward an express for Mackenzie River, with instructions to Dr. Rae, in the event of his not having obtained any information during the past season which may render further explorations unnecessary, to fit out two expeditions as early as possible, one to examine the neighbourhood of Wollaston and Banks's Land, to the northward of the Victoria Islands, but varying the route of the Expeditions of last summer; and the other to prosecute a search in a westerly direction from the Mackenzie; Mr. Rae to command one party, and any officer in the Mackenzie River district, whom he may consider qualified for the duty, to take charge of the other. I shall forward to Dr. Rae a copy of your correspondence with the Admiralty, with directions to do everything in his power to carry out the views of their Lordships, both as regards continuing the search, and replenishing the depôts of provisions left on the northern coast. And as Lady Franklin's suggestions, in a letter I have received from her by this mail, may be useful in directing Dr. Rae's inquiries, I shall at the same time forward to him copy of that communication. But with every exertion, I very much fear these instructions will barely reach Mackenzie River in time to allow much to be done this year, during the season of open water.

No. 3 (I.)

COPY of a LETTER from *A. Barclay*, Esq., to Captain *Hamilton*.

Sir, Hudson's Bay House, 9 February 1850.

IN compliance with the request contained in your letter of yesterday's date, I beg to hand you, by direction of the Governor and Committee of the Hudson's Bay Company, a copy of the instructions given by them to Sir George Simpson, Governor-in-chief of Rupert's Land, relative to the Expeditions in search of Sir John Franklin, to be despatched from the Arctic shores under Commander Pullen and Dr. Rae.

I have, &c.
(signed) *A. Barclay*.

Enclosure to No. 3 (I.)

COPY of a LETTER from *Archibald Barclay*, Esq., Secretary to the Hudson's Bay Company, to *Sir George Simpson*, Governor-in-chief of Rupert's Land.

Sir,

London, 25 January 1850.

I AM directed by the Governor and Committee of the Hudson's Bay Company to forward to you herewith the copy of a letter addressed to them by the Lords Commissioners of the Admiralty, under this day's date, and also copies of their Lordships' instructions to Commander Pullen, of Sir John Richardson's report in those instructions, dated the 22d instant, and of extracts of memoranda by Dr. Scoresby and Lieutenant Osborne.

I have also forwarded, in a separate packet, a despatch from their Lordships for Commander Pullen, and two copies of the printed papers supplied to Captain Collinson, of Her Majesty's ship "Enterprize," and of their instructions to that officer, with two copies of "The Times" newspaper, of yesterday and to-day, containing Reports of the Expedition, *via* Behring's Straits, under the command of Captain Kellett and Commander Moore. One copy of these documents is intended for yourself, the other is to be forwarded to Dr. Rae.

The Reports of Captain Kellett and Commander Moore, above referred to, make it highly probable that Lieutenant Pullen, with the men under his command, (a list of whom is enclosed herewith) has reached some of the Company's posts on the Mackenzie, and are there passing the winter; and the Lords Commissioners of the Admiralty are most anxious, as you will perceive by the earnestness of their letter of this day's date, that in the event of that object having been successfully accomplished, the services of the Commander and his men should be rendered available in prosecuting the search for Sir John Franklin's Expedition during the ensuing summer. To lay down any precise plan for the search is clearly impossible, and their Lordships have, therefore, very wisely left almost everything to the discretion of the officer who is to conduct it, and who will avail himself of the able advice of Dr. Rae, than whom no one can be better qualified to advise on such a subject. It is not to be understood from this that Dr. Rae's services are to be superseded, or his intended Expedition, starting from another point, relinquished. The plan already proposed for him is to be carried through as far as can be done.

It only now remains for me to say, that the Governor and Committee feel a deep interest in the success of the Expedition to be undertaken by Commander Pullen, and, I may fairly add, not the less so that the proposal originated with the Governor. It is, therefore, their anxious desire that all the resources of the Company that can be made available towards conveying the instructions of the Lords Commissioners of the Admiralty to Commander Pullen with the utmost despatch possible, be put in requisition for effecting the object in view. The security of the messengers, and the supply of provisions to the Mackenzie, are, I need not say, matters of the most vital importance.

I have, &c.

(signed) *A. Barclay*, Secy.

No. 3 (K.)

EXTRACT of a DESPATCH from *Sir George Simpson*, dated 2 February 1850.

WITH reference to the further endeavours you have directed to be made in search of the missing Expedition under Sir John Franklin, I have now the honour to transmit copies of my letters to Chief Trader Rae and Chief Factor Ballenden, conveying instructions on that subject, which I trust you will approve.

Dear Sir,

Lachine, 21 January.

UP to the present time no intelligence of any kind has been received respecting the Expedition under the command of Sir John Franklin, its fate exciting the most intense interest, not only on the part of the British Government and public, but of the whole civilized world. The maritime powers of Europe and the United States are now vying with each other as to who shall be the first to discover

discover some trace of the missing navigators, and, if they be still alive, to render them assistance. By the accompanying correspondence between the Governor and Committee and the Admiralty, and by the annexed copy of a letter addressed to me by Lady Franklin, and my reply, you will see that Her Majesty's Government are exceedingly anxious that further efforts should be made by the Hudson's Bay Company to explore the Arctic Sea from the Mackenzie River. I am in hopes that in the course of a few weeks hence we may be in possession of your report on your operations last summer, with, I trust, some intelligence respecting the Expedition. If they be still alive, I feel satisfied that every effort it may be in the power of man to make to succour them will be exerted by yourself and the Company's officers in Mackenzie River; but should your late search have unfortunately ended in disappointment, it is the desire of the Company that you renew your explorations next summer, if possible.

By the annexed correspondence you will observe that the opinion in England appears to be that our explorations ought to be more particularly directed to that portion of the Northern Sea lying between Cape Walker on the east, Melville Island and Banks' Land to the north, and the continental shore or the Victoria Islands to the south.

As these limits are believed to embrace the course that would have been pursued by Sir John Franklin, Cape Walker being one of the points he was particularly instructed to make for, you will therefore be pleased, immediately on the receipt of this letter, to fit out another exploring party to proceed in the direction above indicated, but varying the route that may have been followed last summer, which party, besides their own examination of the coast and islands, should be instructed to offer liberal rewards to the Esquimaux to search for some vestiges of the missing expedition, and similar rewards should be offered to the Indians inhabiting near the coast and Peel's River, and the half-bred hunters of Mackenzie River, the latter being, perhaps, more energetic than the former; assuring them that whoever may procure authentic intelligence will be largely rewarded.

Simultaneously with the Expedition to proceed towards Cape Walker, one or two small parties should be despatched to the westward of the Mackenzie, in the direction of Point Barrow, one of which might pass over to the Youcon River, and descending that stream to the sea, carry on their explorations in that quarter, while the other going down the Mackenzie might trace the coast thence towards the Youcon. And these parties must also be instructed to offer rewards to the natives to prosecute the search in all directions.

By these means there is reason to believe that in the course of one year so minute a search may be made of the coast and the islands, that in the event of the Expedition having passed in that direction, some trace of their progress would certainly be discovered.

From your experience in Arctic discovery and peculiar qualifications for such an undertaking, I am in hopes you may be enabled yourself to assume the command of the party to proceed to the northward; and, as leaders of the two parties to explore the coast to the westward of the Mackenzie, you will have to select such officers of the Company's service within the district as may appear best qualified for the duty: Mr. Murray, I think, would be a very fit man for one of the leaders, and if one party be sent by way of the Youcon, he might take charge of it. In the event of your going on this Expedition, you will be pleased to make over the charge of the district to Chief Trader Bell during your absence.

In case you may be short-handed, I have by this conveyance instructed Chief Factor Ballenden to engage in Red River 10 choice men, accustomed to boating, and well fitted for such duty as will be required of them; and if there be a chance of their reaching Mackenzie River, or even Athabasca, before the breaking up of the ice, to forward them immediately.

Should the season, however, be too far advanced to enable them to accomplish the journey by winter travelling, Mr. Ballenden is directed to increase the party to 14 men, with a guide, to be despatched from Red River immediately after the opening of the navigation, in two boats, laden with provisions and flour, and a few bales of clothing, in order to meet, in some degree, the heavy drain that will be occasioned on our resources in provisions and necessary supplies in Mackenzie River. The leader of this party from Red River may, perhaps, be qualified to act as the conductor of one of the parties to examine the coast to the westward.

You will notice that the Lords of the Admiralty are desirous that the dépôts

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of provisions left on the northern coast should be visited, and, if necessary, replenished. I fear, however, that our means will not allow of your carrying out this part of their plans to any great extent; but whatever may be possible in that way you will of course do. At all events, it is absolutely necessary to keep up the depôt of clothing and provisions at Fort Good Hope, with an ample supply of ammunition and fishing tackle, and experienced fishermen should be stationed at the post. These precautions are required in case of any men of the missing Expedition finding their way, or being brought to that place, so that we may be enabled to relieve their wants in food and clothing until an opportunity offers to forward them toward the civilized world.

I am averse to giving too minute instructions on matters of detail, as I rely much on your good judgment, energy and experience in giving the fullest effect to the views of Her Majesty's Government and the Company; and you are to consider you have *carte blanche* to render available the Company's resources in carrying out this service; and should you not have a sufficient number of men to form the parties contemplated, you may abandon one of the posts in order to draught the men to this service. It is very much to be regretted that circumstances have prevented these instructions being given earlier, as I am apprehensive they may not reach you in time to do much towards the prosecution of this painfully interesting duty this season; but, in that case, you will have to consider whether the parties may not pass the winter near the scene of their future explorations. This, however, is a point which must be left to your own determination.

I remain, &c.

(signed) *George Simpson.*

Mr. John Rae, Hon. Hudson's Bay Company,
Mackenzie River District.

Dear Sir,

Lachine, 21 January.

No intelligence having been up to this time received of the Expedition under Sir John Franklin, his fate has excited the most intense interest throughout Great Britain and the whole civilized world. Much is expected from the Hudson's Bay Company in prosecuting a search of the Arctic Seas from the direction of Mackenzie River, and herewith are forwarded instructions to Chief Trader Rae to fit out three exploring parties—one to proceed to the northward, in the direction of Cape Walker, under his own command, and the other two by way of the Mackenzie River and the Youcon to the westward, under the charge of officers stationed in the Mackenzie River district; and if this packet be forwarded with all expedition, it is just possible it may reach Mr. Rae in time to enable him to put these parties in operation next summer.

It is very doubtful that there are a sufficient number of men in the district for this service; I have, therefore, to beg that, unless you receive authentic information from Mr. Rae, that further research is unnecessary—a bare possibility, arising from his having found some trace of them—you will engage at Red River for this service 10 active, able, young men, accustomed to boating, and otherwise properly qualified for the arduous duty required of them, and if there be a chance of their reaching Mackenzie River, or even Athabasca, before the opening of the navigation, that you will despatch them, under the command of some officer of the Company's service within reach, or some person engaged for the purpose in the settlement, who has the necessary qualifications for such a charge, and whose services might be useful to Mr. Rae when in Mackenzie River. I need not detail the requisite qualifications for such a leader—activity, physical strength, habits of endurance, perseverance, tact with and authority over the men, &c., as your experience will suggest what is required. Should the party to reach Athabasca by winter travelling, you will in that case engage 14 men and an experienced guide, to form the crews of two boats, to be despatched in spring, with full cargoes of pemmican and flour and a few bales of clothing. Of the latter article I am aware that you will have but little to spare, and I believe the stock in Mackenzie River is sufficiently large to meet the contemplated demands; but as the party to be sent by you will be supernumeraries, for whom no provision has been made, it is prudent to send with them a few necessities

necessaries for their first winter, while the provisions are absolutely required to increase our resources, on which there will not only be a certain heavy drain for the exploring parties, but it is possible we may have to render succour to Sir J. Franklin's Expedition, should we fortunately succeed in discovering them. The provisions must be considered as cargo to be rendered entire at Mackenzie River, whatever may be requisite for rations on the voyage to be supplied at the ports on the route.

We want none but choice men. I therefore place no restriction on the rate of wages, and you may give whatever is necessary to secure the pick of the settlement. They should not be engaged for the year, but for the time they may be employed, at so much per annum, counting from the date of departure from the settlement until their discharge in Mackenzie River, with a fair allowance for the return voyage.

Should such delay be likely to arise in engaging the party at Red River that they could not reach Athabasca by winter travelling, while the packet, if sent on immediately, would have a chance of reaching Mr. Rae before the opening of the navigation, you can despatch it without the men, in that case sending them in boats. Both with the packet, if sent by itself, and with the party, you will forward a circular addressed to the officers in charge of districts and posts, desiring their best assistance in getting them forwarded with all expedition towards their destination.

I remain, &c.

(signed) *G. Simpson.*

Mr. John Ballenden,
Red River Settlement.

No. 3 (L.)

COPY of a LETTER from *A. Barclay, Esq.* to Captain *Hamilton.*

Sir,

Hudson's Bay House, London, 6 March 1850.

I AM directed by the Governor and Committee of the Hudson's Bay Company to transmit to you herewith, for the information of the Lords Commissioners of the Admiralty, the copy of a despatch received by them yesterday from Sir George Simpson, Governor-in-chief of Rupert's Land, together with copies of letters addressed by him to Messrs. Rae and Ballenden, and also to Mr. Mactavish and other officers in charge of posts on the route from Lachine to Red River, relative to the search for Sir John Franklin's Expedition, and directing every possible exertion to be used in forwarding to Commander Pullen their Lordships' despatch, sent to the Hudson's Bay House on the 25th January.

I have, &c.

(signed) *A. Barclay, Secretary.*

Enclosure 1, to No. 3 (L.)

COPY of a LETTER from Sir *George Simpson* to the Governor, Deputy Governor and Committee of the Hudson's Bay Company.

Honourable Sirs,

Lachine, 14 February 1850.

I HAVE to acknowledge Mr. Secretary Barclay's letter of 25th January, with the accompanying papers, relating to the further search for the missing Expedition under Sir John Franklin.

The packet from the Admiralty for Commander Pullen, and that for Dr. Rae, containing copies of the printed papers and instructions to Captain Collinson, and copies of "The Times" newspaper of 24th and 25th January, were forwarded express a few hours after their receipt, under the care of one of the clerks of this establishment, to Lac des Allumettes, with instructions to the gentleman in charge of that post to send them on without delay, *via* Laké Nipissingue to Sault Ste. Marie, whereby a saving of about ten days' time will be gained over the communication *via* Penitanguishine, the packet having been received too late to go by the mail from thence on the 15th February, and the next mail not leaving until the 1st March. For your information as to the measures I have adopted for forwarding this packet to Red River, and for supplying the wants of the proposed

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Expeditions in provisions, I beg to hand copies of my letters to Chief Factors Ballenden and Rae, to Chief Trader W. Mactavish, and the gentlemen in charge of posts on the communication. My instructions to Messrs. Ballenden and Rae, under date 21st January (copies of which were forwarded to you), that the Company's resources of every description should be made available for this interesting service, were so full and explicit, that you may rest satisfied nothing will be wanting on the part of the Company's officers to carry out, as far as possible, your benevolent views on this subject.

I have, &c.
(signed) *G. Simpson.*

Enclosure 2, to No. 3 (L.)

COPY of a LETTER from Sir *George Simpson* to *John Rae*, Esq., Chief Factor in the Hudson's Bay Company's Service.

Dear Sir,

Lachine, 13 February 1850.

WITH reference to my letters of 21st January, I now beg to hand you copy of a communication this day received from Mr. Secretary Barclay, under date London, 25th January, from which you will observe, that both the Lords of the Admiralty and the Governor and Committee are exceedingly anxious that the accompanying packet for Commander Pullen from the Admiralty should reach that officer with the least possible delay. There is likewise forwarded herewith a packet to your address, containing the papers referred to in Mr. Secretary Barclay's letter, and a letter from Sir John Richardson.

By Mr. Barclay's letter you will observe that the instructions now given for a search under Commander Pullen are not to supersede the plans already laid down for your own explorations.

By my letter to Chief Factor Ballenden, of 21st January, copy of which was forwarded to you, you will observe that that gentleman was instructed to send 10 men from Red River, to be placed at your disposal in the prosecution of your researches, if there was the prospect of their getting beyond Fort Chepewyan by winter travelling; on the contrary, if they could not reach that point before the opening of the navigation, he was to send (instead of 10) 14 men, with a guide, to form the crew of two boats, to be laden with provisions for the service in question. Should these two boat-loads of provisions be forwarded, I presume they will, with the resources of the country, be sufficient for every useful purpose; but in the event of the 10 men having been forwarded by winter travelling, I have by this conveyance instructed Mr. Ballenden to forward an extra boat along with the Portage la Loche brigade next summer, laden with provisions, to be specially applied to the use of the Expedition under Commander Pullen, and such parties as you may employ on this service.

All expenses connected with these Expeditions, the forwarding of provisions, packets, &c., are to be charged to the "Arctic Searching Expedition."

In great haste, and with best wishes,

I remain, &c.
(signed) *G. Simpson.*

Enclosure 3, to No. 3. (L.)

COPY of a LETTER from Sir *George Simpson* to *John Ballenden*, Esquire, Chief Factor in the Hudson's Bay Company's Service.

Dear Sir,

Lachine, 13 February 1850.

By instructions from the Governor and Committee just received, I now forward a packet, by special express up the Ottawa, for the purpose of being conveyed to the Sault Ste. Marie, and thence forwarded with every possible expedition from post to post to Red River; and you will be pleased to send it on without delay

delay by the most direct route to Isle à la Crosse, from whence it will be forwarded to Athabasca, and on to Mackenzie River.

With reference to my letter of 21st January, should it have reached you sufficiently early to have enabled you to forward ten men to Mr. Rae, to be employed on his proposed explorations, by winter travelling, you will in that case provide a boat's crew to accompany the Portage la Loche brigade, fully laden, from Red River or Norway House, with about ninety pieces of flour and pemmican, say one-third of the former and two-thirds of the latter. Should the express not have reached you in time to send the ten men by winter travelling, you will of course have increased their number to fourteen, with a guide, to man two boats laden with provisions and clothing, according to my instructions, in which case the third boat above directed will not be required. The lading of the boats or boat should be replenished from post to post, so that the full quantity originally shipped may be forthcoming for the use of Commander Pullen and Mr. Rae's Expeditions.

All expenses connected with this service, the forwarding of provisions, packets, &c., are to be charged to the Arctic Expedition.

I am, &c.
(signed) *G. Simpson.*

Enclosure 4, to No. 3 (L.)

COPY of a LETTER from Sir *George Simpson* to *William M^r Tavish*, Esquire, Chief Trader in the Hudson's Bay Company's Service.

Dear Sir,

Lachine, 13 February 1850.

HEREWITH is forwarded, *via* the Ottawa River, a packet for Mr. Ballenden, which I have to beg you will send on with all possible despatch to Red River.

As Mr. Swanston may be short-handed, having already had to provide for two expresses, you had better engage the men, whom you send on from the Sault, on the condition of their remaining at Michipicoton, for a period of two, three, four or more months, as Mr. Swanston may require, by which arrangement the men he sends from Michipicoton may remain at the next post, and so on from station to station. All expenses connected with this service are to be charged to the "Arctic Searching Expedition;" and no consideration of mere cost is to be allowed to interfere in the expeditious transmission of this express.

Please forward copy of this letter to Chief Trader Swanston.

I am, &c.
(signed) *G. Simpson.*

Enclosure 5, to No. 3 (L.)

COPY of a LETTER from Sir *George Simpson* to Gentlemen in Charge of Posts on the Route from Lachine to Red River Settlement.

Gentlemen,

Lachine, 13 February 1850.

HEREWITH is forwarded an express for Red River Settlement, which I have to beg may be sent on from post to post by two carriers, with all possible despatch, as its early receipt is of the utmost importance. The expenses connected with its transmission are to be charged to the "Arctic Searching Expedition."

Let the hour and day of arrival at and departure from each post on the route be marked on the back of this letter.

I am, &c.
(signed) *G. Simpson.*

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— No. 4. —

NARRATIVE of the PROCEEDINGS of Captain Sir *James C. Ross*, in Command of the EXPEDITION through *Lancaster Sound* and *Barrow Straits*.

No. 4.
 Narrative of Pro-
 ceedings of Capt.
 Sir J. C. Ross.

IN accordance with the intentions expressed to the Secretary of the Admiralty in my letter of the 13th of July 1848, Her Majesty's ships "Enterprise" and "Investigator" sailed on that day from the Danish settlement of Upernavik.

By running through an intricate archipelago of islands, which lies off the main land, and seems to keep off the pressure of the main pack, we succeeded in passing the position in which the whale ships had been so long detained, and made every day some advance to the northward, until the 20th, when we made fast to a berg aground off Cape Shackleton.

Here we were joined by the "Lord Gambier" (of Hull), Mr. R. Hill, master, who informed me that, having run to the southward with all the rest of the whaling ships, and having carefully examined the pack edge for any opening that might lead to the westward, he had come to the conclusion that there was not the smallest chance, from the close, compact and heavy nature of the ice, for any ship crossing to the west coast of Baffin's Bay this season. He had, therefore, returned to the north, and expected that all the other ships would soon follow him, and endeavour to round the north end of the pack; he spoke very confidently of being able to accomplish this by the first week of August, and promised at any rate to remain in company with us until the 3d of August. We cast off from the berg early the next morning, towing the ships through loose streams of ice towards some lanes of water, which had opened out during the calm which prevailed all night.

Our progress was, however, very slow during this and the next few days, and our situation often difficult and embarrassing.

On the morning of the 26th, when off the Three Islands of Baffin, in lat. 74° N., we were surprised, on the fog clearing off, to see the "Lord Gambier" about eight miles distant, standing under all sail to the southward, thus disappointing us of the only remaining means of forwarding information of our proceedings to their Lordships; and this was the more annoying as we had only the evening before passed within a quarter of a mile of her, when, upon any signal of their intention of going to the southward, we would have placed on board of her all our letters and despatches. Her enterprising commander deserves the highest praise for persevering alone so far beyond all his fellows, and, had it depended on him, I believe he would not have left us until we had got through the great difficulty of Melville Bay.

We pursued our course to the northward under varying circumstances of perplexity, anxiety and success; for, although I could not but feel assured that we should eventually get through the Melville Bay barrier, yet calms and light winds so greatly impeded any movement in the pack, that day after day passed away until the season had so far advanced as to preclude every hope of accomplishing much, if anything, before the setting in of winter.

No exertions, however, were spared to take advantage of every opportunity of pushing the ships forward, until, on the 20th of August, during a heavy breeze from the N.E., the ships, under all the sail they could carry, bored through a pack of ice of but moderate thickness, but having amongst it heavy masses mingled with the lighter ice that covered the larger surface through which it was necessary to drive the ships at all hazards. The shocks they sustained during this severe trial were great, but fortunately without serious damage to them.

We gained the clear water at 4 p.m. on the 20th of August, in lat. $75\frac{1}{2}^{\circ}$ N., and long. 68° W., and steered direct for Pond's Bay, where I felt assured of meeting with the whale ships, if any should have crossed to the west land, and might learn from them if the "Erebus" and "Terror," or their party in boats, had passed along that shore, and also with a view to communicate with the Esquimaux who annually visit the coast, and from whom we might have derived information of our absent friends.

On the 23d we made the land about ten miles to the southward of Pond's Bay, and could trace the line of the main pack close in against the land, at a distance of three or four miles to the southward, so closely pressed home as to leave no room for ships or boats to pass between it and the shore. We next stood into Pond's Bay and hove to, within half a mile of those points upon which the Esquimaux are known to place their summer residences, firing guns every half-hour, and
 . . . with

with our glasses closely examining every part of the shore without being able to discern any human being.

From Pond's Bay we commenced a rigid examination of the coast to the northward, keeping the ships close in along the land, so that neither people nor boats could have passed without our seeing them. Opposed by a strong current, although going before the wind between two and three knots through the water, we found by the result of all our observations, as well as by unerring marks on the land, that we were sometimes carried astern against the wind.

On the 26th we arrived off Possession Bay, and a party was sent on shore to search for any traces of Sir John Franklin's Expedition having touched at this general point of rendezvous. Nothing was found but the paper left there recording the visit of Sir Edward Parry, in 1819. The paper was very much damaged, but by careful washing and fitting together, nearly every word was clearly deciphered. (It is preserved.)

From this point we continued the examination of the coast with equal care, for we fully expected every hour to see those of whom we were in search, and the most vigilant look-out was kept aloft, and from the deck.

On the 1st of September we arrived off Cape York, and a party was sent on shore to seek for our friends, and to fix a conspicuous mark at this remarkable point, on which was placed a paper for the guidance of any party that might fall in with it. This service was performed by Lieutenant M'Clintock, with much skill, under very difficult circumstances.

Every day we were in the practice of throwing overboard a cask from each ship, containing papers with information of all our proceedings; guns were fired during foggy weather, and blue lights and rockets during the hours of darkness, the ships being kept under such easy sail that any boat seeing the signals might have reached them.

The general tenor of the information thus distributed along the coast was to acquaint Sir John Franklin, or any of his party, that as the whale ships had not been able to cross to the west land of Baffin's Bay, they could have no hope of assistance from them, and recommending them to make for Port Leopold, where I intended to form a depôt of provisions, and perhaps leave the "Investigator" to winter there; they would at any rate, with the provisions, find a notice of the position in which the nearer ship was passing the winter.

It therefore became necessary to push for Port Leopold to fulfil these promises, for had any of his party met with one of these notices they would assuredly have gone to that point.

We accordingly stood over from Cape York towards North-East Cape, until we came in with the edge of a pack, too dense for us to penetrate, lying between us and Leopold Island, about 14 miles broad; but as we could perceive that it was still in motion, we hoped that a few days might produce a favourable change, and in the meantime we stood over to the north shore of Barrow's Strait, to seek a harbour further to the westward, and to examine the numerous inlets of that shore. Maxwell Bay, and several smaller indentations, were thoroughly explored; and, although we got near the entrance of Wellington Channel, the firm barrier of ice which stretched across it, and which had not broken away this season, convinced us all was impracticable in that direction.

We now stood to the south-west to seek for a harbour near Cape Rennell, but found a heavy body of ice extending from the west of Cornwallis Island in a compact mass to Leopold Island. Coasting along this pack during stormy and foggy weather, we had difficulty in keeping the ships free during the nights, for I believe so great a quantity of ice was never before seen in Barrow's Strait at this period of the season.

With the thermometer at 15 degrees every night, young ice formed rapidly, and became so thick as to frustrate all our exertions to pass through some of the looser streams. Nevertheless, after some days of anxious and arduous work, we succeeded in getting through the pack which still lingered about Leopold Island and North-East Cape, and entered the harbour of Port Leopold on the 11th of September. Had we not got into port on that day, it would have been impossible to have done so any day afterwards, the main pack, during the night, having closed the land, and completely sealed the mouth of the harbour.

We had now, at any rate, accomplished one material point, and were rejoiced to find the anchorage, of which we had before been in much doubt, well adapted

to our purpose, and, as it was desirable to secure a good position for one ship, I resolved that it should be the winter quarters for the "Investigator."

I had much satisfaction the next morning to find how perfectly our steam-launch fulfilled our expectations in an experimental cruise about the harbour, before proceeding in her to the westward in search of a harbour for the "Enterprise," as it was now beyond probability, from the early setting in of winter, and from the unbroken state of the ice, to reach Melville Island this season. The pack at the harbour's mouth, however, still prevented our immediate departure, and all our energies were devoted to landing a good supply of provisions upon Whaler Point. In this service the steam-launch proved of infinite value, conveying a large cargo herself, and towing two deeply laden cutters, at the rate of four or five knots, through the sheet of ice which now covered the harbour, and through which no boat unaided by steam could have penetrated beyond her own length.

The place selected for the depôt was upon the low south-east point, which forms the chief protection to the harbour, two miles distant from our anchorage. This work was not only tedious, but sometimes hazardous, from the floes of thin ice folding over each other, and thus forming an obstacle at times difficult to overcome. Indeed, our operations were still incomplete when they were interrupted by the ice in the harbour becoming so thick as to require all our attention to the ships themselves. A prevalence of strong easterly winds had caused the pack to press so heavily against the outer margin of the harbour ice, that the ships were carried away with their anchors so far up towards the head of the bay that they grounded at low water. All hands from both ships were set to work to cut a canal and warp them off the shore. This had scarcely been accomplished when another severe pressure drove them again into shallow water, and, had we not fortunately hauled off in time, it is probable that the ships must have lain aground all the winter. The work of sawing was recommenced, and, after two or three days, we succeeded in getting our ships into a position of comparative safety, although with only a foot or two of water to spare at low spring tides; but the winter had now set in with so much severity it was impossible to keep the people any longer employed at such work without serious injury to their health, and their suffering from severe frost-bites.

On the evening of the 12th of October the ships were hove into their winter position, within 200 yards of each other.

I was indeed most anxious to have taken the "Enterprise" to some distance to the westward, but any attempt to leave the ships, under the circumstances of their situation, would have been highly injurious, and probably have led to some calamity, but the pack which sealed the harbour's mouth the night after we entered it never admitted a chance of even a boat making her way out; and across the isthmus, as far as we could discern from the hills, the same extensive mass of heavy, hummocky ice, which we had coasted along in search of an opening in the early part of September, was still pressed closely home against the north shore of North Somerset, and remained fixed there throughout the winter; so that if the "Enterprise" had been able to get out of the harbour, she could not have proceeded far, and would most likely have been compelled either to pass the winter in the pack, or to have returned to England, and thus have defeated all prospective measures for the assistance of our long absent friends.

And, although I could not but feel extreme disappointment at the small advance we had been able to make during our first season, yet we had much to be thankful for in having been permitted to gain secure winter quarters at Port Leopold—a position that of all others was the most desirable, if any one spot had to be selected for that purpose; being at the junction of the four great channels of Barrow's Strait, Lancaster Sound, Prince Regent Inlet and Wellington Channel, it was hardly possible for any party, after abandoning their ships, to pass along the shores of any of those inlets without finding indications of the proximity of our Expedition.

The winter was passed as are all winters in this climate, but long experience and liberal means gave us many comforts that no other Expedition had enjoyed; yet it is remarkable that the health of the crew suffered more during this winter than on any former occasion. Our want of success might have tended in some measure to depress their spirits, and, unfortunately, the cold of winter was prolonged unusually far into the spring before we could give them more active employment.

During

During the winter, a great many white foxes were taken alive in traps set for the purpose; and as it is well known how large a tract of country these creatures traverse in search of food, I caused copper collars, upon which a notice of the position of the ships and depôts of provisions was engraved, to be clinched round their necks, and then set them at liberty again, with the hope that some of these messengers might be the means of conveying the intelligence to the "Erebus" and "Terror," as the crews of those vessels would assuredly be eager for their capture.

After several short preliminary journeys in April and the early part of next month, to carry out small depôts of provisions to the west of Cape Clarence and to the south of Cape Seppings, I left the ships on the 15th of May, with a party consisting of Lieutenant M'Clintock and 12 men, with 40 days' provisions, which, together with tents, clothes, blankets and other necessities, were lashed upon two sledges. We were accompanied for the first five days of our journey by Captain Bird, in command of a large fatigue party, which increased our numbers to 42. He would willingly have extended his valuable assistance still further, had I not felt that his presence at the ships would be more beneficial to the service in sending forth such other parties, and completing such further measures, as I proposed should be adopted during my absence.

A detailed account of this journey may be found in my Journal; it may be sufficient here to mention, that the examination of all the inlets and smaller indentations of the coast, in which any ships might have found shelter, occupied a large portion of our time, and cost us much labour; but it was necessary that every portion of the coast we passed along should be thoroughly explored.

The north shore of North Somerset trends slightly to the northward of the west, until after passing the extreme North Cape of America, a few miles beyond Cape Rennell; from this point it trends slightly to the southward of west, until after rounding Cape Bunny, when it suddenly assumes a nearly south direction.

From the high land in the neighbourhood of Cape Bunny we obtained a very extensive view, and observed that the whole space between it and Cape Walker to the west, and Wellington Channel to the north, was occupied by very heavy hummocky ice, whilst to the southward it appeared more favourable for travelling; I therefore determined not to divide the party, as I had originally intended, until we should find a more practicable point for their exertions.

We therefore proceeded to the southward, tracing all the indentations of the coast, when our progress became much delayed by several of the party becoming useless from lameness and debility, so that it proved most fortunate that I had not divided the force, which could only, under such circumstances, have terminated in the complete failure of both; for, although the load of provisions was every day becoming less, the necessity of carrying two of the sufferers on the sledges, and the loss of the services of three others, who had scarcely strength to walk behind, greatly increased the labour of the few who were now able to work.

The examination of the coast was pursued until the 5th of June, when, having consumed more than half our provisions, and the strength of the party being much reduced, I was reluctantly compelled to abandon further operations, as it was, moreover, necessary to give the men a day of rest. But, that the time might not be wholly lost, I proceeded with Serjeant Hurditch, and William Thompson, a seaman of great endurance, to the extreme south point in sight from our encampment, distant about eight or nine miles. From this point we had so fine a view as fully to reward us for our additional labour, more especially when we reflected that from the nature of the ice over which we, unencumbered, had travelled with comparative ease, it could hardly have been accomplished by the party in one day, whilst it would have required another to get back to their present encampment.

The extreme point of our operations is in lat. 72° 38' N., and long. 95° 40' W. It is the west point of a small high peninsula, and, the state of the atmosphere being at the time peculiarly favourable for distinctness of vision, land of any great elevation might have been seen at the distance of 100 miles.

The extreme high cape of the coast, however, was not more than 50 miles distant, still bearing nearly south,* the land thus trending for Cape Nicolai, the northernmost point which I had reached during my journey from the "Victory" in

* The bearings herein given are true.

in 1832, and which I hoped to have attained on this occasion, as well as to have revisited the Magnetic Pole in its immediate vicinity, and, had not so many of our party broken down, it might have been accomplished.

We observed several small bays and inlets between us and the southernmost cape, of whose continuity we could not be assured at so great a distance, yet they are marked on the chart which accompanies this account of our proceedings, by which it will be perceived that a very narrow isthmus separates Prince Regent Inlet from the western sea at Cresswell and Brentford Bays.

On our return to the encampment, I found they had all been well occupied during our absence; Lieutenant McClintock had taken some magnetic observations, which will be of great value, from our being so near to the Magnetic Pole; two of the party had cut through the ice, which they found to be eight feet thick, and fixed a pole by which the state of the tides was ascertained; and all the rest that could work had erected a large cairn of stones on a high knoll just above the tents, in which a copper cylinder was placed, containing an account of our proceedings, and all necessary information for the guidance of any of Sir John Franklin's party that might be journeying along this coast.

Although our resources did not admit of any further perseverance on our part, we could not but feel some satisfaction in the assurance, that if those of whom we were in search had at any time been upon the north or west coast of North Somerset, we must have met with some traces of them; the season for travelling in these regions had also passed away, the thaw having commenced; and, had they abandoned their ships at Melville Island, they must have arrived on either of these shores long before this time, where they would have found us in the best possible position to render them assistance, and conduct them to our vessels.

We set forward on our homeward journey in the evening of the 6th of June, and, after encountering a variety of difficulties, to which I need not now further allude, we reached the ship on the 23d, the party so completely worn out by fatigue that every man was, from some cause or other, in the doctor's hands for two or three weeks, and I am sorry to say that two of them are not yet recovered.

I had walked in advance of the party, to select the best road by which to cross the isthmus, and as soon as I got sight of the ships, I was met by Captain Bird and Lieutenant McClure, from whom I was greatly grieved to hear of the decease of Mr. Henry Matthias, the assistant-surgeon of the "Enterprise," of consumption, which had been deeply rooted in his constitution before leaving England; he was a promising young man, of great amiability of disposition, universally beloved and regretted. Several others of the crews of both ships were in a declining state, and the general report of health was by no means cheering.

During my absence, Captain Bird had despatched parties in several directions,—one under the command of Lieutenant Barnard, to the north shore of Barrow's Strait; a second, commanded by Lieutenant Brown, to the east shore of Prince Regent Inlet; and a third, conducted by Lieutenant Robinson, along the western shore of that inlet. The labours of these parties were of comparatively short durations; still they, like ourselves, all suffered from snow blindness, sprained ankles, and debility, especially that under Lieutenant Robinson, who extended his examination of the coast for several miles to the southward of Fury Beach.

Although it was now but too evident, from no traces of the absent Expedition having been met with by any of these parties, that the ships could not have been detained anywhere in this part of the Arctic regions; yet I considered it proper to push forward to the westward as soon as our ships should be liberated from their winter harbour. My chief hopes now centered in the efforts of Sir John Richardson's party; but I felt fully persuaded that Sir John Franklin's ships must have penetrated so far beyond Melville Island as to induce him to prefer making for the continent of America, rather than seeking assistance from the whale ships in Baffin's Bay.

Our crews, weakened by incessant exertion, were in a very unfit state to undertake the heavy labour which they had yet to accomplish. The season at this place was so extremely backward that hardly a pool of water was to be seen on the surface of ice which covered the harbour, except only along the line of gravel which had been spread out towards the harbour's mouth during the winter, and there appeared but small prospect of any release this season.

All hands that were able commenced with saws, extending the breadth of the canal so much as to admit the ships to pass down it towards the point of the harbour, a distance of rather more than two miles.

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These labours were continued until the 15th of August, when, the canal being nearly finished, the harbour ice divided along its line into two nearly equal parts, and thus saved us a few days' work; but the ice to seaward remained to all appearance as firmly fixed as during the winter, though we could perceive it was wasting away close along the shores, and it was not until the 28th of August that we succeeded in getting clear of the harbour.

Before leaving Port Leopold, I had caused a house to be built of our spare spars, and covered with such of our housing cloths as we could dispense with, and for which we could find a substitute if needful, leaving also twelve months' provisions, fuel and other necessities, together with the Investigator's steam-engine and launch, which had been lengthened seven feet for the purpose, and now formed a fine vessel, capable of conveying the whole of Sir John Franklin's party to the whale ships, or ourselves, should any calamity befall our ships in their progress to the westward.

We now proceeded towards the north shore of Barrow's Strait, for the purpose of following up the examination of Wellington Channel, and, if possible, of extending our researches as far as Melville Island; but when about 12 miles from the shore we came to the fixed land ice, which had not broken away this season, and nothing but an uniform sheet of heavy ice was to be seen to the westward.

We kept the ships near that which appeared to be the most probable spot, watching for any opening that might present itself, when a strong wind suddenly arising on the 1st of September, brought the loose pack, through which we had been struggling, down upon and it closely beset the ships. At times, during two or three days, they sustained severe pressure, and ridges of hummocks were thrown up all around us, but after that time, the temperature falling to near zero, it formed the whole body of the ice into one solid mass. We were so circumstanced that for some days we could not unship the rudder, and when, by the laborious operation of sawing and removing the hummocks from under the stern, we were able to do so, we found it twisted and damaged, and the ship was so much strained as to increase the leakage from three inches in a fortnight to 14 inches daily, which, though of but trifling importance at present, served to convince us that she was not, as we had hitherto believed, invulnerable.

The ice was stationary for a few days; the pressure had so folded the lighter pieces over each other, and they were so interlaced, as to form one entire sheet, extending from shore to shore of Barrow's Strait, and as far to the east and west as the eye could discern from the mast-head, whilst the extreme severity of the temperature had cemented the whole so firmly together that it appeared highly improbable that it could break up again this season. In the space which had been cleared away for unshipping the rudder, the newly formed ice was 15 inches thick, and in some places along the ship's side the 13 feet saws were too short to work.

We had now fully made up our minds that the ships were fixed for the winter, and, dismal as the prospect appeared, it was far preferable to being carried along the west coast of Baffin's Bay, where the grounded bergs are in such numbers upon the shallow banks off that shore, as to render it next to impossible for ships involved in a pack to escape destruction.

It was, therefore, with a mixture of hope and anxiety that, on the wind shifting to the westward, we perceived the whole body of ice begin to drive to the eastward, at the rate of 8 to 10 miles daily. Every effort on our part was totally unavailing, for no human power could have moved either of the ships a single inch; they were thus completely taken out of our hands, and, in the centre of a field of ice more than 50 miles in circumference, were carried along the southern shore of Lancaster Sound.

After passing its entrance, the ice drifted in a more southerly direction, along the west shore of Baffin's Bay, until we were abreast of Pond's Bay, to the southward of which we observed a great number of icebergs stretching across our path, and presented the fearful prospect of our worst anticipations. But, when least expected by us, our release was almost miraculously brought about. The great field of ice was rent into innumerable fragments, as if by some unseen power.

Hope revived, and our people worked with energy; all sail was made, and warps run out from each quarter, to spring the ships past the heavy floe pieces. The "Investigator" reached an open space of water on the evening of the 24th, but it was not until noon of the 25th of September that the "Enterprise" could clear

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Narrative of Pro-
ceedings of Capt.
Sir J. C. Ross.

clear the pack. It is impossible to convey any idea of the sensation we experienced when we found ourselves once more at liberty, whilst many a grateful heart poured forth its praises and thanksgivings to Almighty God for this unlooked-for deliverance.

The advance of winter had now closed all the harbours against us; and, as it was impossible to penetrate to the westward through the pack from which we had just been liberated, I made the signal to the "Investigator" of my intention to return to England.

Standing to the S.E., we came in with the middle ice of Baffin's Bay, within a few miles of the land, and were obliged, in order to make our retreat the more sure, to run along its western edge to the N.E., until we reached the latitude $74\frac{1}{4}^{\circ}$ N., where we rounded its north end, on the 4th of October, in sight of the coast of Greenland.

Favoured by unusually fine weather as we proceeded to the southward, we passed without any accident through the great cluster of bergs which is always found in lat. 69° N., and on the 12th we re-crossed the Arctic Circle, after which time we saw no more ice.

Strong westerly winds carried us past the meridian of Cape Farewell on the 18th, and at 1 a. m. of the 28th we struck soundings off Mould Head. At daylight we found ourselves in the Fairway between North Ronaldsby and Fair Island, but southerly wind so impeded our further progress, that it was late on Saturday night before we could anchor off Scarborough.

I arrived at the Admiralty early on Monday, the 5th of November.

I cannot conclude this Report without expressing my deep obligations to Captain Bird, for his cordial co-operation and zealous support throughout this most arduous service, and my admiration of the conduct of the officers and crews of both ships, whose meritorious exertions fully entitle them to the most favourable consideration of the Lords Commissioners of the Admiralty.

James C. Ross.

— No. 5. —

PROCEEDINGS of Her Majesty's Ship "North Star."
(A. to F.)

No. 5 (A.)

No. 5.
Proceedings of Her
Majesty's Ship
"North Star."

COPY of ORDERS from the Lords Commissioners of the Admiralty to Mr. *James Saunders*, Master, commanding Her Majesty's Ship "North Star," dated 14 May 1849.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

HAVING selected the "North Star" for the purpose of conveying a supply of provisions and stores to the "Enterprize" and "Investigator," now employed in search of the ships under the orders of Captain Sir John Franklin, and having equipped and stored her accordingly, we have thought fit to appoint you to her command; and as soon as she shall be in every respect ready for sea, and her crew have been paid advance, you are to proceed in her to the Nore, where you will be joined by the "Stromboli" steam-vessel, the commander of which will be directed to tow the "North Star" as far to sea as her coals will last; or, as according to your judgment, with reference to wind and weather, her assistance will expedite your voyage to Baffin's Bay. And, with the object in view, you are at liberty, on leaving the Nore, to pursue your voyage down the English Channel, or to go north about by the Orkneys, according as the wind may appear to hang to the eastward or westward.

In case of your adopting the former of these routes from the Nore, you are to make the best of your way to Cork, where the commander of the "Stromboli" will use all despatch in completing his fuel; so that, when that object is effected, you may immediately put to sea, and prosecute your voyage. While the "Stromboli" is thus employed, you will endeavour to obtain whatever observations the weather may permit for rating your chronometers. But in the event of your adopting the Orkney route, you will touch at Aberdeen, and pursue the like observations there.

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The papers marked A, B, C, D and E,* which accompany these orders, will inform you not only of all the circumstances which have led to the employment of the "North Star" on this service, but also, that the main object of your voyage is, first, by replenishing the stock of provisions in the ships of Sir James Ross, to prevent the return of the "Investigator" to England this summer; in order that Captain Bird with his ship may continue to co-operate with Sir James Ross in prosecuting his search during the summer of 1850; and secondly, in case of not meeting the "Investigator" or her boats, that you shall land the necessary supplies at the following places; viz.—Possession Bay, Cape Hay, Cape Crawford, and Cape York, or Whaler Point, endeavouring to reach the latter place in preference, and leaving such notices or indications of the places where you may have landed these supplies as will enable Captain Bird to find them, if it should happen by any unforeseen occurrence that you should not fall in with the "Investigator" or her boats. In this case the provisions must be buried in such manner as to prevent their being got at either by the natives, or the wild animals which frequent these parts.

Should you not be able to reach any of those spots (a contingency not likely to occur), you are to use your utmost endeavours to land them either at Pond's Bay or Agnes Monument, which are the remaining places mentioned in Sir James Ross's orders to Captain Bird, taking care to secure your return back to the eastward, and to clear the ice of Davis's Straits before the winter shall commence, as we desire that you will carefully avoid risking all hazard of the "North Star" being detained a winter in that region.

Among the papers which accompany these orders, there is a copy of the Instructions delivered to Sir James Ross on his leaving England last spring (marked B), and also a copy of the Instructions given by Sir James Ross to Captain Bird, (marked C, page 4); and improbable as it is that you may be able to do more than carry out our instructions as herein conveyed to you, yet it is not our purpose to limit your proceedings so stringently as to prohibit you from rendering any assistance in your power to the "Investigator," in prosecuting the search in which she is engaged. But you are most distinctly to understand, that this permission is given only in case of your joining her sufficiently early for that purpose, and of your paying implicit obedience to our order that you return to England, so as to run no risk of being shut up in the ice.

We cannot be aware of what communications may have passed between Sir James Ross and Captain Bird, nor of the information respecting the intention of the former, of which Captain Bird must by this time be in possession; but we can scarcely doubt that measures have either been taken, or are provided for, by Sir James Ross, for as close an examination of Wellington Channel as possible, with a view to ascertain whether any marks of Sir John Franklin's having proceeded in that direction are left on its shores, as also of any indications of his having touched at any part of the Prince Regent's Inlet, or of the northern shore of Lancaster Sound; and if any fortuitous circumstance should place you, when in company with the "Investigator," so as to enable you to make a similar search at any part of those shores, where traces of Sir John Franklin's ships may probably be found, you will use your own judgment as to undertaking this search, consistently with your getting clear of Baffin's Bay before the winter sets in.

As the usual track to the northward, through Davis's Straits to Baffin's Bay, will possibly lead you near the Danish settlement of Disco, or of Opernavick, on the Greenland shore, it might be prudent, if a convenient opportunity should offer, of inquiring at one of those places for intelligence, and should you obtain any information concerning the two absent Expeditions, that, in your opinion, would justify a departure from any part of these instructions, we leave you at liberty to act accordingly.

We conclude, that Captain Bird will be so far informed of Sir James Ross's instructions, as to know whether he contemplated making search in the direction of Jones's or Smith's Sounds, and therefore do not dwell on the obvious necessity of search in that direction (if all others fail) being signified to Captain Bird when you fall in with him.

When approaching Lancaster Sound, you are to cause a diligent look-out to be kept

* The several Papers which have been presented to Parliament on the subject of the relief of Sir John Franklin's Expedition.

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 "North Star."

kept for the boats of the "Investigator," Captain Bird having been directed to send his launch thither this summer; and if no boat is discovered, the same vigilance is to be used in looking out for any signals or marks on the shores of Lancaster Sound and Barrow Straits that might be seen in passing, while you pursue your course to the westward; and you are, in case of foggy weather, to heave-to occasionally, in your approach or in your passage up Lancaster Sound and Barrow Straits, and fire guns as signals; and also, during the few hours of darkness in the latter part of the season, occasionally to burn blue lights and to throw up rockets, in order to prevent any ship or boats from passing you unobserved.

In landing portions of the provisions at the several points before mentioned, you will, as already intimated, give a decided preference to Whaler Point, near the entrance of Prince Regent's Inlet, unless you should in the meantime meet with Captain Bird, whose directions you will then follow respecting their disposal. Should you not be so fortunate as to do so, an alternative which we can scarcely entertain, you will, after having landed the provisions at one or more of the above-named places, run up to the head of Baffin's Bay, if the water is open (and in your opinion time will admit), and look into Smith's and Jones's Sounds, so as to ascertain, if possible, whether Sir John Franklin's ships have entered either of those inlets, and then make the best of your way to Spithead, reporting your arrival to our Secretary.

Though precise surveys are not expected from you, yet we desire that you give an intelligible account of every port or road in which you may anchor, showing as many soundings as you can readily procure, describing the nature of the adjacent shore—selecting some cape of which the bearing is to be given by the standard compass (and also by azimuth from the sun), and placing all other points in the sketch by horizontal angles from that cape. The latitude of some point in each of these sketches is to be determined, when practicable, by artificial horizon on shore; and its longitude by careful chronometric observations or equal altitudes.

The daily comparison of your chronometers at one uniform hour throughout your voyage is to be strictly recorded, as well as the temperature at noon and at midnight.

Having selected you for this special service, with an entire confidence in your judgment and discretion, as well as from a reliance on your skill and ability to carry out our intentions, we are not disposed to enter into a very minute detail in these instructions for your guidance; being satisfied, on the one hand, of your ability and resources to meet contingencies for which no foresight or instructions could provide; and believing, on the other, that too scrupulous an adherence to minute directions might involve you in difficulties against which your own judgment, skill and sagacity would have provided.

In the papers accompanying the Instructions you will find memoranda relative to former Arctic voyages, and the views of those persons whose experience and knowledge render their opinions valuable, and whose generous and anxious solicitude in the objects of your voyage have been there fully set forth.

Provided as you are with every thing requisite for such an enterprise, we feel the utmost reliance on the zeal and energy of yourself and those who are embarked with you in this service; and we earnestly hope that, by the aid of a wise and merciful Providence, you will be enabled to render important assistance to the Expeditions which have preceded you; and that your endeavours, as well as theirs, may be crowned with success.

Given under our hands this 14th May 1849.

To Mr. James Saunders,
 Master commanding Her Majesty's
 Ship "North Star."

(signed) *F. Baring.*
J. W. D. Dundas.

By Command of their Lordships.

(signed) *W. A. B. Hamilton.*

No. 5 (B.)

No. 5.
Proceedings of Her
Majesty's Ship
"North Star."

COPY of a LETTER from Commander Lord *A. W. Beaucherk*, of Her Majesty's Ship "Stromboli," to the Secretary of the Admiralty, reporting Arrival of "Stromboli" and "North Star" at Stromness.

Her Majesty's Steam Sloop "Stromboli," Stromness,
21 May 1849.

Sir,

I BEG to report for the information of my Lords Commissioners of the Admiralty, that Her Majesty's ships "Stromboli" and "North Star," arrived off Aberdeen, at 3.30 a. m., on Sunday, 20th May; but as there was a heavy sea on the bar, the wind blowing strong from the E.S.E., and the tides being neap, myself and Mr. Saunders thought it advisable not to risk the ships' safety by entering the port, the tides only rising fourteen feet high water, spring tides, and nine feet neap tides, and there also being a scud of two or three feet on the bar, the wind being dead into the bay; under these circumstances, I bore up for Stromness, in the Orkneys, and anchored both ships in the harbour of Stromness, at 10.40 last night.

I found that on towing the "North Star," she steered very wild, owing to her being so deep in the water, and our speed was as follows, according to the changes of wind and weather:—With a fair wind and fresh breeze, the engines at full speed and making sixteen revolutions, we towed her nine knots. With the expansion gear in gear on the third step, with the engines making fourteen and a half revolutions, with a fair wind and moderate breeze, we towed her seven knots. With a fair wind and the expansion gear in gear on second step, and the engines making fifteen revolutions, the breeze fresh, and a moderate sea, we towed her eight knots. With the engines at full speed and making thirteen revolutions, towing head to wind, with a moderate breeze and sea, we made from five and a half to six knots. With the engines at one third speed and making from 10½ to eleven revolutions, the throttle-valve being nearly closed, and towing head to wind with a strong double-reefed topsail breeze, and a heavy sea, both ships pitching heavily, we towed her from three and a half to four knots.

I further beg to state, that I found a collier at Stromness which had put into the port in a leaky state, having on board about 320 tons of South Hetton double-screened coal, which is very good coal for stowing and keeping up steam, and it being at the price of 17s. 6d. per ton, I have made arrangements for the purchase of 130 tons, which is the quantity we require. I purpose starting from Stromness to-morrow afternoon, after completing coals and water.

I have, &c.

(signed) *A. W. Beaucherk*,
Commander.

No. 5 (C.)

COPY of a LETTER from Mr. *Saunders* to the Secretary of the Admiralty.

Her Majesty's Ship "North Star," Monday midnight,
18 June 1849. Lat. 73° 30' N., long. 56° 53' W.

Sir,

I HAVE the honour to report that I arrived this evening, at seven o'clock, off Uppernevik, but found the land ice running so far off the land, that it was impossible to get within 10 miles of it, and as the wind was fair, with clear weather, we continued on our course.

We intended to call at Disco, but the weather was so thick and the wind blowing strong from the southward, it was not prudent to attempt it.

At 11.30 p. m., two boats from the "Lady Jane," whaler, of Newcastle, came alongside (the other five boats belonging to that ship having gone on board the "Jane," of Bonness, for passage to England).

Finding we are likely to remain out, the two boats' crews prefer proceeding to the Danish settlement, about 15 miles to the southward, having provisions on board, except rum, with which I have supplied them.

Since leaving the "Stromboli" (up to which date you will have been made acquainted

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acquainted by Lord Amelius Beauclerk), we have had generally a fair wind, with thick foggy weather.

From what I can learn of the two boats' crews on board, the ice appears more open than usual, and I have every hope of being able to reach Lancaster Sound without any great detention.

These men report that the "Superior," of Peterhead, is lost, and the "McClellan," of New London, America, is much damaged: crews saved.

I have, &c.

(signed) *J. Saunders,*
 Master and Commander.

Crew all well on board.

No. 5 (D.)

COPY of a LETTER from Mr. *Saunders* to Captain *Bird*, of Her Majesty's Ship "Investigator."

Her Majesty's Ship "North Star," at Sea, 23 June 1849.

Sir,

Lat. $73^{\circ} 47' N.$, long. $58^{\circ} 10' W.$

I HAVE to acquaint you that it is my intention to proceed to the different places mentioned by Sir James Ross for landing the provisions for the Arctic Expedition (sent out by the Admiralty in this ship); but if we should not be able to land them at either of those places, I shall proceed to Port Bowen, and there land them, if possible.

I am, &c.

(signed) *J. Saunders,*
 Master and Commander.

No. 5 (E.)

COPY of a LETTER from Mr. *Saunders* to the Secretary of the Admiralty.

Her Majesty's Ship "North Star," 19 July 1849.

Sir,

Lat. $74^{\circ} 3' N.$, long. $59^{\circ} 40' W.$

I ADDRESSED a letter to their Lordships on the 18th ultimo, when in latitude $73^{\circ} 30' N.$, and longitude $56^{\circ} 53' W.$, detailing the particulars of my proceedings up to that date, which letter was sent by a boat from the "Lady Jane," whaler, which vessel was wrecked, and whose boats were proceeding to the Danish settlements.

Since then, I regret to state our progress has been almost entirely stopped, owing to the ice being so placed across Melville Bay as to render it perfectly impassable. On the 6th instant, finding it impossible to make any progress, I deemed it advisable to run as far south as 72° , examining the pack as we went along.

At $72^{\circ} 22'$, the pack appeared slacker, and we entered it; and, after proceeding about 12 miles, found ourselves completely stopped by large floes of ice. We accordingly put back and steered again for the northward.

Having this day reached the latitude of $74^{\circ} 3' N.$, and long. $59^{\circ} 40' W.$, the ice appeared more open, and we stood in toward the land, when we observed two boats approaching, and which afterwards, on coming alongside, we found to belong to the "Prince of Wales," whaler, which vessel was nipped by the ice on the 12th instant in Melville Bay.

By the captain of the "Prince of Wales" I forward this letter to their Lordships, he intending to proceed in his boats to the Danish settlement.

I have, &c.

(signed) *J. Saunders,*
 Master and Commander.

Crew all well on board.

No. 5 (F.)

No. 5.
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COPY of a LETTER from Mr. *Gravill* to Rear-Admiral Sir *Francis Beaufort*, K.C.B.

Sir,

Hull, 27 November 1849.

IN reply to your letter of the 23d instant, which I did not receive (owing to my absence from Hull) until last night, I respectfully beg to inform you that I saw no traces whatever of Her Majesty's ship "North Star" during my voyage.

I heard from Mr. Hill, of the "Lord Gambier" whaler, that he had seen the "North Star" in July last; but there is no later account, that I am aware of, than what was stated by Mr. Lee, of the late ship "Prince of Wales," when he arrived in Hull.

In fact, I saw no ship during my passage up the Straits, as I was most anxious to make my way to Jones' Sound or Smith's Sound, which it had been fixed that I should reach if possible, and the only vessels I saw, or was in company with during the voyage, were the "Lord Gambier" and the "Horn," whom I fell in with about the 7th September, near Cape Hooper.

I took the pack on my outward passage, in lat. $72^{\circ} 30'$, on the 31st July, and got through into the West water in lat. $74^{\circ} 20'$, on the 21st August, after being in the ice 21 days; our longitude at that time would be about 69° West, or about 150 miles from the East land, but I did not pay particular attention to that point.

My first endeavour, after getting through, was to push northward as fast as possible, which I was enabled to do, the wind being fair, and I proceeded as far as Cape Clarence, when the wind changed, and I bore up for Jones' Sound. There is a particular rock, not laid down in any chart that I have seen, about a mile to the eastward of Cape Hardwick, which appeared to be about 200 feet high, and shaped like a sugar-loaf; we saw this rock about 20 miles distant, and at first took it for a ship under sail.

On nearing this rock we discovered our error, and hauling round it at about half a mile distant, we entered the Sound, and giving instruction to keep the ship under proper canvas, I landed with a good telescope, and at an eminence of from 300 to 400 feet above the level of the water, I had the opportunity of surveying the Sound for a distance of 40 to 50 miles from its entrance.

There was a quantity of floating ice and bergs in the Sound, but there was also much open water, so that if any ships had been there, sufficient opportunity was afforded, in my opinion, for them to make their way out without difficulty.

Seeing no vestige of any ship, or anything to lead me to suppose that any ship had ever been in that neighbourhood, I re-embarked, and the wind then blowing hard out of the Sound, we came south, and on the 24th, passing Cape Leopold, where I had a boat also on shore, we proceeded across Lancaster Sound, making the land between Cape Hay and Cape Liverpool, where a few miles of loose ice lay along the south shore of the Sound.

We then came to the eastward, until abreast of Cape Byam Martin, when we bored through a small point of ice, and crossing Pond's Bay, which was free from land ice, we proceeded further to the south, and caught our whales near Cape Hooper, the first being taken on the 17th September, and the last being taken in Brodie Bay on the 11th October.

The weather then becoming boisterous, and a heavy continuous swell coming from the eastward, without ice to shelter either the whales or ourselves, we came still further south, and finally took our departure from Exeter Bay on the 16th October. At that time there was no ice to impede our passage, and but few bergs in that neighbourhood.

I am, &c.

(signed) *John Gravill.*

P.S.—I may state that the south point of Jones' Sound extends to the eastward 10 or 12 miles further than the north point, and also that the course of the Sound itself trends more northerly than it is laid down in my charts.

And it has occurred to me since writing the foregoing, that on the 16th August, whilst

No. 5.
Proceedings of Her
Majesty's Ship
"North Star."

whilst in the pack, we drifted so far to the northward as to be in sight both of Cape Melville and Cape York, bearing E.N.E. about 70 miles.

From thence the ice set us south again, until the 21st August, when we got clear, as before stated.

The appearance of the sky to the northward on the 16th August, indicated the presence of much ice in that direction, and it is therefore possible that the "North Star" might have been impeded in her passage through the throat of Melville Bay, if that route had been taken by Captain Saunders; but of course I can offer no positive opinion on this subject.

(signed) *John Gravill.*

— No. 6. —

VOYAGE of the "Truelove" and "Advice" Whale Ships, through *Lancaster Sound*, in the Summer of 1849.

(A. to C.)

No. 6.
Voyage of the
"Truelove" and
"Advice" through
Lancaster Sound.

No. 6 (A.)

COPY of a LETTER from Mr. *Thomas Ward*, of Hull, to Captain *Hamilton*.

Sir,

Hull, 4 October 1849.

I HAD the satisfaction of making a short communication this morning by telegraph, relative to Sir John Franklin's Expedition. I have now to forward, for the inspection of their Lordships, the Admiralty chart of Baffin's Bay, &c., which Captain Parker, of the "Truelove," has put into my hands, together with his remarks, which will, perhaps, convey better information than any lengthened detail of mine; and a rough sketch made by an Esquimaux, given to Captain Ker, of the "Chieftain," who handed it over to Parker.

It appears that the "Chieftain" and other ships got to Pond's Bay a day or two before the "Truelove;" immediately they reached that place, some of the natives went on board, and without questioning, the man drew the sketch, and by signs and in words of his own language, understood by the masters of the whalers, stated that two of the ships had been frozen up for four years on the west side of Prince Regent's Inlet, and that the other two had been frozen up on the east side for one year—that the two ships which had been there the longest had tried to get beyond Cape Rennell, but not being able, had come into Prince Regent's Inlet to winter, where the ice had not broken up since—that he and his companions had been on board all the four ships in March last, and they were then all safe. After receiving this account from the master of the "Chieftain," Mr. Parker turned his attention to the endeavour to reach Prince Regent's Inlet, or at any rate to examine Lancaster Sound, for the purpose of giving such information as might be obtainable of the state of the country, &c., and of using his utmost efforts to carry out the instructions of their Lordships. He accordingly left his fishing ground off Scott's Bay, and proceeded north on the 22d July, on the passage to Lancaster Sound, and having met with the "Advice" of Dundee, Captain Penny (with whom he was on friendly terms) agreed to accompany him. At that time both the ships were well fished, the "Truelove" having 145 tuns of oil on board, and the "Advice" 140 tuns; but the masters judged (and rightly too) that although the risk was great with such valuable cargoes on board, they would be disgraced if the attempt were not made to render all the assistance which they were capable of doing.

On the 5th August, they got as far as Croker's Bay, where they were stopped by a solid body of ice stretching across the Straits to Admiralty Inlet; and no water being visible to the westward, they were compelled to return, coming close in with the edge of the ice; and on the 8th of August Mr. Parker landed a cask of preserved meats, and 30 bags of coals (which had been sent on board by Lady Franklin) upon Cape Hay, deposited the letters, cyinders, &c., according to the Instructions of their Lordships, and having erected a high pole to attract the attention of the ships or boats which might pass at a future time, they made the best of their way back to the fishing ground, which they reached on the 17th August.

I trust

I trust their Lordships will consider that this attempt to reach the Expeditions may be worthy of favourable consideration, and be disposed to recommend some compensation for the risk run and the loss of time occasioned thereby; but this is a point which the present is not a fitting time to urge, and I merely allude to it lest it might be imagined that any future application was an afterthought not worthy of notice.

The innumerable interruptions arising from the anxious inquiries of the public generally, on the subject which so long has interested them, must be my apology for any errors or omissions which I may have made; and all that I would venture to add, is the expression of my earnest hopes that this information, however imperfect, may ultimately lead to the adoption of such steps as may extricate those brave men from a state of danger and difficulty.

If their Lordships wish for further information, or to submit specific questions, my humble endeavours shall be used to obtain correct answers; and if they would prefer that Mr. Parker should attend in London, he is ready to do so, on receiving orders to that effect.

I am, &c.

(signed) *Tho. Ward,*
Owner of the "Truelove."

No trace was seen of the "Investigator's" launch; neither did there appear to be any reason to doubt the correctness of the statement made by the Esquimaux, that the upper part of Lancaster Sound was a solid mass of ice.

On the 8th August, which was a clear day, Mr. Parker landed on high ground at Cape Hay, with his telescope, to see if any thing could be discovered of the "North Star," but no ship of any description was visible in Lancaster Sound, except the "Advice."

No. 6 (B.)

Mr. *Goodsir's* NARRATIVE of the Voyage of the "Advice" Whale Ship,
Mr. *Penny*, Commander, through Lancaster Sound.

My letters, which were forwarded by the "Truelove," were very hurriedly written, and I had neglected to mention in them many things, trifling indeed in themselves, but which, in the entire absence of any information of the Expeditions from other quarters, may be looked upon as interesting. Not calculating upon their gaining the publicity they did, I had scarcely referred to the credit which Captain Penny, of the "Advice," deserves for his enterprise and exertions. He ran no slight risk in doing what he did; for his ship had already a valuable cargo on board, and her doublings and fortifications were almost under water. But with a well-grounded confidence in his experience and knowledge of the navigation of these seas, he determined to run all risks, and do his utmost to render assistance to the Expeditions, trusting that if he could procure whales in the Sound, it would justify the step to his owners.

I may here mention, that Mr. Penny has spent almost the whole of his life amidst the hardships of the Davis' Straits whale fishing; that his natural habits of observation are great, and his knowledge of the different phenomena connected with the motions of the immense fields of ice in Baffin's Bay profound. This is not only my own opinion, formed after eight months' constant intercourse, and after many conversations with him upon the interesting and yet little known subject of the Arctic ice, but it is the expressed opinion, also, of every one amongst the whalers to whom I have spoken upon the subject. His name as a navigator is moreover already known, from his accurate exploration of the Gulf of Teundiak-beek or Hogarth's Sound, generally called by the whalers Keiruiksoke, and the coast to the northwards.

It was on the 2d of August that Captain Penny determined to proceed immediately to Lancaster Sound, and, if possible, to Prince Regent's Inlet, having on that day heard, through the American ship "M'Clellan," of New London, of the entire loss of the "Lady Jane," of Newcastle, and the "Superior," of Peterhead; and that nothing whatever had been seen or heard of the "North Star" by any of the ships. Sail was immediately made, and the ship run to the northward, with a sharp breeze from S.S.E. In the afternoon we were off Cape Walter Bathurst.

No. 6.
Voyage of the
"True Love" and
"Advice" through
Lancaster Sound.

Bathurst. On this occasion, and in passing over the same ground a month previously, we saw a considerable number of middling-sized icebergs, all of them of a very dark colour, and having immense blocks of quartz embedded in their substance. This seems to be peculiar to the bergs of the west coast, for although I saw on some of those on the east side dirt bands and earthy stains, it was very far from being so general as it is here. Unluckily I had no opportunity of closely examining these icebergs. A strong and favourable breeze continued throughout the night to carry us rapidly into the Sound, the weather being still clear and delightful. A keen and anxious look-out was kept by every one for the slightest trace which might have been left by either of the Expeditions.

We had run past the magnificent headland of Cape Byam Martin, and Possession Bay was opening out to our view. It still continued beautifully clear, but every object within sight was transformed by refraction—a phenomenon the effects of which so often attract the attention of the Arctic voyager. I was standing on the fore-castle, examining with a telescope every point of the shore with an anxious eye, when, with a thrill of joy, I recognized a flag-post and ensign. I gazed earnestly at it; there could be no mistake, I could almost make out the waving of the flag. Without saying a word, I put the glass into the hands of a man who was standing near me, and told him to look at the point a-head. He did so, and, with a start, immediately pronounced that he saw a signal flying. Delighted and overjoyed, I snatched the glass from his hands, and again applied it to my eye. For an instant, I saw the wished-for signal, but for an instant only; it faded and again appeared, but now distorted into a broken and disjointed column, now into an upturned and inverted pyramid. The refraction had caused a piece of ice to assume these forms. I need not say I was dejected after this sudden disappointment; but I resumed my eye-search along the shore, as did also not a few warm-hearted souls on board: the master scarcely ever leaving the crow's-nest.

During the whole of Friday, the 3d, the favourable breeze continued, carrying us rapidly on. We had as yet met with very little ice, and what we had seen was very light; everything looked well, and we had high hopes. In the forenoon, whilst off Cape Hay, an Admiralty cylinder was put overboard, enclosed in a cask, according to the Admiralty Instructions, marked with a pole and vane, and properly ballasted. We were now running past Navy Board Inlet, and had to stand more to the northward, so that we were rather further from the south shore, and the headlands on each side of the deep Bight of Croker Bay were seen looming in the distance of the opposite shore.

From what I could make out at the distance, the country to the westward of Navy Board Inlet appeared to me to be of a much leveller and flatter nature than any I had yet seen.

The immense towering and snow-capped mountain ranges had disappeared, and a moorlike, champagne country taken their place. On some parts of the shore, however, were abruptly precipitous rocks of an extraordinary appearance, perfectly flat on the top, and having a basaltic buttressed appearance in front, without any apparent trace of stratification; for here, even at a great distance, the fact of a rock being stratified or not can be made out by the snow resting on the successive ledges.

We continued running, with every sail set that would draw, during the whole of Friday the 3d. Late in the evening it began to lower and overcast, when I retired to my berth, having been on deck, without intermission, since we had entered the Sound. On going on deck again at 4 a.m. on Saturday the 4th, to my great chagrin I found that it was quite thick, and blowing very hard with a heavy sea, and all the appearance of an increasing gale. The topgallant sails had to be stowed and the topsails reefed. By 6 a.m. the gale had so increased that the ship had to be hove-to under close-reefed maintopsail. A heavy cross sea was by this time running, and it was exceedingly thick and misty. At 10 a.m. we fell in with heavy washing ice; a press of sail had to be made on the ship, and she was reached over to the north side of the Sound, where she was again hove-to, until 10 at night, when the ice was again found to be under our lee. The sea was here breaking with the greatest violence and magnificently upon the heavy masses of ice and upon a solitary berg which was in sight.

Sail had again to be made, and the ship plied to windward. A very heavy cross sea running, the waist-boats had to be taken in on deck. It moderated slightly on the forenoon of Sunday, the sea was falling, and to my great joy the weather

weather began to clear. We found ourselves in the deep bight of the ice, which apparently stretched in a crescentic or concave direction, from Cape York on the south side, to about Burnett's Inlet on the north. The gale had completely broken up the ice, that is to say, it was in the state of pack ice. Captain Penny says, that he could make out from the mast-head Prince Leopold Islands, and, moreover, that he distinctly saw a water sky beyond the ice. I have the most perfect confidence in this opinion of Mr. Penny, for I know that he has an eye thoroughly educated to the use of the telescope, and is, as I have on many occasions had opportunities of remarking, an adept in the use of it.

We now commenced to ply our way out of the Sound again, deeply chagrined at having to renounce our search. For my own part, I was miserably distressed, for I had failed in achieving the principal if not the only object of my voyage. But Mr. Penny had scarcely another course open to him; he was not authorized by his owners to prosecute the search, or to go out of his way in obtaining information regarding the Expeditions. As long as there was a chance of procuring whales in Prince Regent's Inlet, he might have persevered, although, as I have said before, his ship was very deep in the water, and the risk would have been great in pushing through the heavy pack ice which we had fallen in with. But when, at the conclusion of the gale, we found that the land-ice had been entirely broken up, which rendered it impossible to prosecute the fishing in this direction, and consequently his continuation of a search after the Expeditions incompatible with his duty to his owners, he was reluctantly compelled to retrace his steps.

The next three days were melancholy enough, and the weather was dark and stormy. Our progress eastward was very slow—a curious fact, as Mr. Penny informed me that, on previous occasions, the difficulty always had been to make their way up the Sound against the current, which sets to the east with great strength.

About midday, on Thursday the 9th, it began to clear. We found ourselves about three miles off the west cheek of Navy Board Inlet. Throughout the afternoon and evening it gradually improved, until about midnight, when it was calm and brilliantly clear. An Admiralty cylinder was here got ready, and enclosed in a small cask, along with some of the latest newspapers which we had on board, and two boats were despatched on shore to bury it in the most conspicuous place possible. I went in one of the boats: we landed on a small island upon the west side of the inlet—one of the Wollaston Islands, I apprehend. Whilst pulling in and approaching the land, I strained my eyes in all directions in search of cairns and signals of any sort, but not the slightest vestiges of such were to be seen. As we rounded the west side of the island, to obtain a suitable landing place, I saw many blocks of ice aground on the rocks, and observed through the clear water that the rocks at the bottom were all scratched and polished by the friction of the ice. The only appearances of algæ were in the deep clefts of the rocks, and these were but scanty. We landed on the south-west side of the island, and found it to be entirely composed of limestone, and about a little more than a quarter of a mile square. Scattered about on the island were various large worn boulders of granite, some of them more than half way up the highest point, which I should say was about 50 or 60 feet above the level of the sea. There was scarcely a vestige of vegetation to be seen.

We disturbed on our landing about half-a-dozen pairs of the eider duck (*somateria mollissima*). Their eggs I found to be within a very few hours of maturity. There were besides numerous nests, the occupants of which had, I suppose, already winged their way southwards. Two brent geese (*anser bernicla*) and a single pair of arctic terns (*sterna arctica*) were most vociferous and courageous in defence of their downy offspring whenever I approached. These were the only birds I saw, with the exception of a solitary raven (*corvus corax*), not very high overhead, whose sharp and yet musically bell-like croak came startling upon the ear.

On the east side of the island, in a snugly sheltered little cove, was the remains of an Esquimaux summer hut, but evidently of some seasons back, surrounded by the bones of the bear, fox and seal, and a few little bits of baleen. I observed also a portion of the base of a human skull, but evidently long exposed to the effects of weather and atmosphere. In the meantime the men had dug a hole on the top of the island, and having inserted the cask, it was covered up, a cairn

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Lancaster Sound.

of stones erected on the top, and a pole fixed therein, on which was put a black ball.

We then prepared to return to the "Advice," which by this time had stood further in, and had the signal of recall hoisted. It was with slow and tardy steps that I made my way towards the boats, scarcely being able to believe that it was necessary I should leave a spot which seemed to me so near our dear friends—a spot, moreover, rendered memorable as being almost the exact one from which a despairing party was, on a former occasion, snatched from a lingering fate.

We had not been long on board before thick weather came on. We lost sight of the land entirely, and did not see it again until the 14th, when we were far to the southward, in lat. $71^{\circ} 59'$.

No. 6 (C.)

Vide Chart at the
end.

TRACK CHART of Mr. *Parker*, in the "Truelove," forwarded for the Information of the Lords Commissioners of the Admiralty, 4 October 1849.

— No. 7. —

REPORT of the Hydrographer of the Admiralty, with the OPINIONS of Captain Sir *W. Edward Parry*, Captain Sir *James C. Ross*, Captain *Beechey*, Captain Sir *George Back*, and Dr. Sir *John Richardson*, on the proposed EXPEDITION to *Behring's Straits*.

(A. to F.)

No. 7 (A.)

No. 7.
Report on the
proposed Expedi-
tion to Behring's
Straits.

REPORT of Rear-Admiral Sir *Francis Beaufort*, K.C.B., Hydrographer of the Admiralty, on the proposed Expedition to Behring's Straits.

Admiralty, 24 November 1849.

THERE are four ways only in which it is likely that the "Erebus" and "Terror" would have been lost—by fire, by sunken rocks, by storm, or by being crushed between two fields of ice. Both vessels would scarcely have taken fire together; if one of them had struck on a rock, the other would have avoided the danger. Storms in those narrow seas, encumbered with ice, raise no swell, and could produce no such disaster; and, therefore, by the fourth cause alone could the two vessels have been at once destroyed; and even in that case the crews would have escaped upon the ice (as happens every year to the whalers); they would have saved their loose boats, and reached some part of the American shores. As no traces of any such event have been found on any part of those shores, it may therefore be safely affirmed that one ship at least, and both the crews, are still in existence; and therefore the point where they now are is the great matter for consideration.

Their orders would have carried them towards Melville Island, and then out to the westward, where it is therefore probable that they are entangled amongst islands and ice. For should they have been arrested at some intermediate place, for instance, Cape Walker, or at one of the northern chain of islands, they would undoubtedly, in the course of the three following years, have contrived some method of sending notices of their position to the shores of North Somerset or to Barrow Straits.

If they had reached much to the southward of Banks's Land, they would surely have communicated with the tribes on Mackenzie River; and if, failing to get to the westward or southward, they had returned with the intention of penetrating through Wellington Channel, they would surely have detached parties on the ice towards Barrow Straits, in order to leave deposited statements of their intentions.

The general conclusion, therefore, remains, that they are still locked up in the Archipelago to the westward of Melville Island. Now it is well known that the
state

state of the weather alternates between the opposite sides of Northern America, being mild on the one when rigorous on the other; and accordingly, during the two last years, which have been unusually severe in Baffin's Bay, the United States whalers were successfully traversing the Polar Sea to the northward of Behring's Straits. The same severe weather may possibly prevail on the eastern side during the summer of 1850, and if so, it is obvious that an attempt should be now made by the western opening, and not merely to receive the two ships, if they should be met coming out (as formerly), but to advance in the direction of Melville Island, resolutely entering the ice, and employing every possible expedient by sledging parties, by reconnoitring balloons, and by blasting the ice to communicate with them.

These vessels should be intrepidly commanded, effectively manned, and supplied with the best means for travelling across the ice to the English or to the Russian settlements, as it will be of the greatest importance to be informed of what progress the Expedition has made; and for this purpose likewise the "Plover" (of whom we have heard nothing since August 28) will be of material service, lying at some advanced point near Icy Cape, and ready to receive intelligence, and to convey it to Petropaulski or to Panama.

These vessels should enter Behring's Straits before the 1st of August, and therefore every effort should be now made to despatch them from England before Christmas. They might water at the Falkland Islands, and again at the Sandwich Islands, where they would be ready to receive additional instructions *via* Panama, by one of the Pacific steamers, and by which vessel they might be pushed on some little distance to the northward.

(signed) F. B.

No. 7 (B. 1.)

MEMORANDUM from Captain Sir W. E. Parry.

Haslar Hospital, 29 November 1849.

SIR JOHN RICHARDSON recommends that a Paper be drawn up, and printed in the Russian language, under the authority of the Emperor of Russia, or his Minister in London, addressed to the Agents of the Russian Fur Company, on the north and north-west coast of America (especially their most westerly posts, near the coast of the Polar Sea), directing them to offer rewards to the natives for affording relief to any white men cast on their coast, and especially for conducting them to any of the Russian posts.

The Admiralty of Great Britain to repay the Company for the rewards thus given, and for any other expense incurred in this service, in case of any of the missing English party being relieved by their efforts.

To be printed immediately, and sent out by the "Enterprize" and "Investigator" and also in the spring to the Hudson's Bay Company's posts nearest to the Russians.

(signed) W. E. Parry,
Captain R. N.

No. 7 (B. 2.)

COPY of a LETTER from Captain Sir W. Edward Parry to the
Secretary of the Admiralty.

(Confidential.)

Sir,

Haslar Hospital, Gosport, 2 December 1849.

IN obedience to their Lordships' commands, signified to me by your letter of the 30th November, I beg leave to submit the following considerations as to the expediency of adopting further measures for the relief of the Expedition under the command of Sir John Franklin.

With respect to the place in which these ships have been detained, we have, I think, no data on which to found any very satisfactory conjecture beyond the fact that in the attempt to penetrate to the westward, towards Behring's Straits, they have, up to the time when information could reach England, been too far removed from the continent of America to render a communication practicable; because I believe that such a communication would otherwise have been effected by Sir John Franklin after passing the second winter (1846-7) in the ice.

But it seems to me likely that the ships have been pushing on, summer after summer, in the direction of Behring's Straits, and are detained somewhere in the space south-westward of Banks's Land. On the other hand, should they, after the first or second summer, have been unsuccessful in that direction, they may have attempted to proceed to the northward, either through Wellington Channel, or through some other of the openings among the same group of islands. I do not myself attach any superior importance to Wellington Channel as regards the north-west passage, but I understand that Sir John Franklin did, and that he strongly expressed to Lord Haddington his intention of attempting that route, if he should fail in effecting the more direct passage to the westward.

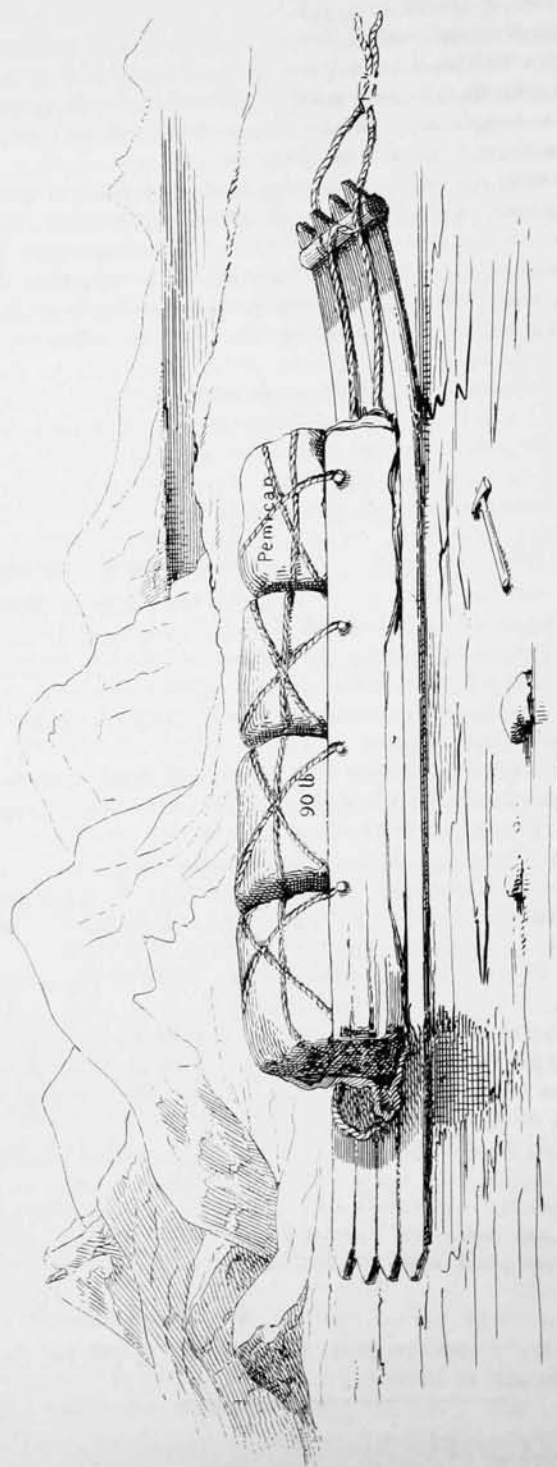
The ships having been fully victualled for three years, the resources may, by due precautions, have been extended to four years for the whole crews; but it has occurred to me, since I had the honour of conferring with their Lordships, that, if their numbers have been gradually diminished to any considerable extent by death (a contingency which is but too probable, considering their unparalleled detention in the ice), the resources would be proportionably extended for the survivors, whom it might, therefore, be found expedient to transfer to one of the ships, with all the remaining stores, and with that one ship to continue the endeavour to push westward, or to return to the eastward, as circumstances might render expedient; in that case, the necessity for quitting both the ships in the past summer might not improbably have been obviated.

Under these circumstances, which, it must be admitted, amount to no more than mere conjecture, it seems to me expedient still to prosecute the search in both directions; namely, by way of Behring's Straits (to which I look with the strongest hope), and also by that of Barrow's Straits. In the latter direction, it ought, I think, to be borne in mind, that the more than usual difficulties with which Sir James Ross had to contend have, in reality, left us with very little more information than before he left England, and I cannot contemplate, without serious apprehension, leaving that opening without still further search in the ensuing spring, in case of the missing crews having fallen back to the eastern coast of North Somerset, where they would naturally look for supplies to be deposited for them, in addition to the chance of finding some of those left by the "Fury." For the purpose of further pursuing the search by way of Barrow's Straits, perhaps two small vessels of 150 or 200 tons might suffice, but they must be square rigged for the navigation among the ice. Of course the object of such vessels would be nearly that which Sir James Ross's endeavours have failed to accomplish; and the provisions, &c., left by that officer at Whaler Point, as well as any which may be deposited in that neighbourhood by the "North Star," would greatly add to the resources, facilitate the operations, and lessen the risk of any attempt made in that direction.

If, however, there be time to get ships to Behring's Straits by the first week in August 1850, which would perhaps require the aid of steam vessels to accomplish with any degree of certainty, I recommend that the "Enterprise" and "Investigator" be forthwith equipped and despatched there, with instructions to push through the ice to the E. N. E. as far as possible in the ensuing season, with the hope of meeting with at least one of the ships, or any of the parties which may have been detached from them. This attempt has never yet been made by any ships, and I cling very strongly to the belief that such an effort might be attended with success in rescuing at least a portion of our people.

My reason for urging this upon their Lordships is, that the admirable instructions under which the "Plover," assisted by the "Herald," is acting, embraces only the search of the Coast Line eastward from Icy Cape; since the boats and baidars cannot effect anything except by creeping along, as opportunities offer, between the ice and the land, so that this plan of operations meets only the contingency of parties reaching, or nearly reaching, the land; whereas the chance of rescue would, as it appears to me, be immensely increased by ships pushing on, clear of the coast, towards Banks's Land and Melville Island, as far at least as might be practicable in the best five or six weeks of the season of 1850.

I beg also to draw their Lordships' attention to the memorandum which I had the honour of submitting to them, containing a suggestion of Sir John Richardson as to the expediency of printing, under the sanction of the Emperor of Russia, or of his Minister in London, directions, in the Russian language, to the Agents of their Fur Company at the various posts on the north and north-west coast of America, to offer rewards to the natives for assistance rendered to any white men
cast



cast upon their shores ; these directions to be sent out in our own ships to Behring's Straits, and likewise through the Russian agents, who annually go to America from Petropoulocoski. Similar rewards may be offered through the medium of the Hudson's Bay Company in the territory occupied by their servants, and especially that to the westward of the Mackenzie River, which district Dr. Rae is about to superintend, after completing the service entrusted to him for the past summer by Sir John Richardson.

In offering the foregoing opinion, I beg to assure their Lordships that I have done so under a deep sense of their anxious and even painful responsibility, both as regards the risk of life, as well as the inferior consideration of expense involved in further attempts to rescue our gallant countrymen, or at least the surviving portion of them, from their perilous position.

But it is my deliberate conviction that the time has not yet arrived when the attempt ought to be given up as hopeless ; that the preparations made for further efforts in the course of the next few weeks may determine their fate ; and that, whether it please God to give success to these efforts or not, their Lordships, and the country at large, will hereafter be better satisfied to have followed up the noble attempts already made, so long as the most distant hope remains of ultimate success.

I have, &c.

(signed) *W. E. Parry*, Captain R. N.

No. 7.
Report on the
proposed Expedition
to Behring's
Straits.

No. 7 (B. 3.)

COPY of a LETTER from Captain Sir *W. E. Parry* to Captain *Hamilton*.

Sir,

Haslar Hospital, 11 February 1850.

I BEG leave to transmit to you herewith a model of a sledge, which I found to be invaluable for the conveyance of provisions over the ice, in my attempt to reach the North Pole in the year 1827, and which may therefore prove equally useful to Captain Austin, for detached travelling parties, in the proposed Expedition in search of Sir John Franklin's ships.

The sledge is constructed from four Lapland snow-shoes, put together so as to be flexible and light ; any stiff and heavy sledge made of one piece, however strong, being very soon broken to pieces. The length of the sledge was about 6 or 7 feet, and its breadth in exact proportion to the model now sent. A shorter sledge does not answer so well, being more easily diverted from the direct course, and therefore occasioning additional labour in drawing. Ash or hickory would be the best material.

Both the sledge and the mode of stowing the bags of pemmican and biscuit powder are so contrived as to be placed conveniently in a boat's bottom without any unpacking, and handed out when the boat has to be lightened, for hauling over ice or land ; and on tolerably smooth snow, each of these sledges, with the weights marked on the bags (in all about 360 lbs., besides the sledge itself), may be drawn by a couple of men.

The cloth is "Mackintosh," the seams of the bags having been very carefully sewn together, and "paid" with the solution of caoutchouc sold for that purpose ; and, with these precautions, we never lost a pound of pemmican or biscuit powder, though the sledges were dragged, day after day, through soft snow, or more frequently through four or five inches of snow-water.

I have, &c.

(signed) *W. E. Parry*, Captain R. N.

No. 7 (C.)

COPY of a LETTER from Captain Sir *James C. Ross* to the Secretary of the Admiralty.

Sir,

12, Pall Mall, 30 November 1849.

I HAVE the honour to acknowledge the receipt of your letter of this day's date, containing the copy of a report of the Hydrographer of the Admiralty, suggesting another Expedition in search of Sir John Franklin, and conveying to

me the desire of the Lords Commissioners of the Admiralty that I should state my opinion thereon.

I have to acquaint you, for the information of their Lordships, that upon all the main points of that report I entirely concur.

1st. With respect to the probable position of the "Erebus" and "Terror," I consider that it is hardly possible they can be anywhere to the eastward of Melville Island, or within 300 miles of Leopold Island, for if that were the case, they would assuredly, during the last spring, have made their way to that point, with the hope of receiving assistance from the whale-ships which for several years previous to the departure of that Expedition from England had been in the habit of visiting Prince Regent's Inlet in pursuit of whales, and in that case they must have been met with, or marks of their encampments have been found by some of the numerous parties detached from the "Enterprize" and "Investigator" along the shores of that vicinity during the only period of the season in which travelling is practicable in those regions.

It is probable, therefore, that during their first summer, which was remarkably favourable for the navigation of those seas, they have been enabled (in obedience to their orders) to push the ships to westward of Banks' Land, and have there become involved in the heavy pack of ice which was observed from Melville Island always to be setting past its westernmost point in a S. E. direction, and from which pack they may not have been able to extricate their ships.

From such a position retreat to the eastward would be next to impossible, whilst the journey to the Mackenzie River, of comparatively easy accomplishment, together with Sir John Franklin's knowledge of the resources in the way and of its practicability, would strengthen the belief that this measure will have been adopted by them during the last spring.

If this be assumed as the present position of the "Erebus" and "Terror," it would manifestly be far more easy and safe to afford them relief by means of an Expedition entering Behring's Straits, than from any other direction, as it would not be necessary for the ships to depart so far from the coast of North America as to preclude their keeping up a regular communication with the Russian settlements on the River Colville, or those of the Hudson's Bay Company near the mouth of the Mackenzie, whilst the whole space between any position in which the ships might winter and Banks' Land could be thoroughly examined by travelling parties early in the spring, or by boats or steam launches at a more advanced period of the following season.

2dly. I agree with the Hydrographer in considering that two strong ships are indispensable to enable the commander of such an Expedition to push forward with confidence, or with any reasonable hope of success; and no more suitable vessels than the "Enterprize" and "Investigator" could be selected for that service.

And 3dly. In the suggestion that the ships should sail from England by the 1st of January next, at latest, and in order to their being got ready in time, it would be necessary that they should be taken into dock without delay, thoroughly examined, caulked and coppered, and that an effective crew might be got together to overhaul and refit the rigging and stores: they should be immediately put into commission.

And finally, that the vessels should enter Behring's Straits by the 1st of August; that they should touch at the Falkland Islands for water, and thence proceed to the Sandwich Islands, there to wait their Lordships' final instructions, by way of Panama.

I beg leave in conclusion to remark, that having, in conjunction with Admiral Beaufort, given much consideration to this anxious question, it cannot but be satisfactory to myself to find that we have arrived at the same judgment on the several essential points above enumerated.

I have, &c.
(signed) *Jas. C. Ross,*
Captain R. N.

COPY of a LETTER from Captain *Beechey* to the Secretary of the Admiralty.

Sir,

Cheltenham, 1 December 1849.

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, enclosing a report of the Hydrographer to the Admiralty, and suggesting another Polar Relief Expedition in search of the ships under the orders of Sir John Franklin, and desiring my opinion thereupon.

I quite agree with Sir Francis Beaufort in what he has stated with regard to any casualties which Sir J. Franklin's ships may have sustained, and entirely agree with him and Sir Edward Parry, that the Expedition is probably hampered amongst the ice somewhere to the south-westward of Melville Island; but there is yet a possibility which does not appear to have been contemplated, which is, that of the scurvy having spread among the crew, and incapacitated a large proportion of them from making any exertion towards their release, or that the whole, in a debilitated state, may yet be clinging by their vessels, existing sparingly upon the provision which a large mortality may have spun out, in the hope of relief.

In the first case, that of the ships being hampered and the crews in good health, I think it certain that as the resources of the ships would be expended in May last, Sir John Franklin and his crew have abandoned the ships, and pushed forward for the nearest point where they might reasonably expect assistance, and which they could reasonably reach.

There are consequently three points to which it would be proper to direct attention, and as the case is urgent, every possible method of relief should be energetically pushed forward at as early a period as possible, and directed to those points, which I need scarcely say are Barrow Straits, Behring's Straits and the northern coast of America.

Barrow Straits should be visited in the ensuing summer, as early as possible, by the two ships which have lately returned, as they are ready prepared, otherwise smaller vessels would have answered, and they should carry out the instructions of last year, excepting so far as any part of them may have been superseded by the Expedition of Sir James Ross, and that of their return at the end of the season being imperative.

As regards Behring's Straits, the very full and able instructions sent to Captain Kellett and Commander Moore would not leave anything to be desired there, could we but communicate to the "Plover" the state of affairs, and the urgent necessity of carrying out their instructions to the uttermost, and at the same time be certain that Commander Moore has been able to provide boats necessary for the extended Coast Expedition which has now become imperative. In the present emergency, therefore, I consider it would be proper to send a vessel to apprise Commander Moore of the state of the case, and to carry up to him additional means of pushing forward parties beyond Point Barrow, to furnish him with increased means of purchasing what he may require of the natives, and of rewarding them for any assistance they may render, which, with respect to procuring information, may be very great.

As it would be late before any vessel fitted in this country could reach Behring's Straits, I suggest that one of the South American squadron be detached for this purpose, and I see no objection, as regards the navigation of Behring's Straits as far as Kotzebue Sound, to a steamer being employed. This vessel should carry out a volunteer commander and crew, with every other requisite for an intrepid undertaking, and should be provided with a decked barge to accompany the baidars, some of which of a large size and stronger build than those of the Esquimaux may possibly be procured at Sitka or Oonalaska or Michaelowski, where the ship in her advance northward would touch.

Commander Moore during the last summer will no doubt have sent out a party to visit the coast eastward of Point Barrow, and another Expedition will now start under the great advantage of their experience, so that we may hope the contemplated party will be able to reach a considerable distance along the coast. I will not go into detail as to how far these boats should prosecute the search, or whether it might or might not be prudent for one party at an advanced position to branch off towards Melville Island, whilst a second kept along the continent, as that involves

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involves considerations which alone could be judged of on the spot, and which the experience of Sir John Richardson and Sir George Back, and other travellers in the polar regions, would be necessary to decide; of which one would be, whether parties unacquainted with the localities might safely have recourse to the Mackenzie River in the event of not being able to return round Point Barrow; but if no tidings should be had of the crews of the missing ships, an effort should be made to reach the spot where the ships are thought likely to be, to meet the case of a disabled crew alluded to in the early part of my letter.

Of the measures which can be resorted to on the northern coast of America, the officers who have had experience there, and the Hudson's Bay Company, will be able to judge; but I am of opinion that nothing should be neglected in that quarter; for it seems to me almost certain that Sir John Franklin and his crew, if able to travel, have abandoned their ships and made for the continent, and if they have not succeeded in gaining the Hudson's Bay outposts, they have been overtaken by winter before they could accomplish their purpose.

Lastly, as to the opinion which naturally forces itself upon us as to the utility of the sending relief to persons whose means of subsistence will have failed them more than a year by the time the relief could reach them, I would observe, that a prudent reduction of the allowance may have been timely made to meet an emergency, or great mortality may have enabled the survivors to subsist up to the time required, or it may be that the crews have just missed reaching the points visited by our parties last year before they quitted them, and in the one case may now be subsisting on the supplies at Leopold Island, or be housed in eastward of Point Barrow, sustained by depôts which have been fallen in with, or by the native supplies; so that, under all the circumstances, I do not consider their condition so utterly hopeless that we should give up the expectation of yet being able to render them a timely assistance.

I have, &c.

(signed) *F. W. Beechey*, Captain.

No. 7 (E.)

COPY of a LETTER from Captain Sir *George Back* to the Secretary of the Admiralty.

6, Nelson-crescent, Ramsgate,
1 December 1849.

Sir,

IN answer to the letter I have had the honour to receive, requesting my opinion on the report of the Hydrographer, suggesting another Expedition in search of Sir John Franklin, I beg to state that a further search certainly ought to be made, and perfectly agreeing with Sir F. Beaufort in his general conclusion, "that the ships are still locked up in the Archipelago to the westward," or I should rather say, in the neighbourhood "of Melville Island," it becomes of the first importance to get at that locality with the least risk to the lives of those and the vessels to be employed.

You will be pleased, Sir, to impress on my Lords Commissioners, that I wholly reject all and every idea of any attempts on the part of Sir John Franklin to send boats or detachments over the ice to any point of the main land eastward of the Mackenzie River, because I can say from experience, that no toil-worn and exhausted party could have the least chance of existence by going there.

I will not enter into the question of the "weather alternating between the opposite sides of North America," for the obvious reason that it is extremely doubtful if two such heavy ships as the "Enterprize" and "Investigator" could reach Behring's Straits by the "1st of August," or in time to be of use, otherwise than by (according to the Hydrographer's expression) "resolutely entering the ice in the direction of Melville Island."

Had I been ignorant of the instructions issued to Captain Kellett and Commander Moore, I might have agreed in the last suggestion; but those instructions seem to me so fully to embrace all that can be said, and to provide for all contingencies, that the sending out other ships in that quarter, except in the sense of the above quotation, I hold to be superfluous.

On the other hand, from my knowledge of Sir John Franklin (having been three times on discovery together), I much doubt if he would quit his ship at all,

all, except in a boat; for any attempt to cross the ice a long distance on foot would be tempting death; and it is too laborious a task to sledge far over such an uneven surface as those regions generally present. That great mortality must have occurred, and that one ship, as Sir F. Beaufort hints at, may be lost, are greatly to be feared; and, as on all former Expeditions, if the survivors are paralysed by the depressing attacks of scurvy, it would then be impossible for them, however desirous they might be, to leave the ship, which must thus become their last most anxious abode.

If, however, open water should have allowed Sir John Franklin to have resorted to his boats, then I am persuaded he would make for either the Mackenzie River, or, which is far more likely, from the almost certainty he must have felt of finding provision, Cape Clarence and Fury Point.

I am aware that the whole chances of life in this painful case depend on food; but when I reflect on Sir John Franklin's former extraordinary preservation under miseries and trials of the most severe description, living often on scraps of old leather and other refuse, I cannot despair of his finding the means to prolong existence till aid be happily sent him.

Finally, believing with Sir F. Beaufort, that the coast about "Melville Island," including the south-west direction from Cape Walker and Wellington Channel, as well as the two points already mentioned, to be the most probable places of finding, or at least ascertaining beyond conjecture the fate of the Expedition, I would propose to my Lords Commissioners the expediency of again despatching the "Enterprize" and "Investigator" about March next in that direction, as being, in my opinion, the best means of satisfying the public voice of humanity, and rescuing our long absent countrymen from their perilous situation.

I have, &c.

(signed) *George Back*, Captain.

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No. 7 (F.)

COPY of a LETTER from Dr. Sir *John Richardson* to the Secretary of the Admiralty.

Royal Naval Hospital at Haslar,
1 December 1849.

Sir,

In compliance with the commands of my Lords Commissioners of the Admiralty, that I should give my opinion on an Expedition in search of Sir John Franklin, suggested by the Hydrographer of the Admiralty, I beg leave to inform you, that it seems to me to be very desirable that the western shores of the Archipelago of Parry's Islands should be searched in a high latitude in the manner proposed by the hydrographer.

If the proposed Expedition succeeds in establishing its winter quarters among these islands, parties detached over the ice may travel to the eastward and south-eastward, so as to cross the line of search which it is hoped Mr. Rae has been able to pursue in the present summer, and thus to determine whether any traces of the missing ships exist in localities the most remote from Behring's Straits and Lancaster Sound, and from whence shipwrecked crews would find the greatest difficulty in travelling to any place where they could hope to find relief.

The climate of Arctic America improves in a sensible manner with an increase of western longitude. On the Mackenzie, on the 135th meridian, the summer is warmer than in any district of the continent in the same parallel, and it is still finer, and the vegetation more luxuriant on the banks of the Yucon, on the 150th meridian. This superiority of climate leads me to infer, that ships well fortified against drift-ice, will find the navigation of the Arctic Seas more practicable in its western portion than it has been found to the eastward. This inference is supported by my own personal experience, as far as it goes. I met with no ice in the month of August, on my late voyage, till I attained the 123d meridian, and which I was led, from that circumstance, to suppose coincided with the western limits of Parry's Archipelago.

The greater facility of navigating from the west has been powerfully advocated by others on former occasions; and the chief, perhaps the only reason why the attempt

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attempt to penetrate the Polar Sea from that quarter has not been resumed since the time of Cook, is, that the length of the previous voyage to Behring's Straits would considerably diminish the store of provisions; but the facilities of obtaining supplies in the Pacific are now so augmented, that this objection has no longer the same force.

A full store of provisions is very essential to the safety and success of an Expedition intending to winter in the Polar Seas.

In very low temperatures, more food is required to sustain the temperature of the human body, and to supply the waste occasioned by the active respiration of a condensed atmosphere. The preservation of the health of the crews, therefore, requires a considerable increase of the usual allowance of animal food to be made during the winter.

To provide for opportunities of intercourse with the Esquimaux which may occur in or near Behring's Straits, it seems to be advisable that such an Expedition should be provided with an interpreter; and as it is not probable that a native Esquimaux could be obtained in proper time, I beg leave to suggest the possibility of engaging one of the Moravian brethren to fill that office: many of the missionaries of that Society, who have been employed in Greenland or Labrador, speak the Esquimaux language fluently; and should it happen that one so qualified is now available, the humane object of the Expedition might induce the Society to allot him for this service.

A proper supply of copper kettles, saws, hatchets, knives, files, tobacco and beads, would enable the commander of the Expedition to purchase dogs from the Esquimaux, which would be serviceable to travelling parties; and liberal promises of these articles might, through the persuasions of an interpreter, induce a few active unmarried Esquimaux to accompany the ships, and act as hunters of the walrus, seals and whales.

Captain Cook says that the flesh of the walrus is a sweet and wholesome article of food, and the whales would furnish light and fuel.

I have, &c.

(signed) *John Richardson,*
Inspector of Hospitals.

— No. 8. —

ORDERS and INSTRUCTIONS for the EXPEDITION to *Behring's Straits*, under the Command of Captain *Collinson*, C. B., of Her Majesty's Ship "Enterprize," and Commander *M'Clure*, of Her Majesty's Ship "Investigator."

No. 8 (A.)

No. 8.
Orders and In-
structions for the
Expedition to
Behring's Straits.

SAILING ORDERS from the Lords Commissioners of the Admiralty to Captain *Collinson*, C. B., of Her Majesty's Ship "Enterprize;" dated 15 January 1850.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland.

1. WHEREAS the efforts that have been made during the last two years to relieve the "Erebus" and "Terror" have failed, and all access to the Parry Islands has been prevented by the accumulation of ice in the upper part of Barrow Straits: And whereas it is possible that the same severity of weather may not prevail at the same time in both the eastern and western entrances to the Arctic Sea, we have now determined, in a matter of such moment, to send an Expedition into the Polar Sea from the westward; and, having a full confidence in your zeal and skill, we have thought proper to appoint you to the command of Her Majesty's ship "Enterprize," and also to place under your orders Her Majesty's ship "Investigator;" both of which vessels having been duly fortified against collision with the ice, equipped for the polar climate by warm-air apparatus, and furnished with provisions for three years, as well as a large supply of extra stores, you are now required and directed, so soon as they are in all respects ready for sea,

sea, to proceed to make the best of your way to Cape Virgins, in order to arrive at Behring's Straits in July.

2. At Cape Virgins, the Commander-in-Chief in the Pacific has been desired to have a steam-vessel waiting for you, and by her you will be towed through the Straits of Magellan, and the Wellington Channel, and on to Valparaiso.

3. At that port you will use the utmost despatch in watering and refreshing your crews, and in fully replenishing your bread and other provisions and stores; and having so done, you will again use your best exertions to press forward to the Sandwich Islands.

4. There is only a bare possibility of your reaching those islands in time to meet Her Majesty's ship "Herald," under the command of Captain Henry Kellett; but if that should be the case, you will receive from him, not only every assistance, but much useful information touching your passage to the Strait, and your further proceedings to the northward. It is still more improbable that Her Majesty's ship "Plover" should be there; but wherever you may fall in with her, you are hereby directed to take her and Commander Moore under your orders.

5. At the Sandwich Islands you will find additional orders from us for your guidance, which we propose to forward from hence by the Panama mail of next March; but if none should arrive, or if they do not in any way modify these directions, you will enforce the greatest diligence in re-victualling your two vessels, in procuring, if possible, the necessary Esquimaux interpreters, and in making all requisite preparations for at once proceeding to Behring's Straits, in order to reach the ice before the 1st of August.

6. An examination of the several orders issued to Captain Kellett will show that it is uncertain where he may be fallen in with. You may probably find the "Herald" and "Plover" together.

7. We consider it essential that, after entering the ice, there should be a depôt, or point of succour, for any party to fall back upon. For this purpose the "Plover" is to be secured in the most favourable quarter, as far in advance as can be found—such as Wainwright's Inlet, or the Creek at Hope Point; but if they be unsafe, and none has been discovered nearer to Barrow's Point, then at Chamisso Island, or any part of Kotzebue Sound, which may afford the necessary shelter.

8. Considering, however, the nature of the service in which the "Plover" will already have been employed, and that a portion of her crew may be unfit to contend with the rigours of a further stay in those latitudes, you will call for volunteers from that ship, and from the "Herald" if in company, sufficient to form a crew for the "Plover;" taking care that the men to be selected are men of good character, and that they do not exceed in number what is actually required for the care of the ship, and for defence and security against any treacherous attack on the part of the natives of Norton Sound.

9. The petty officers' ratings that may be vacated by men invalided are to be filled up by men volunteering to remain; such volunteers are to be subjected to a strict and careful survey by the medical officers of the several ships; and those only are to be retained who would seem to be in all respects fit to encounter this extended service; and the remainder necessary to complete the crew is to be made up from the "Enterprise" and "Investigator."

10. Such crew having been formed (to continue under the command of Commander Moore, and with the officers now in the "Plover," or with those who may volunteer for the service), the "Plover," if the "Herald" should be in company, is to be filled up by Captain Kellett with all the provisions, fuel and stores that can possibly be spared by Captain Kellett, who will bear in mind not only what may be required for the use of the "Plover's" crew until the autumn of 1853, and the contingency of parties arriving on board from Sir John Franklin's Expedition, but also the possibility of any party from the "Enterprise" or "Investigator" having to fall back upon the "Plover."

11. In providing for this necessary equipment for the "Plover," attention will be paid to the numbers left in the "Herald," and the supplies necessary to carry that vessel to Whooahoo; and having received from Captain Kellett any baidars, or light boats, that he may be able to spare, and which may be likely to form a useful addition to your own boats, or those of the "Investigator," when searching parties may be detached from the ships in the spring, the "Herald" will return to the Sandwich Islands, there to fill up provisions, and from thence proceed to Hong Kong on her way to England, in pursuance of our orders of the 14th December last.

12. On detaching the "Plover" to take up her winter quarters, you will direct Commander Moore to remain there until you join him, or, failing your return to him, until the end of the summer of 1853; when, but not until it is absolutely necessary for securing the "Plover's" passage through the Aleutian group of Islands, he is to quit Behring's Straits, and make the best of his way to Valparaiso (touching at the Sandwich Islands for refreshment), where he will receive further instructions relative to his return to England from the Commander-in-Chief.

13. If the "Herald" and "Plover" should be fallen in with to the northward and eastward of Behring's Straits, or in the Polar Sea, Captain Kellett, on detaching himself from your company, should consort with the "Plover" as far as her winter quarters, and if time and circumstances admitted of it, he should assist in securing her there.

14. In the event of your having to winter your ships on the continent or Esquimaux shores, you will probably meet with some of the wandering tribes, or with Indians. With these you will cultivate a friendly feeling, by making them presents of those articles to which they are apt to attach a value; but you will take care not to suffer yourself to be surprised by them, but use every precaution, and be constantly on your guard against any treacherous attack. You will also, by offering rewards, to be paid in such manner as you may be able to arrange, endeavour to prevail on them to carry to any of the settlements of the Hudson's Bay Company an account of your situation and proceedings, with an urgent request that it may be forwarded to England with the utmost possible despatch.

15. In whatever place you may have to establish your winter quarters, you will devote every resource in your power to the preservation of the health, the comfort and the cheerfulness of the people committed to your care.

16. We leave it to your judgment and discretion as to the course to be pursued after passing Point Barrow, and on entering the ice; and you will be materially assisted in this respect by what you will learn from Captain Kellett, if he should be fallen in with at the Sandwich Islands, as well as from the observations of Sir E. Parry and Captain Beechey contained in the memoranda, of which we send you copies.

17. We have desired that you shall be furnished, not only with a copy of the orders under which Commander Moore is now acting, but also with copies of all the orders which from time to time have been given to Captain Kellett, as well as with those under which an attempt was made to relieve the "Erebus" and "Terror" by Captain Sir James Ross on the eastern side through Baffin's Bay. You will further be supplied with all the printed voyages or travels in those northern regions; and the memoranda and instructions drawn up by Sir John Richardson, as to the manners and habits of the Esquimaux, and the best mode of dealing with that people (a copy of which is also sent), will afford a valuable addition to the information now supplied to you.

18. We deem it right to caution you against suffering the two vessels placed under your orders to separate, except in the event of accident or unavoidable necessity; and we desire that you will keep up the most unreserved communication with the Commander of the "Investigator," placing in him every proper confidence, and acquainting him with the general tenor of your orders, and with your views and intentions from time to time; so that the service may have the full benefit of your united efforts in the prosecution of such a service; and that in the event of any unavoidable separation, or of any accident to yourself, Commander McClure may have the advantage of knowing, up to the latest period, all your ideas and designs relative to the satisfactory completion of this undertaking.

19. We also recommend that as frequent an exchange may take place as conveniently may be of the observations made in the two ships; that any information obtained by the one, be as quickly as possible communicated for the advantage and guidance of the other.

20. In case of any irreparable accident happening to the "Enterprize," you are hereby authorized to take command of the "Investigator," and to make such arrangements for the officers and crews as may be most consonant to the rules of the service, and most conducive to the objects of the Expedition.

21. In the event of Great Britain being involved in hostilities with any foreign power during your absence, you are to abstain from the smallest act of aggression towards any vessel belonging to such nation, it being the practice of all
civilized

civilized countries to consider vessels engaged in service of this kind as exempt from the rules and operations of war.

22. In carrying out the foregoing orders, you will avail yourself of every practicable occasion of acquainting our Secretary with every step of your progress, as well as with your future intentions; and occasionally during your voyage, you will throw overboard one of the tin cylinders with which you have been supplied (headed up in any cask or barrel that you could manufacture or spare), containing an account of the date, position, &c. On your reaching England, you will call on every person, in both vessels, to deliver up their logs, journals, charts and drawings, but which, they may be informed, shall be returned to them in due time.

23. With respect to your search proving fruitless, and your finally quitting the Polar Seas, as well as your securing your winter quarters towards the close of any one season, we cannot too strongly impress upon you the necessity of the utmost precaution and care being exercised in withdrawing in time, so as in no case to hazard the safety of the ships, and the lives of those entrusted to your care, by your being shut up in a position which might render a failure of provisions possible.

We feel it unnecessary to give you more detailed instructions, which might possibly embarrass you in a service of this description; and we have therefore only to repeat our perfect reliance on your judgment and resolution, both in doing all that is possible to relieve the missing ships, and in withdrawing in time, when you come to the painful conclusion that your efforts are unavailing.

24. You will bear in mind that the object of the Expedition is to obtain intelligence, and to render assistance to Sir John Franklin and his companions, and not for the purposes of geographical or scientific research; and we conclude these orders with an earnest hope that Providence may crown your efforts with success, and that they may be the means of dispelling the gloom and uncertainty which now prevail respecting the missing Expedition.

Given under our hands, this 15th day of January 1850.

(signed) *F. T. Baring.*
J. W. D. Dundas.

By command of their Lordships,

(signed) *J. Parker.*

Richard Collinson, Esq., C.B.
Captain of H. M. S. "Enterprize," at Devonport.

— No. 8 *. —

CORRESPONDENCE as to the Selection of Mr. *Miertsching* as an
INTERPRETER to Captain *Collinson's* Expedition.

(A. to I.)

No. 8* (A.)

COPY of a LETTER from the Secretary of the Admiralty to Captain
Sir W. Edward Parry.

Sir,

Admiralty, 22 December 1849.

As it seems desirable that the Expedition about to proceed in search of Sir John Franklin should be provided with an interpreter, to provide for opportunities of intercourse with the Esquimaux which may occur in or near Behring's Straits, and as it is not probable that a native Esquimaux could be obtained in proper time, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that they consider that it would be highly advisable to endeavour to engage one of the Moravian brethren to fill that office, as many of the missionaries of that Society who have been employed in Greenland or Labrador speak the Esquimaux language fluently; and should it happen that one so qualified is now available, the humane object of the Expedition might induce the Society to allot him for this service.

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My

No. 8.

Orders and Instructions for the Expedition to Behring's Straits.

No. 8*.

Correspondence :
Interpreter to
Capt. Collinson's
Expedition.

No. 8*.
Correspondence :
Interpreter to
Capt. Collinson's
Expedition.

My Lords, therefore, request that you will take the necessary steps to carry out this object, and that you will communicate with Mr. La Trobe on the subject.

I am, &c.

(signed) *J. H. Hay,*
Pro Secretary.

No. 8* (B.)

COPY of a LETTER from Captain Sir *W. Edward Parry* to *John Parker*, Esq,
Secretary of the Admiralty.

Sir,

Haslar Hospital, 27 December 1849.

I BEG to acquaint you, for the information of my Lords Commissioners of the Admiralty, that having, in obedience to their Lordships' commands, communicated with the Rev. Peter La Trobe as to the practicability of procuring the services of one of the Moravian missionaries as an Esquimaux interpreter, to accompany the Expedition fitting out for Bebring's Straits, under Captain Collinson, that Mr. La Trobe informs me that there is not in England, at this time, any person who would be available for this purpose. Mr. La Trobe thinks, that if time permitted, he could procure such a person from among their missionaries now in Germany ; but as he speaks of being in personal communication with Captain Collinson, perhaps their Lordships will deem it expedient now to leave the arrangement in the hands of that officer.

I have, &c.

(signed) *W. E. Parry,*
Captain Superintendent.

No. 8* (C.)

COPY of a LETTER from the Rev. *P. La Trobe* to Captain *Hamilton*,
Secretary of the Admiralty.

Sir,

27, Ely-place, 14 January 1850.

I BEG leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the receipt of a letter from Sir Edward Parry, dated the 24th of December, communicating the wish of their Lordships, that a Moravian missionary, conversant with the Esquimaux language and habits of life, should be requested to accompany the Expedition about to proceed in search of Sir John Franklin, in the character of interpreter, I lost no time in opening a correspondence on the subject with the Mission Board of our Church at Herrnhut, in Saxony. It affords me much satisfaction to be able now to inform their Lordships, that the result of this correspondence has been the appointment of a missionary to this important office, and one whom I cannot but consider the best qualified for the discharge of its duties that could have been selected from the whole number of missionaries, either in retirement or on visits to Europe from their respective fields of labour in Greenland and Labrador. Mr. Miertsching, the missionary appointed, is a man in the prime of life, about 30 years of age, of robust health, inured, by a service of five years in Labrador, to the hardships and privations of the Arctic Regions, and sufficiently acquainted with the language and manners of the Esquimaux to be able to hold friendly and unreserved intercourse with them. Though well aware that his absence from the proper sphere of his useful activity, to which he was preparing to return in the spring of the present year, will be a serious disappointment to his fellow-servants, the Directors of the Brethren Missions have felt it their privilege, as well as their duty, by ready compliance with the application of the Lords Commissioners of the Admiralty, not only to prove how fully and gratefully they appreciate the favour and encouragement which the Mission on the coast of Labrador has invariably experienced from the British Government, ever since its establishment in the year 1770, but also to manifest the deep interest which they feel in the fate of Sir John Franklin and his brave companions, and their sympathy in the generous efforts which are about to be made for their rescue.

I am instructed further to inform their Lordships, that Mr. Miertsching, who
is

is not unacquainted with the English language, was to set out for London without delay, in the hope of arriving in time to join the "Enterprize" and "Investigator" at Plymouth. Unless a second letter, which I addressed to our Mission Board on the 2d instant, after hearing from Captain Collinson the proposal of their Lordships, that the missionary should join the Expedition at the Sandwich Islands, should have had the effect of delaying his departure for a few days, I think it most probable that he may be with us early in the course of the present week. Whenever he may arrive, I am persuaded that he will be prepared to follow any directions with which their Lordships may be disposed, in the meantime, to favour me.

No. 8*.
Correspondence :
Interpreter to
Capt. Collinson's
Expedition.

I have, &c.
(signed) *P. La Trobe*,
Secretary to the Church and Missions
of the United Brethren.

No. 8* (D.)

COPY of a LETTER from Captain *Hamilton* to the Rev. *P. La Trobe*.

Sir, Admiralty, 15 January 1850.
IN reply to your letter of the 14th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that their Lordships are greatly obliged for your generous exertions in procuring an interpreter for the Expedition about to proceed in search of Sir J. Franklin, and my Lords would be glad to hear that Mr. Miertsching had been able to arrive in time to proceed with the present Expedition. My Lords would further request you to be the medium of communicating to the Directors of the Brethren Mission the expression of their best thanks for their ready and active participations in their Lordships' views, and for the valuable aid they have rendered the Expedition in affording the services of one of their most able servants.

I am, &c.
(signed) *W. A. B. Hamilton*.

No. 8* (E.)

COPY of a LETTER from the Rev. *P. La Trobe* to Captain *Hamilton*.

Sir, 27, Ely-place, 16 January 1850.
I LOSE not a moment in informing you that Mr. Miertsching has just arrived in London, and in requesting that you will have the goodness to furnish me (if possible, by the return of the messenger, or in the course of the evening) with any directions the Lords Commissioners of the Admiralty may have to communicate with reference to his outfit, and the day on which he should join the "Enterprize" and "Investigator" at Plymouth.
If you think it at all desirable, I shall have much pleasure in calling upon you at the Admiralty to-morrow morning, at any hour you may be pleased to appoint as most convenient.

I trust you will excuse the haste and informality of this letter, and of the acknowledgment which I beg very respectfully to offer to the Lords Commissioners of the Admiralty, in return for the expression of their satisfaction at the ready compliance of our Mission Board with their application, which you have so kindly conveyed to me, and which I shall not fail to communicate to my ecclesiastical superiors.

I am, &c.
(signed) *P. La Trobe*,
Secretary, &c. &c.

No. 8*.
Correspondence :
Interpreter to
Capt. Collinson's
Expedition.

88 PAPERS AND CORRESPONDENCE RELATIVE TO THE

No. 8* (F.)

COPY of a LETTER from Captain *Hamilton* to the Rev. *P. La Trobe*.

Sir,

Admiralty, 16 January 1850.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of this day's date, and am commanded by their Lordships to acquaint you, that they have heard of the arrival of Mr. Miertsching with much satisfaction, and consider that the object for which his services has been obtained would be best served by his proceeding at once to Devonport.

Orders will be sent to the Admiral (Sir W. Gage) at Devonport to aid Captain Collinson in fitting out Mr. Miertsching at that port; but should there be any particular articles of outfit known to you, or specified by Mr. Miertsching as essentially necessary or desirable for the service on which he is to be engaged, and which can be best procured in London, my Lords would be greatly obliged to you if you would give the necessary directions for Mr. Miertsching being supplied with such articles in London, previous to his departure for Devonport.

As the ships will not be detained many more hours at Devonport, all that is required to be done in London should be done without a moment's delay.

I am, &c.

(signed) *W. A. B. Hamilton.*

No. 8* (G.)

COPY of a LETTER from Captain *Hamilton* to Admiral Sir *W. H. Gage*, G.C.H., Commander-in-chief at Devonport.

Sir,

Admiralty, 16 January 1850.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that Mr. Miertsching, who is to be employed as an interpreter between Captain Collinson's Expedition and the Esquimaux, has just arrived in London, and their Lordships have desired him at once to proceed to Devonport.

My Lords desire that you will call upon Captain Collinson to assist in pointing out what is necessary to fit out Mr. Miertsching on his arrival; and my Lords request you will afford all the aid in your power in equipping that gentleman, so as to occasion as little as possible detention to the ships.

All expenses incurred on the above account are to be paid by you, and to be charged in your contingent account.

I have, &c.

(signed) *W. A. B. Hamilton.*

No. 8* (H.)

COPY of a LETTER from Captain *Hamilton* to Admiral Sir *W. H. Gage*, G.C.H.

Sir,

Admiralty, 17 January 1850.

I AM commanded by my Lords Commissioners of the Admiralty to desire you will advance to Mr. Miertsching, interpreter of Esquimaux to the Arctic Expedition, any reasonable sum of money that you may consider necessary to provide for his mess at the gun-room mess of the "Enterprize," charging the same in your contingent account.

I have, &c.

(signed) *W. A. B. Hamilton.*

No. 8* (I.)

COPY of a LETTER from Captain *Hamilton* to Captain *Collinson*, C.B. of Her Majesty's Ship "Enterprize."

Sir,

Admiralty, 17 January 1850.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that they consider Mr. Miertsching (the Esquimaux interpreter) as placed under

under your especial protection; that Mr. Miertsching is to mess at the gun-room table; and you are from time to time, and as you may deem necessary, to supply any reasonable sums that may be required for this gentleman's mess, or other necessary expenses, keeping an account of the same for transmission to this office.

No. 8*.
Correspondence:
Interpreter to
Capt. Collinson's
Expedition.

I have, &c.
(signed) *W. A. B. Hamilton.*

— No. 8** —

MEMORANDA and CORRESPONDENCE with reference to Captain
Collinson's EXPEDITION.
(A. to H.)

No. 8** (A.)

MEMORANDUM by Captain Sir *W. Edward Parry.*

EVERY exertion should be made to reach the ice to the northward of Behring's Straits by the 1st of August. Assistance from steam-vessels would be desirable.

As the southern margin of this body of ice has invariably been found to trend in about a N.E. by E. and S.W. by W. direction, extending from one continent to the other, time will be saved by making it well to the eastward; *i. e.*, towards the American coast, and not endeavouring to enter it to the southward or westward. The exact place for making this attempt must be left to circumstances,—such as the state of the ice, the wind, and the weather. The great object of the Expedition to be borne in mind is, to penetrate, if possible, to Banks's Land, or even to Melville Island, with the hope of finding at one of these places, or in the progress thither, some trace of the ships or crews composing the Expedition under Sir John Franklin. If unavoidably detained at the margin of the ice, there may be an opportunity of communicating with some of the Russian fur traders, so as to put them in possession of the papers in the Russian language which are to be provided, offering rewards for assistance rendered to persons cast upon their shores; and, should any Esquimaux come off to the ships, an opportunity may thus be afforded for conveying the papers to the Russian posts.

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Although this is the first attempt ever made to enter the ice in this direction, with ships properly equipped for the purpose, there is no reason to anticipate any greater difficulties in this navigation than those encountered in other parts of the North Polar Sea; and, even in the event of not succeeding in reaching Banks's Land in the summer of the present year, it may be possible to make such progress as to afford a reasonable hope of effecting that object in the following season (1851). Indeed it is possible that, from the well-known fact of the climate being more temperate in a given parallel of latitude, in going westward from the Mackenzie River, some comparative advantage may be derived in the navigation of this part of the Polar Sea.

It is of importance to the security of the ships and of their crews that they should winter in some harbour or bay not at a distance from land, where the ice might be in motion during the winter; and it will be desirable, should no land be discovered fit for this purpose, in the space at present unexplored between Point Barrow and Banks's Land, that endeavours should be made to reach the continent about the mouth of the Mackenzie River, or further eastward, towards Liverpool Bay, where there is reason to suppose sufficient shelter may be found, and in which neighbourhood, it appears, there is generally no ice to be seen from the shore for about six weeks in the months of August and September. Sir John Franklin's Narrative of his Second Journey, that of Messrs. Dease and Simpson, and the Admiralty Charts, will furnish the requisite hydrographical information relative to this line of coast, so far as it has been attained.

The utmost economy should be exercised in the use of provisions and fuel during the time the ships are in winter quarters; and if they should winter on or near the continent, there would probably be an opportunity of increasing their

stock of provisions by means of game or fish, and likewise of fuel, by drift or other wood, to some considerable amount.

If the progress of the ships in 1850 have been considerable—for instance, as far as the meridian of 120° W.—the probability is, that the most practicable way of returning to England will be, still to push on in the same direction during the whole season of 1851, with a view to reach Barrow's Straits, and take advantage, if necessary, of the resources left by Captain Sir James Ross at Whaler Point, near Leopold Harbour; if not the same season, at least after a second winter. If, on the other hand, small progress should have been made to the eastward at the close of the present summer, it might be prudent that when half the navigable season of 1851 shall have expired, no further attempts should be made in proceeding to the eastward, and that the remaining half of that season should be occupied in returning to the westward, with a view to escape from the ice by way of Behring's Straits after the winter of 1851-52, so as not to incur the risk of passing a third winter in the ice.

During the summer season, the most vigilant look-out should be kept from the mast-heads of both ships night and day, not only for the missing ships, but for any detached parties belonging to them; and during the few hours of darkness which prevail towards the close of each season's navigation, and also when in winter quarters, signals, by fires, blue lights, rockets or guns, should be made as the means of pointing out the position of the ships to any detached parties belonging to the missing Expedition. And in the spring, before the ships can be released from the ice, searching parties might be sent out in various directions, either in boats or by land, to examine the neighbouring coasts and inlets, for any trace of the missing crews.

Cautions should be given in all such cases to detached parties, and indeed on every other occasion, to be strictly on their guard against any hostile attempts of large parties of the Esquimaux, to whom, however, every kindness should be shown consistently with a due and unceasing regard to the safety of the ships and people.

In every part of the ships' progress, all prominent points of land should be as strictly examined as circumstances will permit, for any piles of stones or flag staves near which information may have been deposited; and this mode of leaving information of the ships' proceedings should be adopted in all situations where it may, by possibility, be available for the relief of the missing crews; and in case of wintering on the continent, or being able to communicate with it during the summer, all practicable means should be used to convey to England information of the ships' positions, proceedings and intentions, by letters intrusted to the natives, on promise of adequate remuneration on delivering them to the nearest trading-posts, whether English or Russian.

No. 8** (B.)

MEMORANDUM by Captain *F. W. Beechey*, dated 10 January 1850.

If the progress of the Expedition be impeded by ice, the boats might be pushed forward; but if the passage be free, a direct course should be steered for Melville Island, carefully keeping the two ships at all times throughout this and the rest of the voyage in company.

On rounding Point Barrow, there will probably be a choice of either entering the "pack," should it show itself in open floes, or of pursuing a lane of water along shore, until sufficient easting has been gained, and then branching off to the northward. The first would involve the probability of being beset on a shift of wind, and of being carried back; whilst the other, that of being set upon a shallow coast by the closing of the ice with the land; and as it is scarcely possible to provide for every contingency, choice might be left to proceed by that route which would appear to be the best, and which, from appearances and information derived on the spot, may most expeditiously and safely lead toward the accomplishment of the object of the voyage, taking care, if the ships should get beset, and driving westward in spite of all exertions, to push in time for the land, and not to risk the chance of being carried westward of Point Barrow, in which direction the decreasing soundings seem to mark the presence of banks upon which the ice would ground, and the pressure become very heavy in consequence

quence of the strong tides which prevail about Point Barrow. Captain Kellett, of the "Herald," may perhaps be able to speak as to this being the case.

The endeavours to push forward might be continued until the 30th of August at latest, at which time, if the ships be not near some land where they can conveniently pass a winter, they must direct their course for the mainland, and seek a secure harbour in which they could remain. And on no account should they risk a winter in the pack, in consequence of the tides and shallow water lying off the coast.

Should the Expedition reach Herschel Island, or any other place of refuge on the coast near the mouth of the Mackenzie or Colville Rivers, endeavours should be made to communicate information of the ships' position and summer's proceedings through the Hudson's Bay Company or Russian settlements, and by means of interpreters; and no opportunity should be omitted of gaining from the natives information of the missing vessels, as well as of any boat expeditions that may have gone forward, as well as of the party under Dr. Rae.

If nothing should be heard of Sir John Franklin in 1850, parties of observation should be sent forward in the spring to intercept the route the ship would have pursued, and in other useful directions between winter quarters and Melville Island; taking especial care that they return to the ship before the time of liberation of the ships arrive, which greatly depends upon their locality.

Then, on the breaking up of the ice, should any favourable appearance of the ice present itself, the Expedition might be left free to take advantage of such a prospect, or to return round Point Barrow; making it imperative, however, either to ensure their return, so far as human foresight may be exercised, or the certainty of their reaching Melville Island at the close of that season, and so securing their return to England in 1852.

But if, after every precaution and endeavour, they should be compelled to make a retrograde course, they should strictly observe what has been said about wintering in the pack, and communicating information of their proceedings to the Admiralty.

If, after all, any unforeseen event should detain the ships beyond the period contemplated above, every exertion should be used, by means of boats and interpreters, to communicate with the Mackenzie; and should any casualty render it necessary to abandon the vessels, it should be borne in mind that the reserve-ship will remain at her quarters until the autumn of 1853, unless she hears of the safety of the ships and boats in other directions; while in the other quarter, Fort Macpherson, at the entrance of the Mackenzie, may be relied upon as an asylum.

The "Plover," or reserve-ship, should be provided with three years' provisions for her own crew, and for contingencies besides. She should be placed as near as possible to Point Barrow, and provided with interpreters, and the means of offering rewards for information; and she should remain at her quarters so long as there can be any occasion for her presence in the Arctic Seas; or, if she does not hear anything of the Expedition under Captain Collinson, as long as her provisions will last.

In the event of being beset, and requiring a dock in the floe in which the ship may be placed, away from the danger of the pressure and grinding of the packed ice, Captain Collinson might advantageously make use of the exploding cylinders supplied him for blasting the ice, and blast a dock in a short time; as heavy pressure of the ice may be anticipated from its progress being suddenly arrested by shallow water.

(signed) *F. W. Beechey.*

No. 8** (C.)

MEMORANDUM by Dr. Sir John Richardson.

SHOULD Captain Collinson be compelled, by the state of the ice within Behring's Straits, to coast the continental shores of America, the only native people he will be certain of seeing are the Esquimaux. It may, therefore, be of service to him to be made acquainted with the following particulars respecting that people.

The Esquimaux tribes which frequent the coasts lying between Point Barrow and the Mackenzie are comparatively populous, but they are, on the whole, well-disposed, and not prone to violence. It is, however, necessary, that small boat parties should be on their guard when in the vicinity of a large body of Esquimaux; as the temptation of appropriating the iron-work and other articles of value to them in possession of the Europeans might be too great for the natives to withstand, and might lead to a treacherous attack. If mischief be intended, the women are generally called in to aid, by crowding round the Europeans, distracting their attention, and giving an opportunity for their men to make an effective rush. If a boat is to be assailed, the women's baidars or oomiaks are run alongside, and across the bows, so as to afford a platform, upon which the men can easily disembark from their kayachs and overpower a small crew. These attacks are seldom planned and carried on without many expressions of encouragement being bandied about among the assailants, and one who understands the language can almost always detect a conspiracy in the outset.

It is a good precautionary measure totally to prohibit the oomiaks from coming alongside, and to permit only one or two of the kayachs to approach at a time; never suffering any of the natives to enter the boats, as whoever is admitted will not cease to inflame the cupidity of his countrymen by descriptions of the wealth he discovers there. On shore it is proper to draw a line, over which neither Europeans nor Esquimaux are to pass. This is a procedure well understood by the latter.

All the Esquimaux are expert thieves, and if allowed to exercise their skill, the recovery of the abstracted articles is attended with difficulty, and a breach of harmony, if insisted upon; or if not, further attempts are promoted. Particular caution as to these points is requisite at the mouth of the Mackenzie, where the Esquimaux, having been long practised in war with a neighbouring Indian tribe, are more daring and apt in stratagem.

The Esquimaux between Cape Barrow and the Mackenzie carry on a traffic along the coast, the western party meeting the eastern ones for that purpose at Point Barter, in the middle of summer (early in August). They do not, as far as I have been able to learn, communicate directly with the Russian posts, but receive the articles of trade through the medium of a conterminous tribe of Indians. These Indians, named generally Tchutski, inhabit the interior of Russian America, down to Cook's Inlet, and extend eastward to the mountains which skirt the Mackenzie. A few also frequent the lowest of the Hudson's Bay posts on that river, where they are designated Loucheux. The Tchutski are an active, intelligent people, versed in trade, and using strings of white enamelled beads as a medium of exchange. They are on friendly terms with the Esquimaux, with whom they can converse, and barter with them articles obtained from the Russians for fox skins and other furs. Some of them are furnished with fowling-pieces, but none of the Esquimaux as yet possess that weapon. Both nations hold in great value tobacco, snuff, white enamel beads, dentalium shells, iron or copper kettles, saws, hatchets, chisels, knives and files.

A few parties of the Tchutski occasionally visit the Esquimaux on the coast in the summer time, and some of the Esquimaux spend the winter on the Tchutski lands, associating with the hunters. It is, therefore, probable, that if papers in the Russian language be freely distributed on the coast, some of them may reach the fur posts, and make the presence of the Expedition on the coast and its objects known to the fur traders; and this object will be more readily attained if the natives can be made to understand that they will receive a reward if they bring an answer. Russian posts exist on the Yucan and its tributaries, and in Norton and Kotzebue Sounds, as marked on the Admiralty Arctic Chart, No. 260.

If the Expedition should winter near the mouth of the Yucan or Colville, that river may be ascended in a boat in the month of June, before the sea ice begins to give way. The river varies in width from a mile and a half to two miles, and flows through a rich, well-wooded valley, abounding in moose deer, and having a comparatively mild climate. A Russian trading post has been built on it, at the distance of three or four days' voyage from the sea, with the current; but as the current is strong, from nine to twelve days must be allowed for its ascent, with the tracking line. It would be unsafe to rely upon receiving a supply of provisions at the Russian post, as it is not likely that any stock beyond what is necessary for their own use is laid up by the traders; and the moose deer
being

being a very shy animal, is not easily shot by an unpractised hunter, but the reindeer abound on the neighbouring hills, and are much more approachable. The white-fronted goose also breeds in vast flocks in that district of the country, and may be killed in numbers, without difficulty, in the month of June.

If the Expedition should winter within a reasonable distance of the Mackenzie, Captain Collinson may have it in his power to send despatches to England by that route. The river opens in June, and as soon as the ice ceases to drive, may be ascended in a boat with a fair wind under sail, or with a tracking line. The lowest post at present occupied by the Hudson's Bay Company on this river is Fort Good Hope. The site of this post has been changed several times, but it is at this time on the right bank of the river, in latitude 66° 16' N., and is 10 or 11 days' voyage from the sea. At Point Separation, opposite to the middle channel of the delta of the river, and on the promontory which separates the Peel and the Mackenzie, there is a can of pemmican (80 lbs.) buried, 10 feet distant from a tree, which has its middle branches lopped off, and is marked on the trunk with a broad arrow in black paint. A fire was made over the pit in which the case is concealed, and the remains of the charcoal will point out the exact spot. This had been visited last year by a party from Fort McPherson, Peel's River, when all was safe.

A boat party entering the river as soon as it opens would reach Fort Good Hope about the end of June, and it is proper for Captain Collinson to know, that at that season the Esquimaux muster in large force, and ascend to Point Separation, where they trade with the Loucheux, or make war upon them, according to circumstances. After passing Point Separation, the boat party would see families of Loucheux and Hare Indians on the banks of the river. These people live in constant dread of hostile visits from the Esquimaux, and will, and are in the habit of concealing themselves immediately on observing a boat or canoe, until they have ascertained that it is manned by white men. These Indians may be fully trusted, and the sight of an English ensign will give them confidence to approach.

Captain Collinson's despatches may be forwarded up the river from Fort Good Hope by Indians engaged there, but it is not likely that any of the Company's servants could go on with it, as there are seldom more than one or two left at a post in the summer, the rest being employed in conveying the furs out, and bringing stores in, during the whole open season. Eight bags of pemmican, weighing 90 lbs. each, were deposited at Fort Good Hope in 1848, and would remain there last summer for the use of any boat parties that might ascend the river in 1849; but it is probable that part, or the whole, may have been used by the Company by next year.

A boat party should be furnished with a small seine and a short herring net, by the use of which a good supply of fish may often be procured in the eddies or sandy bays of the Mackenzie. They should also be provided with a good supply of buck-shot, swan-shot, duck-shot, and gunpowder. The Loucheux and Hare Indians will readily give such provisions as they may happen to have, in exchange for ammunition. They will expect to receive tobacco gratuitously, as they are accustomed to do from the traders.

The Mackenzie is the only water-way by which any of the Hudson's Bay Company's posts can be reached from the Arctic Sea. There is a post on the Peel River which enters the delta of the Mackenzie, but no supplies can be procured there. To the eastward of the Mackenzie no ship-party would have a chance of reaching a trading post, the nearest to the sea being Fort Resolution, on Great Slave Lake, situated on the 61st parallel of latitude, and the intervening hilly country, intersected by numerous lakes and rapid rivers, could not be crossed by such a party in less than an entire summer, even could they depend on their guns for a supply of food. Neither would it be advisable for a party from the ships to attempt to reach the posts on the Mackenzie by way of the Coppermine River and Fort Confidence; as in the absence of means of transport across Great Bear Lake, the journey round that irregular sheet of water would be long and hazardous. Bear Lake River is more than 50 miles long, and Fort Norman, the nearest post on the Mackenzie, is 30 miles above its mouth. Mr. Rae was instructed to engage an Indian family or two to hunt on the tract of country between the Coppermine and Great Bear Lake in the summer of 1850; but no great reliance can be placed on these Indians remaining long there, as they

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desert their hunting quarters on very slight alarms, being in continual dread of enemies, real or imaginary.

A case of pemmican was buried in the summit of the bank, about four or five miles from the summit of Cape Bathurst, the spot being marked by a pole planted in the earth, and the exact locality of the deposit by a fire of drift wood, much of which would remain unconsumed.

Another case was deposited in a cleft of a rock on a small battlemented cliff, which forms the extreme part of Cape Parry. The case was covered with loose stones; and a pile of stones, painted red and white, was erected immediately in front of it. This cliff resembles a cocked-hat in some points of view, and projects like a tongue from the base of a rounded hill, which is 500 or 600 feet high.

Several cases of pemmican were left exposed on a ledge of rocks in latitude $68^{\circ} 35' N.$, opposite Lambert Island, in Dolphin and Union Straits, and in a bay to the westward of Cape Krusenstern, a small boat and 10 pieces of pemmican were deposited under a high cliff above high-water mark, without concealment. The Esquimaux on this part of the coast are not numerous, and from the position of this hoard, it may escape discovery by them; but I have every reason to believe that the locality has been visited by Mr. Rae in the past summer. A deposit of larger size, near Cape Kendall, has been more certainly visited by Mr. Rae.

In regard to diet, Captain Collinson may be informed, that in the summer time the usual allowance on board Her Majesty's ships is sufficient, but in the winter time, and especially when the temperature is unusually low, and the men are employed on any fatiguing labour which increases the frequency of the respiration, additional food is requisite, and particularly of fat meat or other food which furnishes a large supply of carbonaceous matter. When the temperature of the atmosphere is very low, much carbon is exhaled from the lungs; and if the waste be not supplied by food, it is taken from the body, impairing its vigour and power of resistance. The use of ardent spirits tends to diminish this waste, but it is at the expense of animal heat; for it is the activity of the respiration, inducing the exhalation of carbon, that is the most effective means of generating animal heat. With an empty stomach the power of resisting external cold is greatly impaired; but when the process of digestion is going on vigorously, even with comparatively scanty clothing, the heat of the body is preserved. There is in the winter time, in high latitudes, a craving for fat or oleaginous food, and for such occasions it may be well to preserve the flesh of seals, walrus or bears, issuing it as an extra article of diet. The necessity for increased food, in very cold weather, is not so great when the people do not work.

As a measure tending to preserve the health of the crews, I would recommend that the men's bedding should be opened out and dragged backwards and forwards in the loose snow in the winter, and then hung up on lines till the evening. In this way blankets may be effectually cleaned from dirt and condensed perspiration, and more easily than by washing.

(signed) *John Richardson,*
Medical Inspector.

No. 8** (D.)

COPY of a LETTER from *J. Parker, Esq.*, Secretary of the Admiralty, to
H. U. Addington, Esq., Foreign Office.

Sir,

Admiralty, 19 December 1849.

I AM commanded by the Lords Commissioners of the Admiralty to send you herewith, for the information of Viscount Palmerston, copies of two memoranda from Sir John Richardson, proposing the issue of the same in the Russian language, pointing out a means of endeavouring to afford assistance to the Expedition in the Polar Seas under the command of Captain Sir J. Franklin; and I am to state that it is most desirable that no time should be lost in this and other arrangements; but my Lords are unwilling to take, or sanction, any steps of this nature, without ascertaining through the Foreign Office whether there will be any objection on the part of the Russian government.

I am, &c.
(signed) *J. Parker.*

Enclosure

Enclosure No. 1, to No. 8** (D.)

MEMORANDUM from Sir *John Richardson*.

15 December 1849.

No. 8**.
Memoranda and
Correspondence:
Capt. Collinson's
Expedition.

THEIR Lordships propose, that the following Paper might state, that—

The discovery ships under Sir John Franklin sailed from England in 1845, and were last seen in Baffin's Bay in July of that year, steering for Lancaster Sound.

The ships not having returned at the time expected, search was made for them by two Expeditions, which found no traces of them to the eastward, nor on the North Sea coast between the Mackenzie and Coppermine Rivers. Hence it is inferred, that the ships have been blocked up in the ice in the vicinity of Melville Island (or the adjoining lands), from whence neither Lancaster Sound nor the continental coast to the south could be reached with the means the crews possessed. Further search is to be prosecuted by the British Government in the summer of 1850. Two ships (the "Enterprize" and "Investigator,") commanded by Captain Collinson and Commander M'Clure, are to enter Behring's Straits, and to penetrate, if possible, to the western extremity of Melville Island, there to winter, and make further search, in the spring of 1851, for the crews of the lost ships.

The aid of the officers of the Russian Fur Company and of all his Imperial Majesty's subjects is earnestly solicited in the humane endeavour to rescue such of the missing crews as may succeed in reaching the shores of the continent. And it is conceived that this aid may be effectually rendered by offering to the Esquimaux and Tchutski the promise of a liberal reward of kettles, saws, knives, beads or such other articles of commerce as they covet, for any effectual relief afforded to any white men that may be cast on their coasts, and for conducting them in safety to a neighbouring fur post.

The English Admiralty will defray the expense of such rewards, on application, &c. &c.

This memorandum should be translated into the Russian language, and plentifully circulated along the northern coasts of Siberia, and throughout his Imperial Majesty's American dominions; 200 or 300 copies printed; and attached to each copy should be an order from the Russian Minister in London, enjoining all Russian subjects, in the Emperor's name, to carry out the objects therein named.

(signed) *W. E. Parry.*

Enclosure No. 2, to No. 8** (D.)

ADDITIONAL MEMORANDUM from Sir *John Richardson*.

15 December 1849.

THE only post of the Russian Fur Company known to me as being conveniently situated for communication with the Tchutski and Esquimaux who inhabit the Arctic coasts of America, is one situated on the Yucan River, not far from its junction with the Polar Sea in Gwyder Bay, and near the 150th meridian. The natives report that the Russian traders on the Yucan receive their supplies from a fort in Norton Sound, and that there is another fort in the north-east corner of Kotzebue's Sound. Papers left at either of these places might be transmitted by the traders to the Yucan; and it would be advisable to send some copies to the Russian Company's depôt at Sitka, and to place some in the hands of their agent at the Sandwich Islands.

The Hudson's Bay Company's agent at the Sandwich Islands, by means of their steamers which trade with the Russian American posts, might also distribute some copies of the Paper at the places they touch at, so as to multiply the chances of their reaching their destination.

Another and perhaps a more certain route to the Russian post on the Yucan may also be found through the aid of the Hudson's Bay Company by the Mackenzie. The Company's officer at La Pierre's house on the Rat River might commit some copies of the Paper to the native hunters, and promise them the value

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value of a few articles of trade (say from 1*l.* to 5*l.* sterling), if, either directly or through the medium of intervening tribes, they brought an acknowledgment of the communication from the Russian officer.

The ships bound to Behring's Straits might take some of the Papers. Other copies might be sent, *viâ* Panama to the Pacific, at once, to be forwarded to the Sandwich Islands, and thence by our Naval Commander in Chief to the Russian posts, as before stated; and the Hudson's Bay Company could forward some to the Mackenzie in the spring, when their canoes go to the north.

Enclosure No. 3, to No. 8** (D.)

No time should be lost, I submit, in translating and dispersing the first memorandum; and of inviting the attention of the Hudson's Bay Company to the means suggested by Sir J. Richardson, in the second.

(signed) *F. Beaufort.*

No. 8** (E.)

COPY of a LETTER from *H. U. Addington, Esq.*, to *John Parker, Esq.*

Sir, Foreign Office, 2 January 1850.

WITH reference to your letter of the 19th ultimo, I am directed by Viscount Palmerston to transmit to you a copy of a despatch from Baron Brunnow, and I am to request that, in laying the same before the Lords Commissioners of the Admiralty, you will move their Lordships to favour Lord Palmerston with their opinion thereupon, to enable his Lordship to reply to Baron Brunnow.

I am, &c.

(signed) *H. U. Addington.*

Enclosure to No. 8** (E.)

Ashburnham House, le $\frac{17}{39}$ Décembre 1849.

LE Baron Brunnow présente ses complimens à M. le Vicomte Palmerston, et en réponse à la communication qu'il a bien voulu lui adresser, sous la date du 22 de ce mois, à l'honneur d'informer Son Excellence qu'une intervention de sa part auprès des autorités de la Compagnie Russe Américaine, en dépassant les limites de ses attributions, serait loin de remplir le but proposé avec autant d'efficacité que le ferait une disposition directe faite d'ordre de l'Empereur.

Connaissant l'intérêt bienveillant que Sa Majesté a désigné prendre au succès des mesures déjà antérieurement prises pour aller à la recherche de l'Expédition de Sir John Franklin, le Baron de Brunnow se fera un devoir empressé de porter à la connaissance de l'Empereur la présente communication de M. le Vicomte Palmerston, accompagnée du memorandum y annexé, dans la persuasion que le Gouvernement Impérial avisera aux moyens les plus utiles pour prêter à l'exécution du plan projeté toute la co-opération en son pouvoir.

Le Baron Brunnow profite, &c. &c.

No. 8** (F.)

COPY of a LETTER from Captain *Hamilton* to *H. U. Addington, Esq.*

Sir, Admiralty, 5 January 1850.

IN reply to your letter of the 2d instant, transmitting a copy of a despatch from the Russian minister at this court, relative to assistance being rendered by the Russian Government in endeavouring to obtain tidings of the Expedition under Sir J. Franklin, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of Viscount Palmerston, that my Lords are very sensible of the kind interest with which Baron Brunnow is endeavouring to forward their Lordships' wishes; and the accompanying memorandum is now forwarded.

forwarded to Lord Palmerston for transmission to Baron Brunnow, with their Lordships' request that it may be printed in Russian, and circulated along the northern coasts of Siberia, and of his Imperial Majesty's dominions in North America; and my Lords would beg to express their earnest hope that the benevolent interest already evinced by his Imperial Majesty the Emperor of Russia, in the measures hitherto taken for the succour of Sir John Franklin, will be extended to the present proposal; and that the powerful aid of the Emperor will be further afforded their Lordships, by his Imperial Majesty's issuing his own orders upon the subject.

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I am, &c.
(signed) *W. A. B. Hamilton.*

Enclosure to No. 8** (F.)

(COPY.)

5 January 1850.

THEIR Lordships propose that the following Paper be printed in the Russian language:—

"The discovery ships, under Sir John Franklin, sailed from England in 1845, and were last seen in Baffin's Bay in July in that year, steering for Lancaster Sound.

"The ships not having returned at the time expected, search was made for them by two Expeditions, which found no traces of them to the eastward, nor on the northern sea-coast of America, between the Mackenzie and Coppermine Rivers. Hence it is inferred that the ships have been blocked up in the ice in the vicinity of Melville Island, or the adjoining land; from whence neither Lancaster Sound nor the continental coast to the south could be reached with the means the crews possessed.

"Further search will be prosecuted by the British Government in the summer of 1850. Two ships, the 'Enterprise' and 'Investigator,' commanded by Captain Collinson and Commander McClure, are to enter Behring's Straits, and to penetrate, if possible, to the western extremity of Melville Island, there to winter, and make further search in the spring of 1850 for the crews of the lost ships.

"The aid of the officers of the Russian Fur Company, and of all his Imperial Majesty's subjects, is earnestly solicited in the humane endeavour to rescue such of the missing crews as may succeed in reaching the shore of the continent.

"And it is conceived that this may be effectually rendered by offering to the Esquimaux and Tchutski the promise of a liberal reward of kettles, saws, knives, beads, and such other articles of commerce as they covet, for any effectual relief afforded to any white men that may be cast on their coasts, and for conducting them in safety to a neighbouring fur-post. The English Admiralty will defray the expense of such rewards on application."

This memorandum should be plentifully circulated along the northern coasts of Siberia, and those of his Imperial Majesty's American dominions; and attached to each copy should be an order from the Russian Government, enjoining all his Imperial Majesty's subjects, in the Emperor's name, to carry out the objects therein.

No. 8** (G.)

COPY of a LETTER from *H. U. Addington, Esq.*, to *John Parker, Esq.*

Sir,

Foreign Office, 14 January 1850.

WITH reference to your letter of the 5th instant, I am directed by Viscount Palmerston to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a note from Baron Brunnow, stating that every step will be taken to second the measures taken by the Admiralty for the discovery of the Expedition under Sir John Franklin.

I am, &c.
(signed) *H. U. Addington.*

Enclosure to No. 8** (G.)

Ashburnham House, 11 Janvier 1850.

LE Baron Brunnow présente ses complimens à M. le Vicomte Palmerston, et en réponse à sa note du 10 de ce mois, s'empresse de lui réitérer l'assurance du vif empressement qu'il mettra à seconder les mesures prises par l'Amirauté pour aller à la recherche de l'Expédition de Sir John Franklin.

Dans ce but, le Baron de Brunnow s'est fait un devoir de transmettre à M. le Chancelier de l'Empire le memorandum rédigé par le bureau de l'Amirauté, et dont la publication en langue Russe pouvait faciliter, peut-être, le succès de ses recherches, par l'assistance des habitans du nord de la Sibérie, et des colonies Russes sur la côte nord-ouest d'Amérique.

Le Baron Brunnow profite, &c. &c.

No. 8** (H.)

COPY of a LTTTER from his Excellency the Baron *Brunnow* to
Viscount *Palmerston*.

My Lord,

Ashburnham House, ce 21 Février
3 Mars 1850.

J'AI eu l'honneur d'informer votre Excellence que je m'étais empressé de solliciter l'appui du Gouvernement Impérial en faveur des nouvelles démarches faites en Angleterre pour aller à la recherche de l'Expédition de Sir J. Franklin.

Je viens de recevoir une communication officielle, qui m'annonce l'accueil favorable qu'à obtenu le recours que j'ai fait dans ce but au Gouvernement Impérial.

Il a adressé aussitôt les ordres nécessaires au Directeur-en-Chef des colonies Russes sur la côte nord-ouest d'Amérique, afin de lui recommander d'offrir toutes les facilités en son pouvoir aux officiers de la Marine Royale envoyés à la découverte des traces de l'ancienne Expédition.

Ces ordres sont renfermés dans le paquet ci-joint, que je m'empresse de vous faire parvenir, My Lord, avec prière de le transmettre à l'Amirauté.

De plus, le Ministère Impérial m'annonce que la publication dont votre Excellence m'a communiqué le projet, traduite en langue Russe au nombre de 300 exemplaires, sera distribuée au printemps prochain parmi les habitans du littoral vers lequel se dirigent les présentes recherches.

En portant ces dispositions à la connaissance du Gouvernement de Sa Majesté Britannique, je profite de cette occasion, &c.

(signé) *Brunnow*.

— No. 9. —

REPORTS of the HYDROGRAPHER of the ADMIRALTY and the SECOND SECRETARY, with the Opinions of Captain Sir *W. Edward Parry*, Captain Sir *George Back*, Captain *Beechey*, Dr. Sir *John Richardson*, and Colonel *Sabine*, R. A., on the proposed Expedition to *Barrow Straits*.

(A to H.)

No. 9 (A.)

MEMORANDUM by Rear-Admiral Sir *Francis Beaufort*, K. C. B., Hydrographer of the Admiralty; dated 29 January 1850.

No. 9.
Reports on the pro-
posed Expedition
to Barrow Straits.

1. THE Behring's Straits Expedition being at length fairly off, it appears to me to be a duty to submit to their Lordships that no time should now be lost in equipping another set of vessels to renew the search on the opposite side, through Baffin's Bay; and this being the fifth year that the "Erebus" and "Terror" have been absent, and probably reduced to only casual supplies of food and fuel, it may be assumed

assumed that this search should be so complete and effectual as to leave unexamined no place in which, by any of the suppositions that have been put forward, it is at all likely they may be found.

2. Sir J. Franklin is not a man to treat his orders with levity, and therefore his first attempt was undoubtedly made in the direction of Melville Island, and not to the westward. If foiled in that attempt, he naturally hauled to the southward, and using Banks' Land as a barrier against the northern ice, he would try to make westing under its lee. Thirdly, if both of these roads were found closed against his advance, he perhaps availed himself of one of the four passages between the Parry Islands, including the Wellington Channel. Or, lastly, he may have returned to Baffin's Bay, and taken the inviting opening of Jones' Sound.

3. All those four tracks must therefore be diligently examined before the search can be called complete, and the only method of rendering that examination prompt and efficient will be through the medium of steam; while only useless expense and reiterated disappointment will attend the best efforts of sailing vessels, leaving the lingering survivors of the lost ships, as well as their relatives in England, in equal despair. Had Sir James Ross been in a steam vessel, he would not have been surrounded by ice and swept out of the Strait, but by shooting under the protection of Leopold Island, he would have waited there till that fatal field had passed to the eastward, and he then would have found a perfectly open sea up to Melville Island.

4. The best application of steam to in-going vessels would be Eriesson's screw; but the screw or paddles of any of our moderate-sized vessels might be made to elevate with facility. Vessels so fitted would not require to be fortified in an extraordinary degree, not more than common whalers. From the log-like quiescence with which a sailing vessel must await the crush of two approaching floes, they must be as strong as wood and iron can make them; but the steamer slips out of the reach of the collision, waits till the shock is past, and then profiting by their mutual recoil, darts at once through the transient opening.

5. Two such vessels, and each of them attended by two tenders laden with coals and provisions, would be sufficient for the main lines of search. Every prominent point of land where notices might have been left would be visited, details of their own proceedings would be deposited, and each of the four tenders would be left in proper positions as points of rendezvous on which to fall back.

6. Besides these two branches of the Expedition, it would be well to allow the whaling Captain (Penny) to carry out his proposed undertaking. His local knowledge, his thorough acquaintance with all the mysteries of the ice navigation, and his well-known skill and resources, seem to point him out as a most valuable auxiliary.

7. But whatever vessels may be chosen for this service, I would beseech their Lordships to expedite them; all our attempts have been deferred too long; and there is now reason to believe that very early in the season, in May or even in April, Baffin's Bay may be crossed before the accumulated ice of winter spreads over its surface. If they arrive rather too soon, they may very advantageously await the proper moment in some of the Greenland harbours, preparing themselves for the coming efforts and struggles, and procuring Esquimaux interpreters.

8. In order to press every resource into the service of this noble enterprise, the vessels should be extensively furnished with means for blasting and splitting the ice; perhaps circular saws might be adapted to the steamers, a launch to each party, with a small rotary engine, sledges for the shore, and light boats with sledge bearings for broken ice fields; balloons for the distribution of advertisements, and kites for the explosion of lofty fire-balls. And, lastly, they should have vigorous and numerous crews, so that when detachments are away, other operations should not be intermitted for want of physical strength.

9. As the council of the Royal Society, some time ago, thought proper to remind their Lordships of the propriety of instituting this search, it would be fair now to call on that learned body for all the advice and suggestions that science and philosophy can contribute towards the accomplishment of the great object on which the eyes of all England, and indeed of all the world, are now entirely fixed.

(signed) F. B.

MEMORANDUM by Captain *Hamilton*, Secretary of the Admiralty ;
dated 5 February 1850.

WITH reference to Sir Francis Beaufort's memorandum, it may be useful to advert to certain papers before the Board, relative to the eastern search.

I would refer to three of those papers in particular, and would take them in the order of their date.

On the 15th November 1849, a Mr. Hamilton, writing from Stromness, affirms positively that "on the day previous to Sir John Franklin sailing from that place, he (Sir John Franklin) expressed his determination to endeavour to find a passage to the westward, through Alderman Jones' Sound."

Mr. Hamilton adds, "that Sir John Franklin, during his stay at Stromness, expressed himself to this effect on several occasions."

He further informs their Lordships that "his house was the last Sir John Franklin visited in this country, and that he is ready to refer their Lordships to other gentlemen to whom Sir John Franklin expressed himself in similar terms."

Mr. Hamilton adds, that he is brother-in-law to Dr. Rae, the eminent chief trader and active coadjutor of Sir John Richardson, and of whose proceedings, since he separated from Dr. Richardson, the Board are now so anxious to hear.

Now it cannot be doubted that Sir John Franklin is as little likely as any man to deviate from his orders, and it is therefore difficult to believe that he could have expressed himself as described by Mr. Hamilton. At the same time it is quite possible that Sir John Franklin may, in conversation, have referred to Jones' Sound, and that Mr. Hamilton has construed his mentioning Jones' Sound in a conditional sense, as an unconditional statement of his intentions.

I would now refer to other papers tending to show what the opportunities are which Jones' Sound offers, and which could not be unknown to Sir John Franklin.

Captain Penny, in the offers of his services to the Admiralty, of the 22d December last, says, "If an early passage be obtained, I would examine Jones' Sound, as I have generally found in all my early voyages clear water at the mouth of that Sound; and there is a probability that an entire passage by this route might be found into Wellington Strait.

Captain Gravill, of the "Abraham," an old whaling captain, in his letter of the 25th January, alludes to his "voyage" last year up Jones' Sound, and suggests Jones' Sound and Smith's Sound, together with other quarters, as points of search; added to which there is (or at least was) a letter in this office from Captain Lee, of the "Prince of Wales," also an experienced Commander, in which he reports his having mistaken the entrance of Jones' Sound, in thick weather, for Lancaster Sound, and that he sailed 100 miles up the Sound, without meeting with obstructions of any sort, before he discovered his mistake; and that in running out of the Sound, the carpenter of the ship observed a cairn of stones on one of the headlands.

Admitting, therefore, the utmost desire of Sir John Franklin to follow his orders, it is not unlikely that he may have found a literal compliance with them impossible; and their purport being to push to the westward, he would naturally take the next means of doing so, if the first failed; and if on arriving off Lancaster Sound he found obstruction from ice or contrary winds, he would most probably make the attempt by Jones' Sound.

Added to this, and the circumstances of Sir John Franklin being well aware that both Jones' and Smith's Sounds, have always given promise of open water, there is the important fact that a diligent search has been made by Sir James Ross in Lancaster Sound and Prince Regent's Inlet, and that no traces of Sir John Franklin having proceeded in that direction have been found by him.

It may be therefore considered that there are sufficient grounds for instituting a specific and separate search, both into Jones' and Smith's Sounds, and there is reason to believe that this may be speedily and effectually done by a steamer.

The narrative of Captain Parker, of the "Truelove," as well as the statements of Captain Penny and Gravill, already referred to, would lead to the supposition that in a fair season those Sounds may be reached without the vessel coming into collision with the ice, and with the important appliance of steam power this would most probably prove to be the case; nor does it follow that the fortifying and
fitting

fitting a steam vessel to look into those Sounds need be of a very costly or complicated description, nor such as to involve any material loss of time.

Their Lordships will have before them several propositions respecting the eastern search. And with respect to any Expedition that may proceed by the way of Lancaster Sound, Captain Penny's may be difficult to improve upon. Captain Gravill's letter also offers some useful suggestions; but the question may still be submitted to the Board of an examination into Jones' and Smith's Sounds by a steamer, as separate from the other. There are officers anxious and able to undertake this search; it might be completed in a comparatively short time, and might be the means of early satisfying the public mind on one most important particular, viz., the direction taken by Sir John Franklin in his carrying out the instructions of the Admiralty.

(signed) *W. A. B. Hamilton.*

I would observe that, when the above was written, I had not seen the paper by Dr. McCormick, in which great stress is laid upon the necessity of a search into Jones' Sound.

(signed) *W. A. B. Hamilton.*

Enclosure 1, to No. 9 (B.)

To the Secretary of the Admiralty, London.

Sir,

Stromness, 15 November 1849.

I CONSIDER it proper to put you in possession of the following information as to Sir John Franklin's expressed determination regarding the route he purposed to follow on reaching Baffin's Bay, which, if he followed out according to his intention, I would submit that neither of the Expeditions yet sent out in search of him would have a chance of meeting with any trace of him or his party.

During Sir John Franklin's stay here, I had frequent opportunities of conversing with him on the subject of his voyage, and the last house he visited in Great Britain was mine, on the day previous to his sailing from Stromness, on which occasion, as well as on several others, he expressed his determination of endeavouring to find a passage to the westward through Alderman Jones's Sound, instead of Lancaster Sound; and if he acted on this intention, it is not improbable that the ships may have entered this unknown Sound, and got so fixed in the ice as to render it impossible for them to be extricated; and it will be recollected that the summer of 1845 was one of uncommon mildness in the northern regions, and consequent absence of ice to the northward of Devil's Thumb (as the report of the whalers of that season fully proves) would add to the probability of his finding little obstruction to his reaching this point.

I may mention that Sir John Franklin's principal reason for attempting Alderman Jones's Sound in preference to Lancaster Sound, was from his own knowledge, or a strong impression (I do not remember which), that a great current flowed out of it, indicating an open sea to the westward.

I will feel obliged by your laying this information before my Lords Commissioners of the Admiralty; and if their Lordships should consider it of any importance, as regards future efforts that may be made to relieve our unfortunate countrymen, I shall be happy to refer them to gentlemen here who heard Sir John express himself in similar terms to them.

I may also state that I am brother-in-law to Dr. Rae, who went out with Sir J. Richardson in the land Expedition; and as his relations are anxious regarding his safety, I would esteem it as a particular favour to be informed of any accounts that may reach the Admiralty regarding him, as it is not improbable this may be the case, without our knowing any thing regarding him.

I have, &c.

(signed) *J. M. Hamilton.*

Note.—In the event of the Expedition under Sir John Franklin having entered Alderman Jones's Sound, some trace of it would undoubtedly be found either on Cape Hardwick or Cape Lindsay, which forms the entrance to the inlet, for it seems pretty certain, from the result of Sir James Ross's voyage, that the "Erebus" and

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and "Terror" did not enter Lancaster Sound; else, from the minute examination of that gallant officer, it is next to impossible but some indications of the circumstance would have been discovered.

(signed) *J. M. H.*

Enclosure 2, to No. 9 (B.)

To the Secretary of the Admiralty.

Sir,

Stromness, 11 February 1850.

I HAD the honour of addressing a letter to you on the 15th November last, relative to Sir John Franklin's Expedition, to which I have not been favoured with a reply; but feeling deeply interested in the fate of our gallant and enterprising countrymen, and being convinced in my own mind, from frequent personal communications with Sir John Franklin, that, in the event of the state of the ice in Baffin's Bay permitting him, he would endeavour to penetrate Alderman Jones' Sound instead of Lancaster Sound, which I have no doubt he acted on, as I have ascertained from persons who were in the whale ships in 1845, that the ice was quite open that season to the northward of the Devil's Thumb.

I have myself coasted the north shore of Lancaster Sound as far to the westward as Maxwell Bay. I feel satisfied that, from the nature of the land that intervenes between Lancaster and Jones' Sound, it is utterly impracticable that any passage could be effected across such a country; and should the Expedition have reached from the 85th degree of west longitude to the 90th, it is probable that the ships have been inextricably fixed in that unexplored and unknown region.

I hope I will be pardoned for presuming to force my views upon the notice of my Lords Commissioners of the Admiralty, but I feel that I should be culpable if I refrained doing so, under the circumstances I have mentioned; and I therefore request the favour of your laying this communication before their Lordships, along with my former letter to you on this subject.

I have, &c.

(signed) *J. M. Hamilton.*

No. 9 (C.)

COPY of a LETTER from Captain *Hamilton* to *J. M. Hamilton*, Esq.

Sir,

Admiralty, 6 February 1850.

OWING to some inadvertence which it may be unnecessary to explain, but in which every apology is due to you, it would appear that your letter of 15th November last, addressed to the Secretary of the Admiralty, had never been acknowledged.

I am commanded by the Lords Commissioners of the Admiralty to refer to that letter, and in conveying to you the expression of their regret that it should have remained unanswered, to thank you at the same time for your communication.

I have, &c.

(signed) *W. A. B. Hamilton*, Capt. R. N.
Second Secretary to the Admiralty.

No. 9 (D.)

COPY of a LETTER from Captain Sir *W. Edward Parry* to *J. Parker*, Esq.,
Secretary of the Admiralty.

Sir,

Haslar Hospital, 6 February 1850.

WITH reference to the subject of the conference at which I had yesterday the honour of being present at the Board of Admiralty, I now, in obedience to their Lordships' commands, beg leave to submit the following considerations as to the proper mode of conducting the search for the ships under the command of Sir John

John Franklin, which Her Majesty's Government has decided on renewing by way of Baffin's Bay.

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I am decidedly of opinion that the main search should be renewed in the direction of Melville Island and Banks's Land, including as a part of the plan the thorough examination of Wellington Strait and of the other similar openings between the islands of the group bearing my name. I entertain a growing conviction of the probability of the missing ships, or at least a considerable portion of the crews, being shut up at Melville Island, Banks's Land, or in that neighbourhood, agreeing as I do with Rear-Admiral Sir Francis Beaufort, in his report read yesterday at the Board, that "Sir John Franklin is not a man to treat his orders with levity," which he would be justly chargeable with doing if he attached greater weight to any notions he might personally entertain than to the Admiralty instructions, which he well knew to be founded on the experience of former attempts, and on the best information which could then be obtained on the subject. For these reasons I can scarcely doubt that he would employ at least two seasons, those of 1845 and 1846, in an unremitting attempt to penetrate directly westward or south-westward towards Behring's Straits.

Supposing this conjecture to be correct, nothing can be more likely than that Sir John Franklin's ships, having penetrated in seasons of ordinary temperature a considerable distance in that direction, have been locked up by successive seasons of extraordinary rigour, thus baffling the efforts of their weakened crews to escape from the ice in either of the two directions by Behring's or Barrow's Straits.

And here I cannot but add, that my own conviction of this probability—for it is only with probabilities that we have to deal—has been greatly strengthened by a letter I have lately received from Colonel Sabine, of the Royal Artillery, of which I had the honour to submit a copy to Sir Francis Baring. Colonel Sabine having accompanied two successive Expeditions to Baffin's Bay, including that under my command, which reached Melville Island, I consider his views to be well worthy of their Lordships' attention on this part of the subject.

It must be admitted, however, that considerable weight is due to the conjecture which has been offered by persons capable of forming a sound judgment, that having failed as I did in the attempt to penetrate westward, Sir John Franklin might deem it prudent to retrace his steps, and was enabled to do so, in order to try a more northern route, either through Wellington Strait or some other of those openings between the Parry Islands to which I have already referred. And this idea receives no small importance from the fact (said to be beyond a doubt) of Sir John Franklin having before his departure expressed such an intention in case of failing to the westward.

I cannot, therefore, consider the intended search to be complete without making the examination of Wellington Strait and its adjacent openings a distinct part of the plan to be performed by one portion of the vessels which I shall presently propose for the main Expedition.

Much stress has likewise been laid, and I think not altogether without reason, on the propriety of searching Jones' and Smith's Sounds in the north-western part of Baffin's Bay. Considerable interest has lately been attached to Jones' Sound, from the fact of its having been recently navigated by at least one enterprising whaler, and found to be of great width, free from ice, with a swell from the westward, and having no land visible from the mast-head in that direction. It seems more than probable, therefore, that it may be found to communicate with Wellington Strait; so that if Sir John Franklin's ships have been detained anywhere to the northward of the Parry Islands, it would be by Jones' Sound that he would probably endeavour to effect his escape, rather than by the less direct route of Barrow's Strait. I do not myself attach much importance to the idea of Sir John Franklin having so far retraced his steps as to come back through Lancaster's Sound, and recommence his enterprise by entering Jones' Sound; but the possibility of his attempting his escape through this fine opening, and the report (though somewhat vague) of a cairn of stones seen by one of the whalers on a headland within it, seems to me to render it highly expedient to set this question at rest by a search in this direction, including the examination of Smith's Sound also.

To accomplish what I consider the main object, namely, the search in the direction of Melville Island and Banks' Land, including that of Wellington Strait, I recommend the equipment of two steam-vessels of 800 to 900 tons, sufficiently

strengthened,

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strengthened, but not so as to impair their capacity and burden, propelled by a screw, and rigged as Her Majesty's smaller steam-vessels usually are, but with the addition of square sails on the foremast, so as to render them fair sailing vessels when the power of steam is not required, and to enable them to stop their way by their sails alone. I prefer wooden vessels to iron ones; 1st, because the latter have never been tried in the navigation among the ice; and 2dly, because of the brittleness of iron at a low temperature. I conceive paddle-wheels to be entirely inadmissible on this service, from the impossibility of securing them from damage by the ice; and the aperture for receiving the screw should be strengthened in the manner adopted by Mr. Lang for Sir John Franklin's ships. The screw should be fitted, as is now usual in Her Majesty's ships, so as to be speedily drawn up on deck, and a spare one furnished.

I must add, however, that out of several plans which I remember to have been submitted to the Admiralty for fitting a screw propeller, without any aperture in the dead wood, and for topping it up out of harm's way, Mr. Lloyd might very probably select one that would be admirably adapted for this special service, and require no long time to fit.

To each of the two steam-vessels thus equipped, I propose to attach a ketch-rigged tender of about 150 to 200 tons, strongly fortified, and otherwise equipped as usual for the ice navigation; the object of these tenders being either to accompany the steam-vessels, to form dépôts for falling back upon in certain positions, or to be detached on separate examinations, as the various circumstances might require.

On reaching the neighbourhood of Wellington Strait, I should propose to send one steam-vessel, with her tender, to examine that passage and the adjacent openings between the Parry Islands, searching all the shores very strictly for any traces of the missing ships, and leaving frequent and conspicuous notices of their own progress and of the dépôt formed at Port Leopold, and then endeavour to ascertain the connexion with Jones' Sound, coming out through that opening, if practicable, into Baffin's Bay. In case of these two vessels effecting this object, or of finding it necessary to return towards Barrow's Straits, I would propose their taking up their winter quarters in or near Port Leopold or elsewhere, as may have been previously agreed upon with the other two vessels of the Expedition, according to the state of the ice, &c., when they part company.

In the meantime, these other two vessels should use their utmost endeavours to push towards Melville Island and Banks's Land, very carefully searching the southern shores of the Parry Islands as they pass along, and leaving frequent and conspicuous notices of their own progress and of the dépôt formed at Port Leopold, and then taking up their winter quarters, whenever the season closes, in the best position they can find.

My object in recommending the use of steam-vessels on this service is to endeavour to make the most powerful effort within our reach at this anxious crisis in search of our gallant missing countrymen; but I have no hesitation in saying that this mode of conducting the search will not allow of extending the resources of the Expedition to so lengthened a period as by the employment of sailing vessels only, on account of the great bulk and weight of coals required for steam. I believe, however, that the advantage of being able to make one vigorous effort in the right directions would more than compensate for the disadvantages to which I refer, especially if the Expedition were assisted (as in former cases) by a transport loaded with coals and other resources, to be despatched to Disco before the Expedition, and there to await its arrival for discharging her cargo.

The Expedition might likewise call at Port Leopold, if the ice would conveniently permit, both to replenish their coals, &c., and to ascertain whether any of the missing crews had been there since Sir James Ross's visit.

The operations of this Expedition during a second summer must depend on so many circumstances of resources and efficiency, that it must obviously, I conceive, be left to the discretion of the officers in command.

Independently, however, of the four vessels I have mentioned, I cannot but think it would be well to avail ourselves of the offer of Captain Penny, whose intelligence, zeal and long experience in ice navigation appear to me to entitle his opinion to their Lordships' favourable consideration.

I think that Captain Penny might be advantageously employed in the examination of Jones's and Smith's Sounds, by which means the question as to Sir John Franklin

Franklin having entered either of them might be set at rest, and the communication between Jones's Sound and Wellington Strait determined, in connexion with the researches of the two before-mentioned vessels.

If I were myself going on this service (of examining Jones's and Smith's Sounds), I should feel considerable confidence of being able to effect the whole, in ordinary seasons, in a steam vessel, in one summer, and to return to England in the autumn, and this without much risk of damage from ice, by reaching Disco early in July, replenishing coals there from the proposed transport, and watching the favourable opportunities for getting round the northward of the "Middle Ice." As, however, Captain Penny has not been accustomed to the management of a steam vessel, it might be better to adopt his own proposal of two small sailing vessels, in which I have no doubt he would be able to effect much towards the accomplishment of the object which we have in view without involving the necessity of remaining a winter in the ice.

Mr. M'Cormick's plan for searching by boats might form an useful and not expensive appendage to this branch of the Expeditions.

In submitting the foregoing plan of search, I have not failed to give due consideration to the valuable reports on this subject previously made to the Admiralty, and more especially those by Sir Francis Beaufort and Captain Hamilton, to which our attention was yesterday directed.

Their Lordships will perceive, that what I have now proposed, when taken in connexion with the efforts of Captain Collinson from the west, and those of Dr. Rae and Commander Pullen from the south, will complete a concentration of search (so to speak) in the direction of Banks' Land and Melville Island, which I believe to constitute our best hope of success. And I do confidently trust that, by the blessing of God on these several endeavours, we may yet hope to receive back in safety a large portion of those valuable men for whom our apprehensions have been so long and so painfully excited.

I have, &c.
(signed) W. E. Parry,
Captain, R. N.

No. 9 (E.)

COPY of a LETTER from Captain Sir *George Back* to the Secretary of the Admiralty.

Sir,

106, Gloucester-place, Portman-square,
6 February 1850.

In reference to the plan proposed in Sir Francis Beaufort's letter, for continuing this season the search of Sir John Franklin's Expedition, in the direction of Barrow Straits, Melville Island, and the openings north and south, especially Wellington Strait, together with a thorough examination of Jones's Sound, there cannot, I think, be a second opinion.

I am persuaded that the missing ships are somewhere thereabouts; hence the necessity of carefully searching every opening which may hold out encouragement of a passage.

Experience has shown that sailing vessels are liable to frequent detentions, and in calm weather are comparatively useless, thereby losing many chances of getting on; this, in the few weeks comprising an Arctic season for navigation, is a great objection.

The employment of screw steam vessels, as recommended by Sir Francis Beaufort, would obviate such objection, provided they can be so strengthened, both in the hulls and screws, as to withstand the ordinary pressure of the ice; for however alert in their movements to avoid danger, still such a contingency (almost certain to happen) should, in common prudence, be guarded against.

If this additional power of resistance can be given in so complete a manner as to protect the machinery and screws (of which I do not constitute myself a judge), then steam vessels would be infinitely preferable to any other class; nevertheless, as their employment on such a service may be considered experimental, I strongly recommend, with Sir F. Beaufort, that a sailing tender of not less than 150 tons should accompany each steamer, not only to serve as a dépôt for fuel and provision,

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provision, but, in the event of unavoidable accident, for the important purpose of a refuge also.

The foregoing remarks apply to the Expedition by Barrow Straits, &c., &c.; but I cannot conclude without expressing to their Lordships a hope that the second plan (as alluded to by Captain Hamilton) of exploring Jones's Sound may be simultaneously executed.

I have, &c.

(signed) *Geo. Back*, Captain.

No. 9 (F.)

COPY of a LETTER from Captain *Beechey* to the Secretary of the Admiralty.

Sir,

London, 7 February 1850.

1. IN obedience to their Lordships' directions, I have carefully perused the communications of Sir Edward Parry, Captain Hamilton and Colonel Sabine, on the subject of further researches for the Expedition under Sir John Franklin, and I think I cannot better express my own opinions upon the subject than by observing I fully concur in everything that is contained in their letters, except that it seems to me that the vessel which accompanies the steamer ought to be sufficiently capacious to receive on board, and house and provision for the winter, if necessary, the crew of the steamer, as she will be the most likely of the two to suffer from the pressure of the ice, and that these tenders should be about 270 or 300 tons each.

2. The urgent nature of the case alone can justify the use of ordinary steamers in an icy sea, and great prudence and judgment will be required on the part of their commanders to avoid being disabled by collision and pressure.

3. I would also add, as an exception, that I think Leopold Island and Cape Walker, if possible, should both be examined prior to any attempt being made to penetrate in other directions from Barrow Straits, and that the bottom of Regent's Inlet, about the Pelly Islands, should not be left unexamined. In the memorandum submitted to their Lordships on 17th January 1849, this quarter was considered of importance; and I am still of opinion, that, had Sir John Franklin abandoned his vessels near the coast of America, and much short of the Mackenzie River, he would have preferred the probability of retaining the use of his boats until he found relief in Barrow Straits, to risking an overland journey *viâ* the before-mentioned river; and it must be remembered, that at the time he sailed, Sir George Back's discovery had rendered it very probable that Boothia was an island.

4. An objection to the necessity of this search seems to be, that had Sir John Franklin taken that route, he would have reached Fury Beach already. However, I cannot but think there will yet be found some good grounds for the Esquimaux sketch, and that their meaning has been misunderstood; and as Mr. M'Cormick is an enterprising person, whose name has already been before their Lordships, I would submit whether a Boat Expedition from Leopold Dépôt, under his direction, would not satisfactorily set at rest all inquiry upon this, now the only quarter unprovided for.

5. With reference to the examination of the Sounds at the head of Baffin's Bay, but especially of Jones's Sound, I fully concur in the suggestions of Captain Hamilton, more especially as there seems to be an opinion that this Sound will be found to communicate with the Wellington Channel, and as, in the event of Sir John Franklin not being discovered in other directions, it will be a source of painful regret that such places should have been left unexplored.

I have, &c.

(signed) *F. W. Beechey*, Captain.

COPY of a LETTER from Dr. Sir *John Richardson* to the Secretary of the Admiralty.

Haslar Hospital, Gosport,
7 February 1850.

Sir,

HAVING heard read a letter from Rear-Admiral Sir Francis Beaufort to my Lords Commissioners of the Admiralty, suggesting a plan of further search for the missing ships under the command of Sir John Franklin, also a paper on the same subject by Captain W. A. B. Hamilton, Secretary to the Admiralty, and a letter from Mr. Penny, master of a whaler, I have the honour, in compliance with their Lordships' directions, to submit to them the following observations :

1. That the search ought not to be abandoned at the present time. I have endeavoured to show in a former paper, we ought not to judge of the supplies of food that can be procured in the Arctic regions by diligent hunting; from the quantities that have been actually obtained on the several Expeditions that have returned, and consequently of the means of preserving life in those regions. When there was abundance in the ships, the address and energy of the hunting parties was not likely to be called forth, as they would inevitably be when the existence of the crews depended solely on their personal efforts, and formed their chief or only object in their march towards quarters where relief might be looked for.

2. This remark has reference to the supposition, also formerly advanced, that on the failure of the stock of provisions in the ship, the crews would, in separate parties, under their officers, seek for succour in several directions ; and, to meet this contingency, the search ought to be pursued in several localities.

3. With respect to the direction in which a successful search may be predicated with the most confidence, very various opinions have been put forth ; some have supposed either that the ships were lost before reaching Lancaster Sound, or that Sir John Franklin, finding an impassable barrier of ice in the entrance of Lancaster Sound, may have sought for a passage through Jones's Sound. I do not feel inclined to give much weight to either conjecture. When we consider the strength of the "Erebus" and "Terror," calculated to resist the strongest pressure to which ships navigating Baffin's Bay have been known to be subject, in conjunction with the fact that, of the many whalers which have been crushed or abandoned since the commencement of the fishery, the crews, or at least the greater part of them, have, in almost every case, succeeded in reaching other ships, or the Danish settlements, we cannot believe that the two discovery ships, which were seen on the edge of the middle ice so early as the 26th of July, can have been so suddenly and totally overwhelmed as to preclude some one of the intelligent officers, whose minds were prepared for every emergency, with their select crews of men, experienced in the ice, from placing a boat on the ice or water, and thus carrying intelligence of the disaster to one of the many whalers which remained for two months after that date in those seas, and this in the absence of any unusual catastrophe among the fishing vessels that season.

4. With respect to Jones's Sound, it is admitted by all who are intimately acquainted with Sir John Franklin, that his first endeavour would be to act up to the letter of his instructions, and that therefore he would not lightly abandon the attempt to pass Lancaster Sound. From the logs of the whalers year after year, we learn that when once they have succeeded in rounding the middle ice, they enter Lancaster Sound with facility : had Sir John Franklin, then, gained that Sound, and from the premises we appear to be fully justified in concluding that he did so, and had he afterwards encountered a compact field of ice, barring Barrow Straits and Wellington Sound, he would then, after being convinced that he would lose the season in attempting to bore through it, have borne up for Jones's Sound, but not until he had erected a conspicuous landmark, and lodged a memorandum of his reason for deviating from his instructions.

5. The absence of such a signal-post in Lancaster Sound is an argument against the Expedition having turned back from thence, and is, on the other hand, a strong support to the supposition that Barrow Strait was as open in 1845 as when Sir W. E. Parry first passed it in 1819 ; that, such being the case, Sir John Franklin, without delay and without landing, pushed on to Cape Walker, and that, subsequently, in endeavouring to penetrate to the south-west, he became involved in the drift ice, which, there is reason to believe, urged by the prevailing winds and the set of the flood tides, is carried towards Coronation Gulf, through channels more

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or less intricate. Should he have found no opening at Cape Walker, he would, of course, have sought one further to the west; or, finding the southerly and westerly opening blocked by ice, he might have tried a northern passage.

6. In either case, the plan of search propounded by Sir Francis Beaufort seems to provide against every contingency, especially when taken in conjunction with Captain Collinson's Expedition, *vid* Behring's Straits, and the boat parties from the Mackenzie.

7. I do not venture to offer an opinion on the strength or equipment of the vessels to be employed, or other merely nautical questions, further than by remarking, that the use of the small vessels, which forms part of Sir Francis Beaufort's scheme, is supported by the success of the early navigators with their very small craft, and the late gallant exploit of Mr. Shedden, in rounding Icy Cape and Point Barrow, in the "Nancy Dawson" yacht.

8. And further, with respect to the comparative merits of the paddles and screw in the Arctic seas, I beg leave merely to observe, that as long as the screw is immersed in water it will continue to act, irrespective of the temperature of the air; but when, as occurs late in the autumn, the atmosphere is suddenly cooled below the freezing point of sea water, by a northerly gale, while the sea itself remains warmer, the paddles will be speedily clogged by ice accumulating on the floats, as they rise through the air in every revolution. An incident recorded by Sir James C. Ross furnishes a striking illustration of the powerful action of a cold wind; I allude to a fish having been thrown up by the spray against the bows of the "Terror," and firmly frozen there, during a gale in a high southerly latitude. Moreover, even with the aid of a ready contrivance for topping the paddles, the flatness or hollowness of the sides of a paddle steamer renders her less fit for sustaining pressure; the machinery is more in the way of oblique beams for strengthening, and she is less efficient as a sailing vessel when the steam is let off.

9. As stowage is very important, especially where small vessels and steamers requiring much fuel are employed, I beg leave to suggest the use of pemmican as the principal article of diet; food can scarcely be compressed into smaller space. Two pounds of pemmican, with one pound of coarse barley-meal, oatmeal or wheaten flour, would be a full daily supply of food to labouring men, in the severest winter, and an ample provision against scurvy, without biscuit or vegetables; less might suffice in summer, or if biscuit and prepared potatoes were issued as part of the diet; but I would suggest, that the store of biscuit, as of an article occupying much space, should be limited to a small quantity, sufficing only for an occasional variation in the rations. I have found that seamen readily accustom themselves to pemmican, especially when it is boiled, or with barley-meal; and the latter, when coarsely ground, makes a nutritious gruel or porridge, which is generally relished. Preserved meats, when often served out, become disagreeable to seamen, and do not produce the feeling of a substantial meal, created by an equal bulk of pemmican.

10. I beg also to suggest, as an advisable measure, the total disuse of ardent spirits on the voyage: I believe that there would be no difficulty in engaging men for the enterprise on what are termed "temperance principles;" and in the Arctic winters the use of tea as a stimulant is not only safer, but would, I think, be almost universally preferred by men who have tried both. An additional quantity of tea might be issued in lieu of spirits.

11. Mr. Penny's project, restricted as it is by Sir Francis Beaufort to the search of Jones's Sound at its outlets, seems to be a fitting appendage to the other measures. Although I have endeavoured to show, in a preceding paragraph, that it is not likely the missing ships entered Jones's Sound from Baffin's Bay, yet, as they may have been compelled to take a northerly course from Barrow Straits, and might afterwards, in trying to regain Baffin's Bay, have been arrested near Wellington Sound, with which it is understood Jones's Sound communicates, the latter ought to be explored, and its headlands carefully examined. The cairn seen by Mr. Penny, at the entrance of the Sound, should be visited and searched for memoranda.

I have, &c.

(signed) John Richardson,
Med. Insp.

COPY of a LETTER from Colonel *Sabine*, R. A., to Captain Sir *W. Edward Parry*.

(Confidential)

Castle-down Terrace, Hastings,
15 January 1850.

My dear Parry,

WHEN you were kind enough to write to me on the subject of Franklin's Expedition, and to ask my opinion of the probabilities as to the place of their detention, and the best mode to adopt in renewing the search, I was still too ill to reply to you with the consideration which the subject required. The same cause (viz., my late severe illness) has prevented my taking a part in any of the recent discussions; but as time is passing away, I am become extremely anxious to learn whether any, and what steps are likely to be taken for attempting relief in the quarter which still appears, as it has always appeared to me, the most important and the most promising. There can be little doubt, I imagine, in the mind of any one who has read attentively Franklin's Instructions, and (in reference to them) your description of the state of the ice and of the navigable water in 1819 and 1820, in the route which he was ordered to pursue; still less, I think, can there be a doubt in the mind of any one who had the advantage of being with you in those years, that Franklin (always supposing no previous disaster) must have made his way to the south-west part of Melville Island either in 1845 or 1846. It has been said that 1845 was an unfavourable season, and as the navigation of Davis's Straits and Baffin's Bay was new to Franklin, we may regard it as more probable that it may have taken him two seasons to accomplish what we accomplished in one. So far, I think, guided by his Instructions and by the experience gained in 1819 and 1820, we may reckon pretty confidently on the first stage of his proceedings, and, doubtless, in his progress he would have left memorials in the usual manner at places where he may have landed, some of which would be likely to fall in the way of a vessel following in his track. From the west end of Melville Island our inferences as to his further proceedings must become more conjectural, being contingent on the state of the ice and the existence of navigable water in the particular season. If he found the ocean, as we did, covered to the west and south, as far as the eye could reach from the summit of the highest hills, with ice of a thickness unparalleled in any other part of the Polar Sea, he would, after probably waiting through one whole season in the hope of some favourable change, have retraced his steps, in obedience to the second part of his Instructions, in order to seek an opening to the north which might conduct to a more open sea. In this case some memorial of the season passed by him at the south-west end of Melville Island, and also of his purpose of retracing his steps, would doubtless have been left by him; and should he subsequently have found an opening to the north, presenting a favourable appearance, there also, should circumstances have permitted, would a memorial have been left.

He may, however, have found a more favourable state of things at the south-west end of Melville Island than we did, and may have been led thereby to attempt to force a passage for his ships in the direct line of Behring's Straits, or perhaps, in the first instance, to the south of that direction, namely, to Banks's Land. In such case two contingencies present themselves: first, that in the season of navigation of 1847 he may have made so much progress, that in 1848 he may have preferred the endeavour to push through to Behring's Straits, or to some western part of the continent, to an attempt to return by the way of Barrow Straits; the mission of the "Plover," the "Enterprise," and the "Investigator," together with Dr. Rae's Expedition, supply, I presume (for I am but partially acquainted with their Instructions), the most judicious means of affording relief in this direction. There is, however, a second contingency; and it is the one which the impression left on my mind by the nature and general aspect of the ice in the twelve months which we ourselves passed at the south-west end of Melville Island, compels me, in spite of my wishes, to regard as the more probable, viz., that his advance from Melville Island in the season of 1847 may have been limited to a distance of 50, or perhaps 100 miles at farthest, and that in 1848 he may have endeavoured to retrace his steps, but only with partial success. It is, I apprehend, quite a conceivable case, that under these circumstances, incapable of extricating the ships from the ice, the crews may have been,

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at length, obliged to quit them, and attempt a retreat, not towards the continent, because too distant, but to Melville Island, where certainly food, and probably fuel (seals), might be obtained, and where they would naturally suppose that vessels despatched from England for their relief would, in the first instance, seek them. It is quite conceivable also, I apprehend, that the circumstances might be such that their retreat may have been made without their boats, and probably in the April or May of 1849.

Where the Esquimaux have lived, there Englishmen may live, and no valid argument against the attempt to relieve can, I think, be founded on the improbability of finding Englishmen alive in 1850, who may have made a retreat to Melville Island in the spring of 1849; nor would the view of the case be altered in any material degree, if we suppose their retreat to have been made in 1848 or 1849 to Banks's Land, which may afford facilities of food and fuel equal or superior to Melville Island, and a further retreat in the following year to the latter island as the point at which they would more probably look out for succour.

Without disparagement, therefore, to the attempts made in other directions, I retain my original opinion, which seems also to have been the opinion of the Board of Admiralty, by which Ross's Instructions were drawn up, that the most promising direction for research would be taken by a vessel which should follow them to the south-west point of Melville Island, be prepared to winter there, and, if necessary, to send a party across the ice in April or May to examine Banks's Land, a distance (there and back) less than recently accomplished by Ross in his land journey.

I learn from Ross's despatches, that almost immediately after he got out of Port Leopold (1849), he was entangled in apparently interminable fields and floes of ice, with which, in the course of the summer, he was drifted down through Barrow Straits and Baffin's Bay nearly to Davis's Straits. It is reasonable to presume, therefore, that the localities from whence this ice drifted are likely to be less encumbered than usual by accumulated ice in 1850. It is, of course, of the highest importance to reach Barrow Straits at the earliest possible period of the season; and, connected with this point, I learnt from Captain Bird, whom I had the pleasure of seeing here a few days ago, a very remarkable fact, that the ice which prevented their crossing Baffin's Bay in 72° or 73° of latitude (as we did in 1819, arriving in Barrow Straits a month earlier than we had done the preceding year, when we went round by Melville Bay, and nearly a month earlier than Ross did last year) was young ice, which had formed in the remarkably calm summer of last year, and which the absence of wind prevented their forcing a passage through, on the one hand, whilst, on the other, the ice was not heavy enough for ice anchors. It was, he said, not more than two or two and-a-half feet thick, and obviously of very recent formation. There must, therefore, have been an earlier period of the season when this part of the sea must have been free from ice; and this comes in confirmation of a circumstance of which I was informed by Mr. Petersen (a Danish gentleman sent to England some months ago by the Northern Society of Antiquaries of Copenhagen, to make extracts from books and manuscripts in the British Museum), that the northmen, who had settlements some centuries ago on the west coast of Greenland, were in the habit of crossing Baffin's Bay in the latitude of Upervanie in the spring of the year, for the purpose of fishing in Barrow Straits, from whence they returned in August; and that in the early months they generally found the passage across free from ice. Mr. Petersen told me that I should find this fact clearly made out in a recent publication of the Society of Northern Antiquaries, to whom we have been so much indebted. The pressure of other subjects, and more recently my illness, have prevented me from obtaining and reading the work referred to; but if the latitude in which Baffin's Bay is stated to have been crossed, and the period of the year be correct, it would appear (backed by the experience of last year, as related by Captain Bird,) that Barrow Straits may be reached at a much earlier period of the year than we have hitherto attempted. If, therefore, it be in contemplation to send a vessel or vessels in that direction in the present year, the sooner such an intention is acted on the better.

In the preceding remarks, I have left one contingency unconsidered: it is that which would have followed in pursuance of his Instructions, if Franklin should have found the aspect of the ice too unfavourable to the West and South of Melville Island to attempt to force a passage through it, and should have retraced

retraced his steps in hopes of finding a more open sea to the northward, either in Wellington Strait or elsewhere. It is quite conceivable that here also the Expedition may have encountered, at no very great distance, insuperable difficulties to their advance, and may have failed in accomplishing a return with their ships. In this case, the retreat of the crews, supposing it to have been made across land or ice, would most probably be directed to some part of the coast on the route to Melville Island, on which route they would, without doubt, expect that succour would be attempted.

I have written you a long letter; but this I am sure our common interest in the subject will abundantly excuse. I have recovered my health, but not my strength perfectly, and am still a prisoner here in consequence of the very severe weather.

Very truly yours,
(signed) *Edward Sabine.*

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— No. 10. —

PLANS of Captain Sir *John Ross*, C.B., for an EXPEDITION in Search of
Captain Sir *John Franklin's* ARCTIC EXPEDITION.

(A to K.)

No. 10 (A.)

COPY of a LETTER from Captain Sir *John Ross*, C.B., to the Right Honourable
Sir *Francis T. Baring*, Bart.

Dear Sir,

267, Strand, London, 1 September 1849.

As the time has now arrived when news, good or bad, may be expected from the ships in search of Sir John Franklin, and as these ships, in my humble opinion, being large and of a greater draught of water than the field ice, they are thereby more obnoxious to damage, especially as they would have to run more than usual risk, and the weather in the north having been (by report of the Greenland whalers) exceedingly tempestuous, it is by no means improbable that the expected news may be disastrous. Taking these circumstances into consideration, I venture most respectfully to suggest that a vessel should be prepared, and kept in readiness to be despatched with relief, and I am of opinion that the 16th of September would not be too late for her to sail on that important service. I find that there is a vessel at Woolwich, named the "Mastiff," that would suit admirably. But she and my own little yacht (as a retreat vessel), which is also at Woolwich, should be towed round to Portsmouth, ready to be victualled, and which would incur very little expense, and, even if not wanted, would show the public that your Lordships had not neglected any means that had the least chance of rescuing the unfortunate Franklin and his fellow sufferers. I have recommended Portsmouth for the starting port, as being a nearer and a better outlet than going round by Shetland.

I need scarcely add, that I am a volunteer for this service, and I have no hesitation in pledging myself to reach Lancaster Sound, with the help of a steamer as far as Davis's Straits, if I sailed before the 17th of September.

I shall not attempt to apologise for this trespass on your attention, and trust that your candour will excuse my zeal in the cause of humanity, even if you disapprove of the step I have taken.

I have, &c.
(signed) *John Ross*,
Captain, Royal Navy.

No. 10.
Plans of Captain
Sir John Ross, C.B.

No. 10.
Plans of Captain
Sir John Ross, C. B.

No. 10 (B.)

COPY of a LETTER from Captain Sir *John Ross*, C. B., to Captain *Hamilton*,
Secretary of the Admiralty.

Sir,

267, Strand, London, 27 November 1849.

I AM to request you will be pleased to inform the Lords Commissioners of the Admiralty, that I am still a candidate and volunteer for the command of any Expedition their Lordships may think proper to send in search of Sir John Franklin; that I am confident my state of health and constitution are perfectly equal to that arduous undertaking; and that having originally been the only officer who had actually made promises and arrangements with Sir John Franklin for that purpose, I humbly claim a preference to all other officers for that service.

I beg to add, that my plans can be executed not only at one-fourth of the expense, but with much greater efficiency than the recent unsuccessful attempts made ostensibly for the gallant Franklin and his devoted companions.

I am, &c.

(signed) *John Ross*,
Captain in the Royal Navy.

Enclosure to No. 10 (B.)

PLAN proposed by Sir *John Ross* to search for the Expedition under
Sir John Franklin.

PRELIMINARY OBSERVATIONS.

27 November 1849.

I SHALL not trouble my Lords Commissioners of the Admiralty with a detailed refutation of the published opinions given by the several officers in favour of large ships being employed in the Arctic regions, instead of small vessels, as the question must now have been sufficiently decided by the recent failure of the "*Enterprize*" and "*Investigator*," proposed by them in the place of the four small vessels recommended by me, which would have not only extended the search, and carried an equal quantity of provisions, but would have been more efficiently navigated with half the number of men, and at half the expense, while it would have saved the necessity of despatching the now missing ship with supplies, and at half the expense. And it is to be regretted that their Lordships were led, by those who were by them supposed to know what was best, into that unfortunate determination.

But I must beg leave to state, and that too from experience, that Captain Beechey's objections to the use of a steam-vessel among ice, are totally without foundation, and could only have arisen from his consummate ignorance of the subject. My little steam-vessel the "*Victory*" was fitted with paddle-wheels (which Captain Beechey never saw) of a peculiar construction for use among ice; they could be taken entirely out of danger by two men in less than a minute, and the sponsons, instead of endangering the vessel, contributed mainly to her safety, the ice coming under them in a collision (which was often the case in the "*Victory*") assisted the vessel in rising up to the pressure, instead of being crushed by it, on which mainly depends her safety. And the engine itself being fixed totally independent of the straining of the vessel, can receive no injury whatever from the distortion of her frame. The only further observation I think it necessary to make is, that (page 46) Sir James Ross's assertion in contradiction to Dr. King, that "*Barrow Strait* was not ice-bound in 1832," is a wilful misrepresentation of the fact, and can be contradicted by Serjeant Park, of the E Division of police, Robert Shreeve, of Lower Seymour-street, and Thomas Abernethy; and it is also true, that on that year, and several others, no ship could get up *Barrow Straits* for ice, where, at length, he himself found it unnavigable. Provisions being already stored at *Whaler Point*, the following vessels only will be required, the expense of which, the sale of the "*Enterprize*" and "*Investigator*," which are only

only fit for employment in the whale fishery, would more than cover. It therefore only remains to give the following brief

No. 10.
Plans of Captain
Sir John Ross, C. B.

OUTLINE of Sir *John Ross's* PLAN.

1. One of the two Port Patrick packets to be fitted nearly as the "Victory" was, with an additional deck, paddles on Robinson's plan, to be raised when required; the vessel to be doubled at the water-line, and protected by plates of galvanized iron.
2. One vessel of the description of the packets between Leith and London, of about 150 tons, doubled and protected as the steam-vessel.
3. Sir John Ross's small yacht the "Mary," 11½ tons, also protected in like manner.
4. The present engine on board the steamer being quite sufficient, no material alteration is required, and the expense of the whole would be comparatively moderate. The crew of the steamer would be 25, and that of the sailing vessel 12, including officers; the yacht would be towed out.

(signed) *John Ross*,
Captain, Royal Navy.

Enclosure to No. 10 (B.)

Sir *F. B.'s* REPORT upon enclosed Letter.

17 December.

WHATEVER may have been urged to the contrary, I have no hesitation in here repeating my full belief that steam is the only means by which we can make sure of reaching in a single season, through Lancaster Sound, the position of the "Erebus" and "Terror," and thereby, of either relieving their crews, or discovering their fate; for steam alone can take advantage of every transient opening in the ice, or quickly avoid the approaching danger of closing fields. Steam alone can press forward, regardless of securing a retreat; it can select places of immediate refuge, search every narrow and winding channel, and persevere in the one leading object without anxiety or fear. I do, therefore, heartily and earnestly approve of furnishing with that powerful arm any expedition intended for the eastern entrance to those seas; and though I should prefer Eriesson's detached propeller, yet the mode suggested by Sir John Ross would, I dare say, answer the desired purpose.

With regard to Sir John Ross, he is well acquainted with the management of steam; he possesses a singularly hardy constitution; he has acquired much dear-bought experience in the ice, is full of inventive resources, and would feel a degree of pride in carrying out this his favourite scheme.

F. B.

No. 10 (C.)

COPY of a LETTER from Captain Sir *John Ross*, C. B., to the Right Honourable Sir *Francis T. Baring*, Bart.

Dear Sir Francis, 267, Strand, 10 January 1850.

I BEG leave to send herewith a description of a vessel building at Aberdeen, which would answer as a second vessel to the steamer in eastern expedition, and, I think, save some expense.

I also beg to call your attention to the extract of a letter from Mr. Severight, the master of a whaler at Peterhead, who is the brother of a person at Woolwich that I employed to ask about men. I am sure it is of great importance to secure them; I know they will volunteer for me if immediately applied to; but the time has now arrived when they engage for a whaling voyage.

I am, &c.
(signed) *John Ross*.

No. 10.
Plans of Captain
Sir John Ross, C. B.

Enclosure to No. 10 (C.)

DESCRIPTION of a Clipper Brig, now almost ready for launching at the Building Dock, *Aberdeen*.

Length of keel and fore-rake	-	-	104 feet $\frac{3}{4}$ inches.
Extreme breadth	-	-	23 „ $5\frac{1}{2}$ „
Depth of hold	-	-	14 „ 1 „
Tonnage	-	-	199 tons, new measurement.

Clipper built, to sail fast, can be got ready immediately, fully equipped, strengthened and fortified for service in the Arctic regions, with masts, sails, ropes, anchors and cables. Price 2,950 *l*.

N. B.—This vessel is built for the Provost of Aberdeen, and cannot be excelled for beauty of mould and quality of workmanship, and will, no doubt, be a first-rate sailing craft.

Her draft of water loaded will be nine feet.

(signed) *R. Rettie*.

Mem.—I am of opinion, that the purchase of this vessel for the Expedition in search of Sir John Franklin would be more economical than strengthening an old vessel, as well as being more efficient.

(signed) *John Ross*.

Respecting the crews: the following answer to my inquiries on the subject has been received from Mr. Severight, of the “Pacific” whaler:—

“There is a set of the finest young men that I have ever seen in this place, and I know would volunteer, if wanted, as they have already been inquiring of me; but if men of good qualification is wanted, you would require to make early application, as a great many of them will be engaging in the whalers. I have no doubt but you will get the pick of the men; but the sooner you apply the better. Mention the terms. I shall do all I can to assist Sir John Ross, &c.

(signed) “*S. Alexander Severight*.”

N. B.—Mr. Severight is a volunteer, as ice master; he has been 30 voyages to Davis’s Straits.

No. 10 (D.)

COPY of a LETTER from Captain Sir *John Ross*, C. B., to Captain *Hamilton*.

Dear Sir,

Wednesday.

PRAY be so kind as to mention to Admiral Dundas, or some of their Lordships, that unless I have very soon authority to secure the services of the 25 fine fellows that have volunteered for me at Peterhead to serve in the eastern expedition, I fear I shall lose them, as the time has now arrived that they engage in the whalers, and that I think it of the utmost importance that their services should be immediately secured, and you will much oblige

Yours very truly,

(signed) *John Ross*.

No. 10 (E.)

COPY of a LETTER from Captain Sir *John Ross*, C. B., to *John Parker*, Esq., Secretary of the Admiralty.

Sir,

267, Strand, 14 January 1850.

HEREWITH you will receive enclosure, No. 1, being “The Outline of a Plan of affording Relief to the Expedition under Command of Sir John Franklin from the Eastward, by way of Baffin’s Bay,” and, No. 2, “Being a Statement of my peculiar Claims for the Command of the Vessels that may be employed on that important Service;” and I am to request that you will be pleased to lay the same before my Lords Commissioners of the Admiralty.

I have, &c.

(signed) *John Ross*,
Captain, R. N.

Enclosure

Enclosure to No. 10 (E.)

By Captain Sir *John Ross*.

OUTLINE of a PLAN for affording Relief to the Expedition under the Command of Sir *John Franklin*, from the Eastward, or by the Way of Baffin's Bay.

As vessels destined to navigate the Arctic Seas must necessarily be exposed to the collision of fields of ice, which are frequently set in motion by the winds, tides and currents ; and as it is evident (as, indeed, most fully proved during my late voyage), that small vessels can not only withstand more pressure than large ships, which have hitherto been employed, as they will rise to the pressure of the ice, but are also less obnoxious to injury from drawing less water than the ice, which by grounding first on rocks or shoals over which they are often inevitably carried, the bottom of the small vessel is safe, while the large one is wrecked, as in the case of the "*Fury*," in 1824. Again, any damage done to a small vessel is easily repaired, as by running, at high water, on the beach, inside of a large piece of ice (called an ice harbour), which is to be found every where, the tide (that there ebbs nine feet) would leave the vessel dry. That could not be the case with a large ship. It follows, therefore, that small vessels, carrying an equal quantity of provisions for the number of their crews, as large ships do for their number, must be the best to employ on this occasion, particularly as there is already a large depôt of provisions and stores at Leopold Harbour ; and the Expedition for the relief of that under the command of Sir John Franklin should consist of three small vessels drawing under nine feet.

1st. A small steam-vessel, such as the "*Asp*," lately a Port Patrick Packet of 112 tons burden, and 50-horse power ; she should be strengthened, and rose upon five feet (as was my late vessel the "*Victory*"), to enable her to carry a sufficient quantity of fuel, and to have the paddle-wheels made to trice up clear of the ice when necessary. She should have a crew of 24 men, including the captain, officers, engineer, stokers, &c.

2dly. A small clipper brig, such as the "*Isla*," of Aberdeen, of 119 tons (a description of which is annexed), with a crew of 14, including the officers, so that the whole number employed in the Expedition would be 34. The price of the "*Isla*," fortified, and ready for use, is 1,100 *l*.

3dly. My own yacht, the "*Mary*," of 12 tons, as a retreat vessel : she is strongly built of mahogany, but will require a little fortifying. She is the same vessel I navigated, in very bad weather, from Stockholm to London, in 1846, and is now in the Royal Dock-yard, at Woolwich. She would be towed out, as we did a vessel of the same size in May last Expedition, and requires no crew.

These vessels being fitted and stored in the usual way, should leave England in May, make the passage to the ice under sail, and reserve the steam for the intricate passages among the ice.

The Expedition should first touch at Lupley, in Greenland, and there procure two Danish interpreters, who speak the Danish and the Esquimaux languages, and also some sledge dogs. Then call at Leopold's Harbour, and from thence proceed to the Western Cape of Wellington Channel, where, probably, the first intelligence of Sir John Franklin may be found ; and, subsequently, according to circumstances, proceed to visit the headlands between it and Melville Island.

If it is found necessary to proceed to Banks' Land, the retreat vessel "*Mary*," should be hauled up at Winter Harbour, and left with nine months' provision, fuel and ammunition, which would secure the ultimate safety, both of our own crew and any that may be found alive of the missing Expedition.

If no intelligence of Sir John Franklin's Expedition is found at the different positions in Barrow's Straits, small parties, consisting of an officer and two men, must be detached in every direction likely to find the missing ships, on small sledges, constructed in the form of boats of "*gutta percha*," which would be capable of overcoming every difficulty better than those hitherto used, as dogs can easily draw small sledges, but not large ones. Lastly, it is necessary immediately to secure the services of the seamen who have been brought up in the whale fishery, 25 of whom have volunteered to serve under my command ; and it is of the greatest importance they should be secured. They are now waiting at Peterhead for my answer.

I am decidedly of opinion, that with the plan I have suggested, I could perform this

No. 10.
Plans of Captain
Sir John Ross, C. B.

this important service during the summer and autumn months; and I have no hesitation in pledging my word, that I shall return in October next, after having decided the fate of Sir John Franklin and his devoted companions.

(signed) *John Ross.*

DESCRIPTION of the Clipper Brig "Isla," now for Sale at Aberdeen.

BRIG "Isla," 119 new, 143 old, tons measurement. Doubled and fortified for a voyage to Davis' Straits in 1845; had a large repair this spring, class *Æ.* in Lloyd's Register; well found in stores, sails fast, and is well known to be a handy craft; draught of water, in ballast, 7 feet 6 inches, loaded 10 feet. She will carry 200 tons. The price is 1,100 *l.*, including masts, sails, anchors and stores. Ready for sea, excepting provisions.

(signed) *R. Rettie.*

Aberdeen, 31 December 1849.

Memorandum.—Of the claims of Captain Sir John Ross for the command of the Eastern Expedition for the relief of Sir John Franklin.

1st. As senior officer employed in the Arctic seas.

2dly. The only officer who actually promised to search for Sir John Franklin in the event of his not returning in 1847.

3dly. Having had communication with Sir John Franklin, touching the positions in which he may be found.

4thly. Being acquainted with the Danish language, and by procuring a Dane at Greenland, who speaks the Esquimaux language, he will be most likely to gain intelligence of the missing ships.

5thly. Being perfectly acquainted with navigation by steam, which is indispensable.—[See his publication on that subject].

6thly. Has a constitution extremely well adapted to the climate.

7thly. Having been six years Consul in Sweden, is well acquainted with sledging on snow and ice.

8thly. Dr. John Lee has promised to lend him the astronomical instruments he formerly lent to Colonel Cheeney on the survey of the Euphrates, and also an excellent five-foot telescope.

9thly. The men who have volunteered at Peterhead will serve under no other officer but Sir John Ross. They are all men who have served in the whale fishery.

(signed) *John Ross,*
Captain, Royal Navy.

No. 10 (F.)

REPORT of Rear-Admiral Sir *Francis Beaufort*, K.C.B., Hydrographer of the Admiralty.

18th January.—Sir F. Beaufort to report.

"Being thoroughly convinced that nothing but a steam-vessel will ever be able to advance through the Arctic Sea to any considerable distance, or to retreat with certainty, the proposal of Sir John Ross to employ one of the Port Patrick steamers appears to be good if she can be sufficiently fortified, and if the paddle-wheels can be made to elevate with instant facility.

"All his suggestions, indeed, are prudent, and the whole plan excellent, if he is really able and willing to carry it into execution.

"*F. B.*"

No. 10 (G.)

COPY of a LETTER from the Secretary of the Admiralty to
Captain Sir *John Ross*, C. B.

Sir,

Admiralty, 22 January 1850.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 14th instant, enclosing the outline of a plan of affording relief to the Expedition

dition under command of Sir John Franklin by way of Baffin's Bay, and a statement of your claims for the command of the vessels that may be employed on that important service, I am commanded by their Lordships to acquaint you, that further search from the eastward has not yet been determined on.

My Lords, therefore, are not prepared to sanction any arrangements that you might have been desirous of entering upon with a view to the future; yet, as they would be glad to be provided with those views in detail in the event of a further Expedition being equipped, their Lordships, without in any way binding themselves to employ you in such service, would, at the same time, wish you to furnish them with a complete (proximate) estimate of the whole expense of such an Expedition as the one you have proposed to their Lordships.

I am, &c.

(signed) *W. A. B. Hamilton.*

No. 10.
Plans of Captain
Sir John Ross, c. B.

No. 10 (H.)

COPY of a LETTER from Captain Sir *John Ross*, c. B., to Captain *Hamilton*.

Sir,

267, Strand, London, 24 January 1850.

I HAVE to acknowledge the receipt of your letter of the 22d instant, by which I am informed, that, having laid mine of the 14th instant before their Lordships, you are commanded to acquaint me, that though not yet prepared to sanction any arrangements, with a view to the future, yet they would be glad to be provided with those views in detail, in the event of a further Expedition being equipped, and that their Lordships, without in any way binding themselves to employ me on such service, would, at the same time, wish me to furnish them with a complete (proximate) estimate of the whole expense of such an Expedition as the one I have proposed to their Lordships; and, according to their Lordships' desire, I have the honour to enclose a detailed statement of the whole expense of such an Expedition, which I calculated as to the expenses of completing the three vessels I have named, ready for sea, from the opinions of several ship-builders, and as to the stores and provisions from the expenses of the "Victory" discovery ship in 1829; and as most of those articles are much reduced in price since that time, I have no doubt that my estimate will be found to be rather above than below the truth.

I beg leave to add, that I am confident it is of almost vital importance to the success of an eastern Expedition for the relief of that under Sir John Franklin, that the seamen brought up in the whale fishery (25 of whom have volunteered at Peterhead), should be immediately secured, as the time has now arrived when they usually engage for the whaling voyage, and after they are gone it will be impossible to obtain a crew so efficient.

In conclusion, I have to request you will be pleased to assure their Lordships, that I am perfectly able, as well as willing, to undertake this arduous service; and I am confident that during next summer, if I am honoured with the command, I shall, under Providence, be completely successful in deciding the fate of the gallant Franklin and his devoted companions.

I have, &c.

(signed) *John Ross*,
Captain, Royal Navy.

Enclosure to No. 10 (H.)

A COMPLETE (proximate) ESTIMATE of the whole EXPENSE of an EXPEDITION proposed to be equipped for the RELIEF of the EXPEDITION under the Command of Sir *John Franklin* by the Eastern Route.

	£.	s.	d.
1. The expense of fortifying and raising another deck on Her Majesty's steam-vessel "Asp," estimated by several builders*	1,000	-	-
2. The expense of converting the paddle-wheels on Robinson's plan, so that they could be raised up clear of the ice at pleasure	100	-	-
3. The			

* Messrs. Fletcher, Ditchburn, Chatfield and Peel.

118 PAPERS AND CORRESPONDENCE RELATIVE TO THE

No. 10.
Plans of Captain
Sir John Ross, C. E.

3. The price of the second vessel, the "Isla," now for sale at Aberdeen, £. s. d.
completely fortified and ready for sea, with anchors and cables - 1,100 - -
4. Spare sails for both vessels - - - - - 400 - -
5. Expense of fortifying the yacht "Mary" - - - - - 20 - -

6. Estimate of the expense of warm clothing for the crews of both ships,
consisting of 36 officers and men:

Flushing jackets -	-	-	-	-	-	36	} estimated at	90	-	-
Monkey jackets -	-	-	-	-	-	36				
Red shirts -	-	-	-	-	-	72				
Flushing trowsers	-	-	-	-	-	72				
Swandown drawers	-	-	-	-	-	72				
Wadmill hose, pairs	-	-	-	-	-	72				
Gutta percha shoes	-	-	-	-	-	72				
Scotch caps	-	-	-	-	-	36				
Pairs of mitts	-	-	-	-	-	72				
Comfortables	-	-	-	-	-	36				
Norwegian Lapland clothing, 12 suits	-	-	-	-	-	-			30	-

N.B.—The Norwegian Lapland clothing can be procured by
Consul-general L. R. Crowe, at Christiana, and is necessary for
sledging parties.

7. Boatswain's stores:

Whale lines, 60, 120 fathoms each - - - - -		160	- -
Boats, 8, 12 cutters in exp. - - - - -	£. 123	- -	
Boats of gutta percha, 4, for sledges - - - - -	4	12	-
Ice-anchors, 24, of sizes - - - - -	36	- -	
Ice-axes, 12 - - - - -	4	8	-
Ice-saws, 12 - - - - -	4	4	-
Ice-spears, 12 - - - - -	2	8	-
Ice-poles and hooks, 24 - - - - -	10	4	-
Harpoons, 10 - - - - -	1	10	-
Whale-lances, 20 - - - - -	7	- -	
Deep-sea clanners, 4 - - - - -	6	- -	
Deep-sea leads, 4; 2 of 100 lbs., 2 of 50 lbs. - - - - -	2	5	-
Blubber and chopping knives, 10 - - - - -	2	5	-
Canvas, 400, from Nos. 2 to 8 - - - - -	150	- -	
Brooms and brushes, 20 - - - - -	2	- -	
			573 11 -

8. Carpenter's stores:

Frames to two hulls, 2, each 24 by 12 - - - - -	£. 20	- -	
½-inch board, 500, of fir - - - - -	3	2	6
¾-inch board, 500 " - - - - -	4	3	4
1-inch board, 400 " - - - - -	4	3	4
Other pieces, for repair in boats, 500 - - - - -	4	13	9
Elm boards, 1-inch, 200 - - - - -	2	13	4
Elm boards, ¾-inch, 200 - - - - -	2	10	-
Nails, boat, 6 lbs. 10,000 - - - - -	1	5	-
Nails, boat, 8 lbs. 5,000 - - - - -	-	17	6
Nails, boat, 10 lbs. 500 - - - - -	-	2	9
Four-penny, three-penny, two-penny, 22-oz. nails, 10,000 - - - - -	1	10	-
Oakum, rosin, pitch and tar, 2 casks of each - - - - -	4	9	-
Sledges, with gutta percha runners, 12 - - - - -	18	- -	
Wheels for sledges, 2 pair - - - - -	2	- -	
Shovels, 20 - - - - -	1	17	-
Sheet lead, 100 lbs. - - - - -	1	2	-
Sheet copper, 100 lbs. - - - - -	5	- -	

9. Gunner's stores:

Guns, 12-pounders, 4 - - - - -	£. 20	- -	
Gunpowder for them, 10 cases, and cartridges - - - - -	20	- -	
Gunpowder, fine, for them, 6 cases - - - - -	10	- -	
Shot for the 12-pounders, 500 - - - - -	5	- -	
Canister, 500 - - - - -	5	- -	
Sky-rockets, 1,000 - - - - -	10	- -	
Blue lights, 1,000 - - - - -	5	- -	
Muskets, or fowling-pieces, 36 - - - - -	40	- -	
Small shot, of sizes, 50 bags - - - - -	40	- -	
Pistols, 12, and balls - - - - -	12	- -	
Cutlasses, 24 - - - - -	12	- -	
Boarding pikes, 24 - - - - -	6	- -	

53 1 6

175 - -

10. Engineer's.

ARCTIC EXPEDITION UNDER SIR JOHN FRANKLIN. 119

No. 10.
Plans of Captain
Sir John Ross, C. B.

10. Engineer's stores :

er's stores :					£.	s.	d.
A small forge, 1, and tools	-	-	-	-	£. 17	4	-
Tallow, 1 ton	-	-	-	-	40	-	-
Oil, gallons, 500	-	-	-	-	86	5	-
Bar iron, 100 lbs.	-	-	-	-	-	8	-
Bolt iron, 100 lbs.	-	-	-	-	-	8	-
					<hr/>		
					144	-	-

RECAPITULATION of the whole (proximate) Expense.

								£.	s.	d.
No. 1	-	-	-	-	-	-	-	1,000	-	-
No. 2	-	-	-	-	-	-	-	100	-	-
No. 3	-	-	-	-	-	-	-	1,100	-	-
No. 4	-	-	-	-	-	-	-	400	-	-
No. 5	-	-	-	-	-	-	-	20	-	-
No. 6	-	-	-	-	-	-	-	120	-	-
No. 7	-	-	-	-	-	-	-	543	12	-
No. 8	-	-	-	-	-	-	-	53	1	6
No. 9	-	-	-	-	-	-	-	175	-	-
No. 10	-	-	-	-	-	-	-	144	-	-
								£. 3,655	12	6

(signed) *John Ross,*
Captain, R.N.

ESTIMATE of Provisions for Two Years.

Bread	-	-	-	14,000	lbs.	} - - Estimate of expense of provisions for two years for 36 men, being about the rate of 2 s. per man per day—			
Flour, for bread	-	-	-	14,000	"				
Beef, in 8-lb. pieces	-	-	-	3,000	"				
Pork, in 6-lb. pieces	-	-	-	10,000	"				
Flour	-	-	-	24,000	"				
Suet	-	-	-	3,000	"				
Raisins	-	-	-	2,000	"				
Cocoa	-	-	-	10,000	"				
Sugar	-	-	-	15,000	"				
Peas	-	-	-	300	bushels				
Oatmeal	-	-	-	300	"				
Barley	-	-	-	300	"				
Wine	-	-	-	300	gallons			£.	s. d.
Spirits	-	-	-	600	"			1,200	- -
Vinegar	-	-	-	1,200	"				
Tobacco	-	-	-	4,000	"				
Lemon juice	-	-	-	10,000	lbs.				
Sugar for ditto	-	-	-	10,000	"				
Candles	-	-	-	10,000	"				
Molasses	-	-	-	6,000	"				
Coals	-	-	-	200	tons	-	-	120 - -	
Edwards' potatoes	-	-	-	10	"	-	-	40 - -	
Preserved meats	-	-	-	10	"	-	-	200 - -	
								1,560 - -	
Expenses carried on	-	-	-			-	-	3,655 12 6	
GRAND TOTAL	-	-	-			-	-	£. 5,215 12 6	

Being for the three vessels in fitting, stores and provisions for two years.

(signed) *John Ross,*
Captain, R.N.

No. 10.
Plans of Captain
Sir John Ross, C. B.

No. 10 (I.)

COPY of SUPPLEMENTAL LETTER from Captain Sir *John Ross*, C. B., to his
Letter of the 24th January 1850, to Captain *Hamilton*.

Dear Sir,

Friday.

I FORGOT to mention in my estimate yesterday, that I did not mention astronomical instruments, because Dr. John Lee had offered to lend me those which Colonel Cheeney had on the Survey of the Euphrates, and which he has had put into perfect good order on purpose.

I have one chronometer of my own, and several makers will send some with me on trial, for the sake of my report, so that a barometer, and a few thermometers, will be all I want, of which the Admiralty have plenty.

I am, &c.

(signed) *John Ross*.

P.S.—I forgot to mention that I have in my estimate charged for only two tons of fresh preserved meats, which are intended for the crew, the others being for depôts at different parts of the coast, and also, that I was not able to get the expense of medicines.

(signed) *J. R.*

No. 10 (K.)

REPORT from Captain Sir *B. W. Walker*, K. C. B., Surveyor of the Navy, on the Communication from Captain Sir *John Ross*, C. B., 1st February 1850; and also, from Captain *Ellice*, Comptroller of Steam Machinery.

Admiralty, 31 January 1850.

Messrs. Edye and Watts to report on the enclosed letter from Sir John Ross, as far as relates to this department.

(signed) *B. W. W.*

We beg to state as follows:—

1st. There is no doubt that the sum of 1,000 *l.* would defray the expense of raising a deck on the “*Asp*,” but the state of the vessel, as to age and stability, to support such a deck, is doubtful.

2d. As regards the paddle-wheels, that subject is for the report of the steam department.

3d. The sum of 1,100 *l.* for the purchase of the “*Isla*,” as to her valuation, can only be known by an inspection of her size, state, &c., no particulars being given.

4th. The value of the sails also can only be ascertained by the number, size and description being explained.

5th. With respect to the expense of fortifying the “*Mary*” yacht, it will be necessary that her size and state should be known.

(signed) *Jr^e Edye.*
Isaac Watts.

No. 80, February 1st.

Having called upon my assistants to report on the enclosed papers from Captain Sir John Ross, I beg to submit the same for their Lordships’ information, observing that I concur in their remarks.

(signed) *B. W. Walker.*

No. 219.

The cost of altering the paddle-wheels of the “*Asp*,” as proposed by Sir John Ross, for raising them above the ice, would, in my opinion, amount to about 100 *l.*

(signed) *A. Ellice.*

—No. 11.—

DR. *M'Cormick's* PLAN of a BOAT EXPEDITION in Search of Sir *John Franklin's*
Arctic Expedition.

A. to D.

No. 11 (A.)

COPY of a LETTER from Doctor *M'Cormick* to the Secretary of the
Admiralty.

11, Craven-street, Strand,
24 April 1849.

Sir,

I HAVE the honour to submit the accompanying outline of a plan of a Boat Expedition in search of Captain Sir John Franklin's Expedition, for the consideration of the Lords Commissioners of the Admiralty, and request you will be pleased to take an early opportunity of laying the same before the Board.

No. 11.
Dr. *M'Cormick's*
Plan of a Boat
Expedition.

I am, &c.

(signed) *R. M'Cormick*,
Surgeon, R.N.

Enclosure to No. 11 (A.)

OUTLINE of a Plan of a Boat Expedition in Search of Sir *John Franklin's*
Expedition.

HER Majesty's ship "North Star," recently commissioned for the purpose of taking out an additional supply of provisions to Lancaster Sound, for the use of the arctic ships now absent, offers so favourable an opportunity for making another effort to ascertain the fate of Sir John Franklin's Expedition, and that, too, without in any way impeding the particular service in which the "North Star" is to be employed, or even involving the necessity of that ship's wintering in the ice;

I feel it my duty, as an officer who has been employed in former Expeditions, and devoted many years past to the subject of Polar discovery, to suggest, that Jones' and Smith's Sounds, at the head of Baffin's Bay, should be carefully examined by a Boat Expedition; but more especially the former, it being the first opening north of the entrance to Lancaster Sound.

These openings to the Polar Sea, although most important ones, still remain unexplored, not coming within the sphere of search of any of the Expeditions at present employed in those seas. That they are important ones, I need only quote the opinion entertained by Colonel Sabine, one of the best authorities on this subject, who states, in a letter to the Admiralty, that "it was Sir John Franklin's intention, if foiled at one point, to try in succession all the probable openings into a more navigable part of the Polar Sea. The range of coast is considerable in which memorials of the ships' progress would have to be sought for, extending from Melville Island, in the west, to the Great Sound, at the head of Baffin's Bay, in the east." The same authority told Lady Franklin, that Sir John Franklin mentioned to him, that if he were baffled in every thing else, he might perhaps look into the Sounds north of Baffin's Bay before he returned home.

The intense anxiety and apprehension now so generally entertained for the safety of Sir John Franklin, and the crews of the "Erebus" and "Terror" under his command, who, if still in existence, are now passing through the severe ordeal of a fourth winter in those inclement regions, imperatively calls for every available effort to be made for their rescue from a position so perilous; and as long as one possible avenue to that position remains unsearched, the country will not feel satisfied that every thing has been done which perseverance and experience can accomplish to dispel the mystery which at present surrounds their fate.

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Dr. M'Cormick's
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The plan I propose is neither difficult or expensive in the accomplishment. Jones' Sound is within the short distance of about 100 miles of Lancaster's Sound and Smith's Sound; is scarcely as much farther north of Jones' Sound. The "North Star" ought to arrive there about the beginning of August, which month, with part of September, would leave nearly two of the best months of the year for the examination of one or both these Sounds to their probable termination in the Polar Sea. Jones' Sound, with the Wellington Channel, on the west, may be found to form an island of the land called "North Devon." All prominent positions on both sides of these Sounds should be searched for flag staves and piles of stones, under which copper cylinders or bottles may have been deposited, containing accounts of the proceedings of the missing Expedition; and if successful in getting upon its track, a clue would be obtained to the fate of our gallant countrymen.

The searching party should commence its return in time to reach the entrance of Jones' Sound at an appointed time and place, at which the "North Star" should be directed to call, after she had delivered her stores for the ships in Lancaster's Sound. The latter part of September would be early enough for her final departure (so as to secure her from being beset for the winter), as that month is well known to be the best period of the year for navigating Baffin's Bay.

Having already twice volunteered my services to the Admiralty as long ago as the year 1847, to be employed in the general search for the lost Expedition, I need scarcely add how happy I shall be to conduct such a Boat Expedition as the one I have proposed. All that I should require for the performance of such a service would be an open boat—a whale boat would, perhaps, be the best, with a tent and stove, and the requisite equipment for her crew, six in number.

And further, should it be found necessary to continue the search in the following year, I am ready to winter on the coast, in a log hut, supplied with sufficient fuel, provisions and clothing for the existence of my small party through a polar winter, or on board the "North Star," should it ultimately be deemed desirable that vessel should remain out.

Should this outline of my plan meet with approval, I am prepared to furnish a more detailed statement.

11, Craven-street, 21 April 1849.

(signed) *R. M'Cormick*,
Surgeon, R.N.

No. 11 (B.)

COPY of a LETTER from Dr. *M'Cormick* to the Secretary of the Admiralty.

Sir,

11, Apsley Cottages, Twickenham-green,
1 January 1850.

MAY I request that you will be pleased to lay before my Lords Commissioners of the Admiralty the accompanying plan of a Boat Expedition, in search of Captain Sir John Franklin, with the offer of my services to conduct it.

Together with the enclosed copy of a letter from Captain Sir Edward Parry (under whose command I had the honour to serve in the attempt to reach the North Pole in the year 1827, reporting strongly in favour of my plan of search by boats, which I had the honour to submit for their Lordships' consideration last spring).

I have had much experience in icy regions, both north and south, having served in the late Antarctic Expedition.

I have, &c.
(signed) *R. M'Cormick*,
Surgeon, R.N.

P. S.—I have also submitted my plan of a Boat Expedition, by way of the Coppermine River, for the year 1847.

(signed) *R. M'C.*

Enclosure)D.)

Enclosure 1, in No. 11 (B.)

No. 11.
Dr. M'Cormick's
Plan of a Boat
Expedition.

Walpole Lynn, Norfolk,
18 April 1849.

Dear M'Cormick,

I NEED scarcely say that I greatly admire the zeal which has prompted you to propose an additional plan for obtaining information respecting Sir John Franklin's Expedition, and that I consider any proposition coming from one so well acquainted with the polar regions as yourself well worthy of attention, more especially when you offer your own services in putting it into execution.

I will now give you my deliberate opinion as to the utility and practicability of the plan you have submitted to me.

There can be no doubt as to the importance, and, considering our increasing anxiety respecting Sir John Franklin, I could almost say the necessity, of examining the various Sounds and Inlets between Lancaster's Sound and the head of Baffin's Bay.

More especially, as Jones' Sound is said to have been recently entered by a whaler, and found to extend a considerable distance to the westward.

Among the probabilities to which we are now driven, there is none more likely than that Sir John Franklin may have tried some one of those inlets, after failing in Lancaster's Sound.

Then, as to your plan of effecting this examination, I am decidedly of opinion that, so long as the summer remains open, by which I mean until young ice begins to form a serious impediment in shore, there is more to be done by a well-equipped boat than in any other way; both as regards certainty of progress and actual safety, more is to be done in close examination in a boat than in a ship, as I have more than once found by experience.

Two questions then arise—

- 1st. What time would you have for effecting this object, supposing you went out in the "North Star"?
- 2d. What prospect of securing your retreat, or of wintering in safety?

I am decidedly of opinion that the "North Star" cannot for one moment be permitted to go out of her course (*i. e.* to be diverted from her main object of delivering provisions to the "Investigator," in order to land any resources for you at the mouth of Lancaster's Sound, much less at any place to the northward of it).

I am more and more confident that the "North Star" will have little or no time left after delivering her stores (which is no easy job), and if she has, we have proposed that she shall be employed under Captain Bird to carry on the search; so that either in the case of her coming home this year or not, you could get no help from her; none, I mean, independently of her delivering of stores to the "Investigator," or in such other place as circumstances may render necessary as the general depôt for Sir James Ross's Expedition.

It is therefore perfectly clear to my mind, that your prospect of being provided for during the winter must depend upon your reaching the "Investigator," or some known depôt of provisions, either at Port Leopold, or some point on the south shore of Lancaster's Sound, before the winter sets in. I feel confident that if you trust to any other resource, you will be disappointed.

It follows, then, in my view, that you must leave the "North Star" at the entrance of Lancaster's Sound with what your boat will stow, and that you must return in time to some known depôt of provisions, independently of anything to be specially deposited for you, for it is impossible for the "North Star" to execute a third object this season.

If, therefore, the "North Star" should succeed in reaching Lancaster's Sound (as I once did) in the early part of August, you might do a great deal in the six weeks following, and secure your own retreat; if much later, you could do so much the less, and perhaps incur so much the greater risk.

These are my general views, and I do not entertain them lightly.

Upon the whole, I do think it would be worth while to let you have a boat to make the attempt; this would cost little, in any way, even if it failed, and I should

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should be glad to see so much ardour as you possess employed in this humane and noble cause.

R. M'Cormick, Esq.

I have, &c.
(signed) W. E. Parry.

Enclosure 2, in No. 11 (B.)

MEMORANDUM enclosed in Dr. M'Cormick's Letter of 1 January 1850.

IN the month of April last, I laid before my Lords Commissioners of the Admiralty a plan of search for the missing Expedition under the command of Captain Sir John Franklin, by means of a Boat Expedition up Jones' and Smith's Sounds, volunteering myself to conduct it.

In that plan I stated the reasons which had induced me to direct my attention more especially to the openings at the head of Baffin's Bay, which at the time were not included within the general scheme of search.

Wellington Channel, however, of all the probable openings into the Polar Sea, possesses the highest degree of interest, and the exploration of which is of paramount importance, I should most unquestionably have comprised within my plan of search, had not Her Majesty's ships "Enterprize" and "Investigator" been employed at the time in Barrow's Straits for the express purpose of examining this inlet and Cape Walker, two of the most essential points of search in the whole track of the "Erebus" and "Terror" to the westward; being those points at the very threshold of his enterprise, from which Sir John Franklin would take his departure from the known to the unknown, whether he shaped a south-westerly course from the latter, or attempted the passage in a higher latitude from the former point.

The return of the Sea Expedition from Port Leopold, and the overland one from the Mackenzie River, both alike unsuccessful in their search, leaves the fate of the gallant Franklin and his companions as problematical as ever; in fact, the case stands precisely as it did two years ago; the work is yet to be begun; everything remains to be accomplished.

In renewal of the search in the ensuing spring, more would be accomplished in boats than in any other way, not only by Behring's Straits, but from the eastward. For the difficulties attendant on icy navigation, which form so insuperable a barrier to the progress of ships, would be readily surmounted by boats; by means of which the coast line may be closely examined for cairns of stones, under which Sir John Franklin would most indubitably deposit memorials of his progress in all prominent positions, as opportunities might offer.

The discovery of one of these mementos would, in all probability, afford a clue that might lead to the rescue of our enterprising countrymen, ere another and sixth winter close in upon them, should they be still in existence; and the time has not yet arrived for abandoning hope.

In renewing once more the offer of my services, which I do most cheerfully, I see no reason for changing the opinions I entertained last spring; subsequent events have only tended to confirm them. I then believed, and I do so still, after a long and mature consideration of the subject, that Sir John Franklin's ships have been arrested in a high latitude, and beset in the heavy polar ice northward of the Parry Islands, and that their probable course thither has been through the Wellington Channel, or one of the Sounds at the northern extremity of Baffin's Bay.

This appears to me to be the only view of the case that can in any way account for the entire absence of all tidings of them throughout so protracted a period of time (unless all have perished by some sudden and overwhelming catastrophe).

Isolated as their position would be under such circumstances, any attempt to reach the continent of America at such a distance would be hopeless in the extreme; and the mere chance of any party from the ships reaching the top of Baffin's Bay at the very moment of a whaler's brief and uncertain visit would be attended with by far too great a risk to justify the attempt, for failure would ensure inevitable destruction to the whole party; therefore their only alternative would be to keep together in their ships, should no disaster have happened to them,
and

and by husbanding their remaining resources, eke them out with whatever wild animals may come within their reach.

Had Sir John Franklin been able to shape a south-westerly course from Cape Walker, as directed by his instructions, the probability is, some intelligence of him would have reached this country ere this (nearly five years having already elapsed since his departure from it). Parties would have been sent out from his ships, either in the direction of the coast of America or Barrow's Straits, whichever happened to be the most accessible. Esquimaux would have been fallen in with, and tidings of the long absent Expedition have been obtained.

Failing in penetrating beyond Cape Walker, Sir John Franklin would have left some notice of his future intentions on that spot, or the nearest accessible one to it; and should he then retrace his course for the Wellington Channel, the most probable conjecture, he would not pass up that inlet without depositing a further account of his proceedings, either on the western or eastern point of the entrance to it.

Therefore, should my proposal meet with their Lordships' approbation, I would most respectfully submit, that the party I have volunteered to conduct should be landed at the entrance to the Wellington Channel, or the nearest point attainable by any ship that their Lordships may deem fit to employ in a future search, consistently with any other services that ship may have to perform; and should a landing be effected on the eastern side, I would propose commencing the search from Cape Riley or Beechey Island in a northerly direction, carefully examining every remarkable headland and indentation of the western coast of North Devon for memorials of the missing Expedition; I would then cross over the Wellington Channel, and continue the search along the northern shore of Cornwallis Island, extending the exploration to the westward as far as the remaining portion of the season would permit, so as to secure the retreat of the party before the winter set in, returning either by the eastern or western side of Cornwallis Island, as circumstances might indicate to be the most desirable at the time, after ascertaining the general extent and trending of the shores of that island.

As, however, it would be highly desirable that Jones' Sound should not be omitted in the search, more especially as a whaler, last season, reached its entrance and reported it open, I would further propose, that the ship conveying the exploring party out should look into this opening on her way to Lancaster's Sound, if circumstances permitted of her doing so early in the season; and, if found to be free from ice, the attempt might be made by the Boat Expedition to push through it to the westward in this latitude; and should it prove to be an opening into the Polar Sea, of which I think there can be little doubt, a great saving of time and distance would be accomplished. Failing in this, the ship should be secured in some central position in the vicinity of the Wellington Channel, as a *point d'appui* to fall back upon in the search from that quarter.

(signed) *R. M'Cormick, R. N.*

Twickenham, 1 January 1850.

Enclosure 3, in No. 11 (B.)

OUTLINE of a PLAN of an Overland Journey to the Polar Sea, by the Way of the Coppermine River, in Search of Sir *John Franklin's* Expedition, 1847.

IF Sir John Franklin, guided by his instructions, has passed through Barrow's Straits, and shaped a south-westerly course, from the meridian of Cape Walker, with the intention of gaining the northern coast of the continent of America, and so passing through the Dolphin and Union Straits, along the shore of that continent, to Behring's Straits;

His greatest risk of detention by the ice throughout this course would be found between the parallels of 74° and 69° north latitude, and the meridians of 100° and 110° west longitude, or, in other words, that portion of the North-west passage which yet remains unexplored, occupying the space between the western coast of Boothia on the one side, and the island or islands forming Banks' and Victoria Lands on the other.

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Plan of a Boat
Expedition.

Should the "Erebus" and "Terror" have been beset in the heavy drift ice, or wrecked amongst it and the broken land, which in all probability exists there, whilst contending with the prevalent westerly winds in this quarter;

The Coppermine River would decidedly offer the most direct route and nearest approach to that portion of the Polar Sea, and, after crossing Coronation Gulf, the average breadth of the Strait between the Continent and Victoria Land is only about 22 miles.

From this point a careful search should be commenced in the direction of Banks' Land; the intervening space between it and Victoria Land, occupying about 5 degrees, or little more than 300 miles, could, I think, be accomplished in one season, and a retreat to winter quarters effected before the winter set in. As the ice in the Coppermine River breaks up in June, the searching party ought to reach the sea by the beginning of August, which would leave two of the best months of the year for exploring the Polar Sea, viz. August and September.

As it would be highly desirable that every available day, to the latest period of the season, should be devoted to the search, I should propose wintering on the coast in the vicinity of the mouth of the Coppermine River, which would also afford a favourable position from which to re-commence the search in the following spring, should the first season prove unsuccessful.

Of course the object of such an Expedition as I have proposed is not with the view of taking supplies to such a numerous party as Sir John Franklin has under his command; but to find out his position, and acquaint him where a dépôt of provisions would be stored up for himself and crews at my proposed winter quarters, where a party should be left to build a house, establish a fishery, and hunt for game, during the absence of the searching party.

To carry out this plan efficiently, the Hudson's Bay Company should be requested to lend their powerful co-operation in furnishing guides, supplies of pemmican, &c., for the party on their route and at winter quarters. Without entering into details here, I may observe, that I should consider one boat, combining the necessary requisites in her construction to fit her for either the river navigation or that of the shores of the Polar Sea, would be quite sufficient, with a crew one-half sailors, and the other half Canadian boatmen; the latter to be engaged at Montreal, for which place I would propose leaving England in the month of February.

Should such an Expedition even fail in its main object, the discovery of the position of the missing ships and their crews, the long sought-for Polar Passage might be accomplished.

Woolwich, 1847.

(signed) *R. M'Cormick, R. N.*

No. 11 (C.)

MEMORANDUM by the Hydrographer of the Admiralty on Dr. M'Cormick's proposed Boat Expedition.

DR. M'Cormick has shown so much heart and perseverance in urging his project for the relief of the "Erebus" and "Terror," that there can be no doubt that he would execute it with commensurate zeal and resolution; and though it does not appear to me that Jones' Sound or the Wellington Channel are the most likely places to find those ships, yet in the fifth year of their absence every place should be searched, and I therefore submit that this plan would cost but little, as a rider upon some other Expedition by the eastern route. If their Lordships should consent to Captain Penny's offer of proceeding to Lancaster Sound in his whaling vessel, perhaps the doctor might be despatched with him, according to the position they might find occupied by the ice: they would be able to determine at which point of his proposed circuit it would be most prudent for him to land, and they would arrange at what place he should be picked up.

(signed) *F. B.*

No. 11 (D.)

COPY of a LETTER from Dr. *M'Cormick* to the Secretary of the Admiralty.No. 11.
Dr. *M'Cormick's*
Plan for a Boat
Expedition.11, Apsley Cottages, Twickenham Green,
20 February 1850.

Sir,

I BEG leave to transmit herewith, for the approval of my Lords Commissioners of the Admiralty, a list of the crew, gear and provisions and clothing requisite for the equipment of the Boat Expedition, which I have volunteered to conduct in search of Her Majesty's ships "Erebus" and "Terror," under the command of Captain Sir John Franklin.

The boat I should prefer for this service would be one similar, in the materials of its construction, to the boat used by Sir Edward Parry, in his attempt to reach the North Pole in the year 1827; but this I must leave to the superior judgment of their Lordships. The timbers in that boat were of tough ash and hickory, with Mackintosh's waterproof canvas, and oak and fir planking over all, and having a runner on each side of the keel shod with smooth steel. The boat I would propose should be built after the model of a whale-boat, 25 feet in length and 5 feet beam in the extreme breadth; the crew to consist of a petty officer, a carpenter, and four able seamen.

The route which I am the most desirous and anxious to follow is by the Wellington Channel; so strongly impressed am I with the conviction, that it affords one of the best chances of crossing the track of the missing Expedition, for the reasons already stated in my plan, now under their Lordships' consideration.

To carry out this plan efficiently, the boat should be dropped by the ship conveying the searching party out at the entrance to the Wellington Channel in Barrow Straits; from this point one or both sides of that channel and the northern shores of the Parry Islands might be explored as far west as the season would permit of. But should the ship be enabled to look into Jones' Sound, on her way to Lancaster's Sound, and find that opening free from ice, an attempt might be made by the Boat Expedition to push through it into the Wellington Channel. In the event, however, of its proving to be merely an inlet, which a short delay would be sufficient to decide, the ship might perhaps be in readiness to pick up the boat on its return, for conveyance to its ultimate destination through Lancaster's Sound; or as a precaution against any unforeseen separation from the ship, a depôt of provisions should be left at the entrance to Jones' Sound for the boat to complete its supplies from, after accomplishing the exploration of this inlet, and to afford the means, if compelled from an advanced period of the season or other adverse circumstances of reaching some place of refuge, either on board a whaler or some one of the depôts of provisions on the southern shores of Barrow Straits.

I have, &c.

(signed) *R. M'Cormick*, R. N.*Equipment for the Boat.*

Boat's gear, awning, tarpaulings, &c.
Carpenter's tools and vulcanised Indian rubber for repairs.
Six fowling-pieces and ammunition
Arm chest and magazine.
Harpoons and net.
Compass, chronometer and quadrant.
Thermometers and aneroid barometer.
Box of stationery.
Tent and Shnith's Orion belts.
Halkett's boats (large and small sizes).
Two of Sir Edward Parry's sledges.
Cooking apparatus, and knives, forks and spoons.
Gutta percha cups and plates.
Weighing dial and measures.

Provisions.

(Rations for each man per diem.)
Pemmican - - - - 12 oz.
Preserved meats, soups and vegetables 12 "

Provisions—continued.

Biscuit	-	-	-	-	-	-	lbs.
Cocoa powder, sweetened	-	-	-	-	-	1	oz.
Chocolate	-	-	-	-	-	1	"
Tea	-	-	-	-	-	$\frac{1}{2}$	"
Sugar	-	-	-	-	-	1	"
Rum	-	-	-	-	-	$\frac{1}{2}$	gill.
Tobacco	-	-	-	-	-	$\frac{1}{2}$	oz.
Spirits of wine for fuel	-	-	-	-	-	1	pint.

Clothing.

Fur caps and south-westerns, of each	7	no.
Fur dresses for sleeping in	-	7 "
Suits of pilot cloth	-	7 "
Cloth boots and moccasins	-	14 pairs.
Mittens and stout stockings	-	14 "
Guernsey frocks and flannel shirts	14	"
Flannel drawers and comforters	-	14 "
Blanket bags for sleeping in	-	7 "

(signed) *R. M'C.*

— No. 12. —

LIEUTENANT *Sherard Osborn's* PLAN of a BOAT EXPEDITION in Search of
Sir *John Franklin's* Arctic Expedition.

(A. and B.)

No. 12 (A.)

COPY of a LETTER from Lieutenant *Sherard Osborn* to the Right honourable
Sir *Francis T. Baring*, Bart.No. 12.
Lieut. Osborn's
Plan of a Boat
Expedition.

My Lord,

Her Majesty's Steam Vessel "Dwarf,"
Cove of Cork, Ireland, 29 January 1849.

1. FEELING a strong interest in the success and safety of the Polar Expedition under Sir John Franklin, as well as in the various measures adopted during the past year to open a communication with his party;

2. I am induced, in furtherance of that object, to offer my services to lead a party in the summer of the present year from Hotham's Inlet, Kotzebue Sound, (in Behring's Straits), across the American continent, towards the River Colville, which empties itself into the Arctic Ocean, in longitude 151° west; descend it, and examine the coast eastward to the mouth of the Mackenzie River, and ascend that river to winter at Fort Good Hope or Franklin.

3. We should thus be certain of having that dangerous portion of the American continent between Harrison Bay and Ellice Island carefully examined, should any unforeseen obstacles be found by the party that has already started from the eastward.

4. Her Majesty's steamer at present in the Pacific might easily carry the proposed party to their starting point by the 1st of June, by embarking them at Panama, steaming to the Sandwich Islands, coaling and taking advantage of the westerly winds, from thence northward; but should it be thought too late in the season to attempt to land a party so far to the northward, I would propose that the party start from the neighbourhood of Mount Elias, latitude $16^{\circ} 14'$ north, and 141° west longitude, strike across for the mouth of the Mackenzie River, trace the coast to Cape Anxiety in longitude 148° west; and in the event of nothing being there found of Captain Franklin's party, to return to Hotham's Inlet before the winter set in, and there winter on board one of Her Majesty's vessels.

5. In 1850, if necessary, the same party might return overland to Cape Anxiety, and continue the examination of the coast towards Cape Barrow, taking care again to return to their wintering post before the month of October.

6. By the enclosed track chart and notes, your Lordship will observe that the daily distance to be travelled by either of these proposed parties, in order to accomplish their task, is remarkably small, and the whole distances far within what was travelled by either Franklin or Richardson.

7. As an unknown officer, I feel much diffidence in thus craving your Lordship's sanction to a step attended with so great a responsibility; but the importance of the safety of the Polar Expedition, both in a professional and national point of view, will, I trust, be found to justify me in volunteering my willing aid towards its accomplishment; and if a hearty confidence in my ability to overcome difficulties, and a sanguine belief in the success that will attend the undertaking, be any proof of my competency to be entrusted with such a duty, your Lordship may rest assured that I shall not disappoint your expectations.

8. For character and qualifications I would beg to refer your Lordship to Rear-Admiral Sir G. Seymour, Captain R. Smart, K. H., Captain W. Warren, C. B., Captain Burgess Watson, C. B., W. H. A. Morshead, C. B., and Captain Henry Broadhead, under all of whom I have served.

I have, &c.

(signed) *Sherard Osborn*,
Lieut. Commanding.

Enclosure

Enclosure to No. 12 (A.)

No. 12.
Lieut. Osborn's
Plan of a Boat
Expedition.

PROPOSITIONS for Overland Parties from the Pacific Ocean to the Arctic Ocean, in Search of Sir *John Franklin's* Expedition, by Lieutenant *Sherard Osborn*, commanding Her Majesty's Steam Vessel "*Dwarf*."

THAT a party consisting of 12 persons, as follows,

- 1 Commissioned officer,
- 1 Subordinate officer,
- 4 Seamen or marines,
- 6 Men hired in the Russian settlements as guides or interpreters,

be landed, equipped for an overland journey, carrying 50 days' provisions, sledges, dogs, and six of Lieutenant Halkett's cloak boats.

That either of the two following routes be adopted :—

To land in the immediate neighbourhood of Kotzebue Sound, and travel overland, in a north-easterly direction, for a stream which descends from the northern spurs of the Rocky Mountains, called "*The River Colville*," at its mouth (or sooner, if possible) embark in the Indian-rubber boats, and, favoured by the prevailing winds and current, examine the coast to the mouth of the Mackenzie River, ascend it, and winter at one of the Company's posts, or with Richardson's party : Or, otherwise, for the party to leave the neighbourhood of Mount Elias or Cook's Inlet, with the first break of winter in May, and travel overland to the mouth of the Mackenzie River, trace the coast from thence to Cape Anxiety, and return to Hotham's Inlet within Kotzebue Sound, in order to be re-shipped before the winter sets in.

Distances :

	Geographical Miles.
Hotham's Inlet to River Colville - - - - -	390
River Colville to Mackenzie River - - - - -	420
Distances to Fort Good Hope - - - - -	300
	<hr/> 1,110
Mount Elias to Mount Gilbert - - - - -	477
Mount Gilbert to Cape Anxiety - - - - -	220
Cape Anxiety to Hotham's Inlet - - - - -	490
	<hr/> 1,187

At 100 days' travelling, gives a daily average of 11. 1. miles per diem, and 11. 8. miles per diem.

Franklin travelled 2,048 miles in 90 days.

Richardson travelled 1,709 miles in 69 days.

Reasons adduced in favour of an attempt being made to reach Sir John Franklin from the westward :

1st. Supposing Franklin to have reached the western side of the Mackenzie River, he would naturally look for assistance or communication from the direction of Behring's Straits, and in struggling onward to meet it, might possibly, in those high latitudes, make as much daily progress as the relieving parties of Ross or Richardson, advancing likewise from the eastward, and thus maintain his distance from them.

2d. Should Franklin be overtaken by Richardson to the west of the Mackenzie River, the former can hardly be expected to retrace his steps, and an overland journey into Canada would be a severe trial to men who have already endured four winters in Polar Regions.

3d. The "*Plover*" being in the neighbourhood of Behring's Straits, if Franklin could be informed to a certainty of her position, he might (should it be thought preferable to passing another winter in the ships) disembark his people, and strike across overland for Kotzebue Sound, a short distance of less than 400 miles.

4th. The shortness of the distance to be travelled by either of the proposed parties renders the performance of the journey a perfect certainty; the main difficulty of crossing the mountain range, which runs parallel to the shores of the Arctic Ocean west of the Mackenzie, would be overcome by following down the

stream of the Colville; and although it is very possible that some of the parties despatched last year (1847) may succeed in reaching Franklin, nevertheless a probability of the proposed party being essentially useful exists, and it would be a consolation to feel that every means of affording assistance had been attended to.

5th. The bad character of the natives in Russian America may be advanced as an objection to the proposed route; but as there are chances existing of Franklin's Expedition having to quit their vessels and may be journey to the Russian posts, it would assuredly be proper for us, who are so far better prepared to struggle with the difficulties arising from the habits of the natives, to attempt to open a road for him and his gallant companions: that it can be done is proved by the fact of a Russian party having some years ago travelled by land from Sitka to Point Barrow, the extreme northernmost cape of the American continent.

(signed) *Sherard Osborn,*
Lieutenant Commanding.

No. 12 (B.)

COPY of a LETTER from Lieutenant *Sherard Osborn* to the Lords Commissioners of the Admiralty.

My Lords,

Ealing, Middlesex, 4 January 1850.

A SECOND attempt to reach Sir John Franklin's Expedition being about to be tried during the present year, I take the liberty of calling your attention to the enclosed proposition for an overland party to be despatched to the shores of the Polar Sea, with a view to their traversing the short distance between Cape Bathurst and Banks' Land. My reasons for thus trespassing on your attention are as follows:

1st. General opinion places the lost Expedition to the west of Cape Walker, and south of the latitude of Melville Island.

The distance from Cape Bathurst to Banks' Land is only 301 miles, and on reference to a chart it will be seen that nowhere else does the American continent approach so near to the supposed position of Franklin's Expedition.

2d. As a starting point, Cape Bathurst offers great advantages; the arrival of a party sent there from England may be calculated upon to a day; whereas the arrival of Captain Collinson in the longitude of Cape Barrow, or that of an Eastern Expedition in Lancaster Sound, will depend upon many uncontrollable contingencies. The distance to be performed is comparatively little, and the certainty of being able to fall back upon supplies offers great advantages. Captain Collinson will have 680 miles of longitude to traverse between Cape Barrow and Banks' Land. An Eastern Expedition, if opposed by the ice (as Sir James Ross has been), and unable to proceed in their vessels farther than Leopold Harbour, will have to journey on foot 330 miles to reach the longitude of Banks' Land, and if any accident occur to their vessels they will be in as critical a position as those they go to seek.

3d. Banks' Land bears from Cape Bathurst N. 41° 49' E. 302 miles, and there is reason to believe that in the summer season a portion of this distance may be traversed in boats.

4th & 5th. Dr. Richardson confirms previous reports of the ice being light on the coast east of the Mackenzie River to Cape Bathurst, and informs us that the Esquimaux had seen no ice to seaward for two moons.

6th. Every mile traversed northward by a party from Cape Bathurst would be over that unknown space in which traces of Franklin may be expected.

7th. It is advisable that such a second party be despatched from Cape Bathurst, in order that the prosecution of Dr. Rae's examination of the supposed Channel between Wollaston and Victoria Lands may in no way be interfered with by his attention being called to the westward.

8th. The *cachés* of provisions made at different points of the Mackenzie and at Cape Bathurst, would enable a party to push down to their starting point with great celerity directly the River Mackenzie opens, which may be as early as May.

9th. I have not laid this before your Lordships without in the first place inquiring into the various obstacles that may exist, should your Lordships be pleased to take a favourable view of the subject; and having heard the difficulties advanced

advanced by the Hudson Bay Company's officers, I feel assured that those difficulties will eventually resolve themselves into a mere question of extra trouble and expense, neither of which, I feel assured, will have weight with your Lordships on so important a question as the rescue of Sir John Franklin and his party.

I would also remind your Lordships that the proposed Expedition would carry into execution a very important clause in the Instructions given to Sir James Ross; viz., that of sending exploring parties from Banks' Land in a south-westerly direction towards Cape Bathurst or Cape Parry. In conclusion, I beg to offer my willing services towards the execution of the proposed plan; and seeking it from no selfish motives, but thoroughly impressed with its feasibility, you may rest assured, my Lords, should I have the honour of being sent upon this service, that I shall not disappoint your expectations.

I have, &c.

(signed) *Sherard Osborn*, Lieut. R.N.

No. 12.
Lieut. Osborn's
Plan of a Boat
Expedition.

Enclosure to No. 12 (B.)

PROPOSITION for an Overland Party in search of Sir *John Franklin*.

1st. THAT a party of two officers and two seamen be forwarded by the steamer which leaves Liverpool for America on the 11th January 1850, and be instructed to reach Montreal, Upper Canada, with all possible despatch.

2d. That Sir George Simpson (the territorial governor of the Hudson's Bay Company) be instructed to afford the utmost possible facility to enable the said party to reach one of the affluents of the Mackenzie River by the month of May next, and that he cause two voyageurs, as well as an Esquimaux interpreter of known good character and merit, to be attached to the said party.

The party will then consist as follows, of—

- 1 Naval officer commanding.
- 1 Medical officer from England, or else a Hudson Bay Company's servant.
- 2 English seamen.
- 2 Voyageurs.
- 1 Esquimaux interpreter.

TOTAL - - 7 in one boat.

3d. That the said party be authorized to consume any necessary portion of the provision deposited by Sir John Richardson and the Hudson's Bay Company for the use of other relieving parties or Franklin's Expedition.

4th & 5th. A (twenty-six foot) whale-boat, procured from a whaler should none be in store, and of the lightest material, will be conveyed by the party from England; but should there be a light whale-boat on the Mackenzie River, or in its immediate neighbourhood, the same should be ordered to be given up for the use of the said party, and thereby save trouble and delay. Under any circumstances, a light sledge should be carried out.

6th. The party shall be instructed to use every possible endeavour to reach Cape Bathurst by the first week in July, and there leaving directions as to the probable site of their winter quarters, they should take advantage of the first appearance of open sea, and push across in the direction of Banks' Land; the officer commanding using his judgment, in the event of being impeded by islands or continuous ice, &c., as to quitting the boat for awhile, and travelling on foot with two or three men.

7th. The personal equipment of this party to be as light as possible, taking that of Sir John Richardson as a guide, it being understood that their winter clothing shall follow them to the winter quarters at Cape Bathurst. Tea and pemmican to be their sole provision, except in winter quarters, where biscuit and anti-scorbutics may be laid in.

8th. Two of Lieutenant Halkett's Mackintosh boats of the large size to be carried out by the party, so as to ensure their safety in the event of the loss of the whale-boat, (two of these boats would be available for this purpose, by delaying the

the completion of the order for those of Captain Collinson's party until the 15th instant.)

9th. The officer in command to be instructed to have with him, when starting from Cape Bathurst, not less than 60 days' provisions for his party.

10th. Should any extraordinary circumstances prevent this proposed party from reaching Cape Bathurst until the close of the fine season, it would be advisable for them to winter at that spot, and in the early spring commence their operations over the ice.

11th. In either case the Hudson's Bay Company should replenish all the depôts and send a sufficiency of provisions, clothing, &c. to Cape Bathurst, to support the party from the autumn of 1850 to the summer of 1851. If possible, a couple of dog sledges and two teams of dogs ought to be forwarded to Cape Bathurst during the summer of 1849, to be used at the discretion of the officer in command of the proposed party.

As it is imperatively necessary for the successful issue of the proposed plan that the party should, under all circumstances, winter at Cape Bathurst, it will be for the Hudson's Bay Company to send one of their clerks, and other necessary persons, say two hunters and two fishermen, to establish winter quarters at the said point.

12th. In the event of an Expedition by way of Lancaster Sound, or that under Captain Collinson's command from the westward, reaching Melville Island or Banks' Land, it would be more than probable that their exploring parties to the south-west would meet the proposed party from the American continent, and thus materially shorten their respective journeys, and afford a means of communicating the progress of the vessels to England.

13th. Should, by any unforeseen accident, Captain Collinson's Expedition fail to reach to the eastward of Cape Barrow during the summer of 1850, the proposed party would at any rate ensure that one searching party be on the Polar Sea westward of Banks' Land.

OUTFIT of proposed Party.

<i>Stores :</i>	<i>Instruments, &c. :</i>
One light whale-boat.	Two pocket chronometers.
Six ash oars (one steer one).	Two good compasses.
One mast.	Sextant, artificial horizon.
One yard.	Tables, journal and work-book.
One lug-sail.	
One boat-hook.	
One water-proof sheet to cover provisions, &c.	
One anchor.	
One whale line.	
One small-arm chest and magazine.	
Four light and good fowling-pieces.	
One cwt. of fine gunpowder, and caps in proportion.	
50 lbs. of mixed shot.	
Two of Lieutenant Halkett's boats, of 32 lbs. each.	
One tool chest, complete, with necessities for repair, &c.	
One light sledge.	
Two leads and four lines marked.	
Two axes, two pikes and two white ensigns.	
<i>Provisions :</i>	<i>Clothing :</i>
Four cwt. of pemmican, in four waterproof bags.	Each person, in a waterproof bag, large enough to enable one person when sleeping to use it as covering.
30 lbs. of tea, in a secure box.	One change of woollen clothing, and few sundries, soap, &c.
	One complete suit of waterproof clothing.
	Two blankets, thickest description.
	One Scotch cap.
	One north-wester.
	Two pairs of boots.

In addition to the above, the party can, at Montreal, supply themselves with buffalo robes dresses, or any other essential articles of winter clothing; and during the summer of 1849 fresh supplies may be sent up to Cape Bathurst.

4 January 1850.

(signed) *Sherard Osborn,*
Lieutenant, Royal Navy.

— No. 13. —

OFFER of Mr. *William Penny*, Commander of the “Advice” Whaler, to be employed on a Search for Sir *John Franklin’s* Arctic Expedition.

(A. to C.)

No. 13 (A.)

COPY of a LETTER from Mr. *William Penny*, Commander of the “Advice” Whaler, to the Lords Commissioners of the Admiralty.

My Lords,

Aberdeen, 22 December 1849.

No. 13.
Offer of Service of
Mr. William Penny.

It is my most anxious desire to be employed in the search for Sir John Franklin, and I beg to offer you my services, which if you are pleased to accept, all that man can do to save that gallant officer and his companions shall be done by me. I have been engaged 28 years, since the age of 12, in the whale trade, and in command of vessels for 14 years, and your Lordships may command my testimonials, if you think proper.

Last summer, as your Lordships are aware, I went up Lancaster Sound, with the view of communicating with Sir James Ross, and gaining some intelligence of the discovery ships; I also landed the Admiralty cylinders entrusted to my care at Navy Board Inlet. Duty to my owners forbade me to penetrate further, which I would gladly have done on my own account.

I now beg to make the following proposition. It is, to be put in command of one or two small vessels, of from 150 to 200 tons; the crews to be of my own selection, picked men, whom I can trust, and with these to proceed in company with the other whalers in March next, or not later than 1st of April, to Davis Straits; at all events, I would desire by 20th of May to be at Baffin’s Islands, in order that, if possible, an early passage may be obtained through Melville Bay before the prevailing south-west gales set in. If an early passage be obtained, I would examine Jones’ Sound, as I have generally found in all my early voyages clear water at the mouth of that sound, and there is a probability that an earlier passage by this route might be found into Wellington Strait, which outlet by all means to be thoroughly examined at the earliest opportunity, since, if Sir J. Franklin has taken that route, with the hope of finding a passage westward, to the north of the Parry and Melville Islands, he may be beyond the power of helping himself. No trace of the Expedition, or practical communication with Wellington Strait, being obtained in this quarter, I would proceed in time to take advantage of the first opening of the ice in Lancaster Sound, with the view of proceeding to the west and entering Wellington Strait, or, if this should not be practicable, of proceeding farther westward to Cape Walker, and beyond, on one or other of which places Sir John Franklin will probably have left some notices of his course.

Supposing, however, that no such trace is to be found the first year, the vessels to be wintered in separate positions, so as to commence the search westward and northward as early as possible the ensuing year; and since Sir John Franklin may have gone in several other directions, for one seems almost as probable as another, no two vessels, unless very much favoured by circumstances, could accomplish the search of the various inlets in one season. Therefore, if your Lordships have resolved upon a more extended search, I would beg leave still to offer my services for any branch of the searching Expedition from the eastward, so that I may have the command of my own vessel, and am allowed to conduct the particular search committed to my charge, according to the best of my ability, and with full power to act according to the circumstances; and your Lordships shall not have reason to repent of accepting my services, if determination, zeal and long experience can avail.

And although I would be sorry to excite hopes in your Lordships’ minds which may not be realised, I cannot at the same time avoid thinking, and that with confidence, that if this plan, or some other of extended search from the eastward, was carried out with that determination, energy and perseverance particularly requisite in the navigation of these seas, some traces of the Expedition must be found, to the satisfaction of your Lordships’ minds, and of the nation in general.

When your Lordships are pleased to call upon me, I will enter into further details. I consider that there is no reliance to be placed upon the “North Star” as a depôt of provisions to fall back upon, till it has been ascertained that she is safe

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No. 13.
Offer of Service of
Mr. William Penny.

safe in Lancaster Sound, which I trust she is, and I shall be most happy, if I am honoured by your Lordships' command, to carry out to her your further instructions.

Should your Lordships wish to send any gentleman to make more scientific observations than I can undertake, or to keep a scientific journal of the voyage, I shall feel it my duty to afford him every facility, according to the instructions given me.

I have, &c.
(signed) *Wm. Penny.*

No. 13 (B.)

MEMORANDUM made by Rear-Admiral Sir *Francis Beaufort*, Hydrographer of the Admiralty, with reference to the Letter from Mr. *Penny*.

THE daring but prudent conduct that Mr. Penny is said to have evinced on many occasions, together with the large experience that he must have gained during a whole life among the ice, as well as the ambition he expresses to distinguish himself in this noble enterprise, on which all eyes are turned, lead me to think that it would be wise to let loose his energy, and to give him the opportunity for which he begs. I may add, that I believe this would sensibly gratify Lady Franklin.

I would therefore submit that he be desired to look out for a suitable vessel of the size he has specified, to transmit to their Lordships' Secretary the terms on which she could be chartered or bought, and to state the number of hands he would require, as well as all such other particulars as will enable their Lordships to give him a decided and immediate answer.

(signed) *F. B.*

He is very anxious for an early reply before the captains are appointed to the whale ships.

No. 13 (C.)

COPY of a LETTER from Mr. *William Penny* to the Lords Commissioners of the Admiralty.

My Lords,

Aberdeen, 30 January 1850.

IN reply to your Lordships' letter of the 14th instant, directing me to give your Lordships any observations in my power respecting the searching Expedition for Sir John Franklin, I beg to state, that for the conduct of that part of the Expedition mentioned in my former letter, viz. Jones' Sound, Wellington and north shore of the Parry Islands, I would propose to your Lordships that two small square-rigged vessels of from 150 to 200 tons, with decked boats for each, be employed.

The cost and outfits of the above vessels and boats would be, after the best calculations I have been able to make, about	-	-	-	£. 4,500	-	-
The number of officers and men would require to be for each vessel 25 men; wages for 18 months for that number	-	-	-	4,000	-	-
Provisions for the same for two years	-	-	-	3,738	-	-

TOTAL	-	-	-	£. 12,238	-	-
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But, if I am rightly informed, there is a class of vessels in Her Majesty's dockyards, namely, dockyard lighters, strongly built, of a light draft of water, and well suited for your Lordships' purpose, and if your Lordships are pleased to make use of these, you will be spared the cost of purchasing what may not be so well fitted for the purpose, and would take longer to equip.

The crews best fitting for these vessels would be men accustomed to the hardships of Arctic voyages, whom nothing comes amiss to, and Hudson Bay travellers intermixed. In reference to this I beg to say that I have already taken pains to inquire for the best men of this class in Orkney, and have an answer from Mr. Clouston, connected with the Hudson's Bay Company, which is favourable. I also humbly beg leave to state, that since it has appeared in the newspapers that I

was

ARCTIC EXPEDITION UNDER SIR JOHN FRANKLIN. 135

was amongst the candidates for search under your Lordships, I have been, I may say, beset with applications to serve under me. I would also beg to urge upon your Lordships' attention the great necessity there is of the vessels leaving England at latest by the first week in April, that they may have every opportunity of obtaining an early passage round Melville Bay before the prevailing south-west winds set in.

In conclusion, I take the liberty to repeat my earnest hope, that I may be employed in command of a branch of the service whenever your Lordships have decided upon it.

I have it so much at heart, that I have sacrificed my usual engagement with my owners on the uncertainty, and nothing shall be wanting to make me deserving of your Lordships' confidence.

I have, &c.
(signed) *William Penny.*

No. 13.
Offer of Service of
Mr. William Penny.

— No. 14.—

LETTERS from Lady *Franklin*, forwarding Offers of Service from Mr. *Charles Reid*, the Rev. Dr. *Wolff*, Mr. *Penny* and Mr. *Goodsir*.

No. 14 (A.)

COPY of a LETTER from Lady *Franklin* to the Secretary of the Admiralty.

No. 14.
Letters from Lady
Franklin.

Sir, 33, Spring-gardens, 13 January 1850.
I BEG to enclose to you, for the consideration of the Lords Commissioners of the Admiralty, the following letters:

1. From Captain Charles Reid, lately commanding the whaling ship "Pacific," and brother to the ice-master on board the "Erebus." He is a man of great experience and respectability, and I am informed was only prevented from making active efforts to seek for the lost Expedition by the stringent restrictions laid upon him by his owners, which obliged him to confine himself exclusively to his fishing.

2. From the Rev. Dr. Wolff. To this letter I have recently replied that I would lay it before the Lords of the Admiralty.

3. From Captain Penny, late of the "Advice," received on Saturday last.

I shall esteem it a favour if you will return to me Dr. Wolff's note.

I am, &c.
(signed) *Jane Franklin.*

Enclosure 1, to No. 14 (A.)

Honoured Lady,

12, St. Clement's-street, Aberdeen,
11 January 1850.

I TAKE the liberty of writing you to request, if there is a Northern Expedition going out this year in search of Sir John Franklin, as there is some misunderstanding among the owners of the "Pacific," and it is not likely I will go in her, if there is an ice-master wanted, perhaps you would use your influence in procuring me the situation to go in search of my absent brother. I have been 34 years going to that country, and I trust by this time I have some experience. I hope you will excuse me for troubling you, and will feel honoured by your answer in course of post.

Lady Franklin.

I am, &c.
(signed) *Charles Reid.*

No. 14.
Letters from Lady
Franklin.

Enclosure 2, to No. 14 (A.)

Vicarage of Jobe Brewers, near Langport,
in Somersetshire, Jan. 3, 1850.

My dear Madam,

YOUR Ladyship will be acquainted with the fact, that I went to Bokhara in behalf of Colonel Stoddart and Captain Conolly. There are among the Esquimaux German missionaries, and I, being a German by birth, offer my services by accompanying the Expedition to the North Pole, or go by land to the Esquimaux, and make inquiry after Sir John Franklin. Besides this, though 53 years of age, I learn any language in two months, so that I might make inquiry after your Ladyship's husband in those cold regions. In case that you wish me to go, you ought to apply to the Admiralty to get a curate for my parish until I return, and give to my wife per annum 200*l.* until I return.

Yours truly,
(signed) *Joseph Wolff.*

My curate would cost also 100*l.*

The whole journey might last one year six months, even if I was to make it by land.

Enclosure 3, to No. 14 (A.)

Dear Madam,

Polmuir, 10 January 1850.

I AM duly honoured with yours of 7th instant, and feel very anxious that their Lordships would come to a decision about this all-important matter of time.

These delays are dangerous to the object in view. If you would only think proper to write Mr. Hume, requesting of him to allow me to come to London, I would do more with one hour's conversation than months of correspondence. Your Ladyship's friends would then see whether I was fit to be entrusted with such a command.

I am sorry to say I have no faith in the flagstaff, for had anything tended in the least to throw a doubt on my mind, I would not have rested until I had seen whether it was an illusion or reality.

Lady Franklin.

I remain, &c.
(signed) *Wm. Penny.*

No. 14 (B.)

COPY of a LETTER from Lady *Franklin* to the Secretary of the Admiralty.

Sir,

33, Spring-gardens, 23 January 1850.

I BEG you to do me the favour of laying before the Lords Commissioners of the Admiralty a letter which I have received from Mr. Robert Goodsir, late surgeon of the "Advice" whaling-ship, Capt. Penny, and brother to the assistant-surgeon of the "Erebus," and I must express my earnest hope that their Lordships will be pleased to enable me to afford that encouragement to his request for which he looks with so much earnestness.

In connexion with this subject, I take the liberty of adding, that I have within the last two or three days received a letter from Captain Penny, expressing with much anxiety his fears that any farther delay in the preparations for the renewed search from the east must be fatal to its success.

I had the pleasure of receiving, yesterday, through the kindness of the Lords Commissioners, the copy of an abstract made by Captain Kellett of his voyage, for which I beg to return my best acknowledgments.

I am, &c.
(signed) *Jane Franklin.*

Enclosure to No. 14 (B.)

Dear Madam,

I OUGHT to apologize for having been so long of writing to you, but I have been so busy for some time back, that I have almost unconsciously allowed the time to slip by until now.

I trust

I trust you are not allowing yourself to become over-anxious ; I know that although there is much cause to be so, there is still not the slightest reason that we should despair.

No. 14.
Letters from Lady
Franklin.

It may be presumptuous in me to say so, but I have never for a moment doubted as to their ultimate safe return, having always had a sort of presentiment that I would meet my brother and his companions somewhere in the regions in which their adventures are taking place. This hope I have not yet given up, and I trust that by next summer it may be fulfilled, when an end will be put to the suspense which has lasted so long, and which must have tried you so much.

I need not say how anxious I am that I may have an opportunity of devoting my services to the cause during the ensuing season ; and I hope I am not asking too much in requesting your good offices in obtaining me an appointment of any kind in any of the Expeditions that may be sent out during the next season.

We have heard nothing here, as yet, of what are the intentions at the Admiralty with regard to what may be done by way of Baffin's Bay and Lancaster Sound. From a letter which I had from Mr. Penny a few days ago, I learn that there is a chance of his being employed ; I was glad to see this, for I think that the employment of a person of his experience and skill in the navigation of these regions may be productive of much good.

I am exceedingly anxious to hear what is likely to be done by the Admiralty, and whether there is any chance of their sending out special vessels, or merely employing a whale ship or ships for the purpose. The latter I think would be a most advisable plan, particularly if the Commander is unrestricted by unnecessary instructions, and left to the guidance of his own good sense and experience, with only one object in view, that of obtaining information of, and rendering assistance to, the Expedition.

May I take the liberty of requesting from your Ladyship any information you can give me on these points ?

My brother joins me in best respects, and remain,

Dear Madam, your most obedient Servant,

(signed) *Robert Anstruther Goodsir.*

George-square, Edinburgh,
18 January 1850.

— No. 15. —

COPY of the latest CHART of the *Polar Sea*, compiled by Order of the Board of Admiralty.

No. 15.
Chart of the Polar
Sea. *Vide* the end.

— No. 16. —

COPY of a LETTER from Lady *Franklin* to the Secretary of the Admiralty, dated 11 February 1850 ; forwarding Communications from *William Snow*, Esq., *John McLean*, Esq., *Silas E. Burrows*, Esq., *Millard Fillmore*, Esq., Vice-President of the United States, Lieut. *Sherard Osborn*, R.N., and *John Russell Bartlett*, Esq.

No. 16.
Letter from Lady
Franklin to the
Secretary of the
Admiralty
(with Enclosures).

No. 16 (A.)

COPY of a LETTER from Lady *Franklin* to the Secretary of the Admiralty.

Sir,

33, Spring-gardens, 11 February 1850.

I BEG to lay before the Lords Commissioners the enclosed letters, in case any of them should be deemed worthy of attention.

I am, &c.

(signed) *Jane Franklin.*

No. 16.
Letter from Lady
Franklin to the
Secretary of the
Admiralty
(with Enclosures).

Enclosure 1, in No. 16 (A.)

Madam,

THE accompanying letter I address to you, with a sincere hope that it may afford some useful hints concerning any new Expedition to the Polar Seas. If your Ladyship will favour me with a reply, as to whether my humble services may be required, I shall feel greatly obliged, as I only wait such reply to leave New York, which I am about to do as soon as possible.

Most respectfully, &c.

(signed) *W^m Snow.*

My address is, care of Messrs. Willmer and Rogers, New York.

To Lady Franklin.

Enclosure 2, in No. 16 (A.)

Honoured and esteemed Lady,

New York, 7 January 1850.

AMONG the numerous letters which no doubt are addressed to you from all quarters, it is probable that many contain suggestions of great value concerning the object most near to your heart, and the heart of every one alive, not only to the sentiments of humanity, but to esteem for the noble and brave. Perhaps much that is far superior to what I am now about to speak of may have already been submitted to you; but as no man, however humble his position in the world may be, is entirely incapacitated from proving of some service to his fellow-man, so the thoughts and ideas of all men, whatever be their station in life, must tend to some good, if properly directed and made available. In the present instance it is possible that such may be the result; and if, Madam, you should conceive it likely to be so, I can only say, that my plans and myself are entirely at your service.

I will not trouble your Ladyship with a long letter, entering into minute details, which would be wholly unnecessary should you think my plans of no avail. I will only briefly allude to them, and trespass no further on your time than to give the substance of what I have been led to conceive as perhaps one of the most sure means of discovering the fate of the brave arctic voyagers, and also of examining the line of coast yet unexplored.

In most, if not all, of the Expeditions hitherto sent out, for either discovery or relief, in the northern regions, it appears to me that one great oversight has been committed at the commencement, and that is, as to the time when such Expeditions should start on their journey. If I am not mistaken, rarely do they leave before spring, and the consequence is, that the summer is far advanced before they arrive on the ground where their intended operations begin. Little or nothing material, therefore, can be done that year; and the following winter has to be passed in bleak and dreary regions, cramping the energies of the men, and exhausting their strength, until the spring again comes round. Now, where the result is merely scientific research and geographical discovery, it is of but little moment; but when time is all important,—when the lives of human beings are at stake, and, above all, the lives of men who have nobly perilled everything in the cause of national, and, I might say, universal, progress,—of men who have evinced the most dauntless bravery that any men can evince,—it seems to me very essential that an Expedition should be already on the spot to commence operations at the earliest opening of summer; and that it should, if at all possible, begin the journey to reach that spot even, if necessary, in the previous winter. Wiser and more experienced heads than mine can say how much or how little of this can be done; but it is not a little, no, nor a great deal, that should deter any one from, at all events, attempting something like what I now must humbly and respectfully suggest to your Ladyship's consideration, as a possible means of speedily and effectually reaching the various localities in the Arctic Sea where the missing voyagers may be heard of.

My plan is this:—your Ladyship, it appears by the public prints, has already had some idea of crossing the Atlantic: do so, then, at once; and, for a season, establish yourself at one of the principal towns in Canada, where you can be enabled to personally superintend the carrying out of whatever may be anew attempted. Let a well-organized Expedition of as many men as could be provided

vided with the funds at disposal, if the Expedition is at private expense, start with as little delay as possible on some of the northern tracts already explored. For instance, let a party of 100 picked men, well-disciplined and officered as on board a ship, and accompanied with all the necessary food, scientific instruments, and everything usual on such Expeditions, proceed immediately by the shortest and most available route to the lands in the neighbourhood of the unexplored regions. If practicable, I would suggest that they should proceed, first, to Moore Fort, on the southern part of Hudson's Bay, and thence by small craft to Chesterfield Inlet, or otherwise by land reach that quarter, so as to arrive there at the opening of summer. From this neighbourhood let the party, minus 10 men, be divided into three separate detachments, each with specific instructions to extend their researches in a northerly and north-westerly direction. The westernmost party to proceed as near as possible in a direct course to the easternmost limits of discovery yet made from Behring's Straits, and on no account to deviate from that course on the western side of it, but, if necessary, to the eastward. Let the central party shape a course as near as possible to the position of the Magnetic Pole; and the easternmost division direct to Prince Regent's Inlet, or the westernmost point of discovery from the east, and not to deviate from that course easterly. Let each of these detachments be formed again into three divisions, each division thus consisting of 10 men. Let the first division of each detachment pioneer the way, followed on the same track by the second and the third at stated intervals of time. On the route let the pioneers, at every spot necessary, leave distinguishing marks to denote the way, and also to give information to either of the other two principal detachments as may by chance fall into their track. To second the efforts of the three detachments, let constant succours and other assistance be forwarded by way of Moose Fort, and through the 10 men left at Chesterfield Inlet; and should the object for which such an Expedition was framed be happily accomplished by the return of the lost voyagers, let messengers be forwarded with the news, as was done with Captain Back, in the case of Captain Ross. Let each of the extreme detachments, upon arriving at their respective destinations, and upon being joined by the whole of their body, proceed to form plans for uniting with the central party, and ascertaining the results already obtained by each by sending parties in that direction. Also, let a chosen number be sent out from each detachment as exploring parties, wherever deemed requisite; and let no effort be wanted to make a search in every direction where there is a possibility of its proving successful.

If a public and more extensive Expedition be set on foot, I would most respectfully draw attention to the following suggestions:--Let a Land Expedition be formed upon a similar plan, and with the same number of men, say 300 or more, as those fitted out for sea. Let this Expedition be formed into three great divisions: the one proceeding by the Athabasca to the Great Slave Lake, and following out Captain Back's discoveries; the second, through the Churchill district; or, with the third, according to the plan laid out for a private Expedition alone, only keeping the whole of their forces as much as possible bearing upon the points where success may be most likely attainable.

Each of these three great divisions to be subdivided and arranged also as in the former case. The expense of an Expedition of this kind, with all the necessary outlay for provisions, &c. &c., I do not think would be more than half what the same would cost if sent by sea; but of this I am not a competent judge, having no definite means to make a comparison. But there is yet another, and, I cannot help conceiving, a more easy way of obviating all difficulty on this point, and of reducing the expense considerably.

It must be evident that the present position of the arctic voyagers is not very accessible, either by land or sea, else the distinguished leader at the head of the Expedition would long ere this have tracked a route whereby the whole party, or at least some of them, could return.

In such a case, therefore, the only way to reach them is by, if I may use the expression, *forcing* an Expedition on towards them; I mean by keeping it constantly upheld and pushing onward. There may be, and indeed there are, very great difficulties, and difficulties of such a nature that, I believe, they would themselves cause another great difficulty in the procuring of men. But, if I might make another bold suggestion, I would respectfully ask our Government at home,

why

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why not employ picked men from convicted criminals, as is done in exploring Expeditions in Australia? Inducements might be held out to them; and by proper care they would be made most serviceable auxiliaries. Generally speaking, men convicted of offences are men possessed of almost inexhaustible mental resources; and such men are the men who, with physical powers of endurance, are precisely those required. But this I speak of, merely, if sufficient free men could not be found, and if economy is studied. Indeed, as the matter now stands, in regard to the criminals of England, it might not be a bad idea sending several of the best of them on an exploring Expedition of this kind. I have often wondered that nations do not always employ their criminals in the more hazardous undertakings which lead to the advancement of science or public good, instead of uselessly incarcerating them for years, at an unprofitable expense, or sending them where the laborious and industrious freeman has already pioneered his way, and by the hard "sweat of his own brow" chalked out for himself a new home. I could, perhaps, say more on this point as to the opportunity thus afforded such a class of men in again becoming useful members of society; and, also, of constantly sending any convicts who would take the choice offered to them of entering upon such Expeditions for the advancement of science, &c. to the northern portions of the American continent until the great problem is at length solved, and all is obtained that has been sought for; but such would be irrelevant to the present subject. Suffice it merely to observe, that the expense to Government would be no greater; and no obloquy could be thrown upon the affair if the men themselves accepted it.

Surely if such a scheme as this be followed out with the readiness, vigour and determination that is requisite to it, it could not fail of success; and not only success in the principal object for which it was formed, but also in regard to scientific discovery. To say that it is impossible, I think would be wrong. In my humble opinion, nothing is impossible for man to accomplish that is rightly within his sphere as a mortal being to attempt. All previous plans to discover the North-West Passage, no doubt, were looked upon as impossible to accomplish, even as far as they have been accomplished. Everything out of the common order of things is looked upon as impossible, until the impossibility is negatived by the unexpected realization. In affairs of this kind, it is never thought impossible to attempt it by sending more than the number of men I have named in ships: why not try the same by land? The other day California was a desert in comparison; now, by the enterprise and energy of a remarkable, industrious and fearless people, it is becoming a populous and a mighty state in the western world. Nothing that is at all possible but may be made practicable, if the full power of the human mind, and the full extent of human means, be made to bear upon it. Man is a mighty and a wonderful creature. Few know their own power, but knowing it, they become astonished, and are lost in amaze, while they humbly bend in adoration of Him who has thus so strangely and mysteriously made them. Let this power be now exercised; never can it be done in a more godlike and noble way. Who can tell what may not be accomplished? Truly it is worth an effort. Perseverance, energy of mind, even more than physical capacity, fearless mental courage, aptitude of resource, bold determination, accompanied by the fullest financial means, are what is required.

I have now, Madam, given you the substance of my plan, and the ideas I have formed in connexion with it. I do not presume to offer it in the face of any advice or other plans tendered by more learned and wiser men than myself, but I merely venture to throw it out as a suggestion for them to act upon if, considered sufficiently available. For myself, I am actuated solely by the best of motives in thus coming forward, and, though with ties which make a home dear to me, will freely give my services in any way they may prove of use; and look for no other reward than the satisfaction my own heart would give in the knowledge that I had been in some measure instrumental in restoring, or attempting to restore, the long-lost voyagers to their home and mourning friends. A rough life in many parts of the world has long been mine. Alike acquainted with the snowy Alps and the icy regions of the southern seas, I should not hesitate upon a journey to the arctic shores if ever required to undertake it. In the plan I have suggested, the various estimates and details may be easily arranged and brought within a very small compass. To be engaged in that, or any other scheme, for affording relief to those locked up in the polar seas, must
be

be always looked upon as one of the greatest honours, and as such I should regard it.

With every respectful sentiment of esteem, I now subscribe myself your Ladyship's most obedient humble servant,

(signed) *W^m Snow.*

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Enclosure 3, in No. 16 (A.)

Madam,

Guelph, Canada West,
11 January 1850.

REGARDING with the deepest sympathy and admiration the zeal, perseverance and conjugal affection displayed in your efforts to relieve or to discover the fate of your distinguished husband, and the gallant party under his command, despite the difficulties, disappointments and heart-sickening hope deferred with which these efforts have been attempted, I have been led to give the painfully interesting subject a serious and careful consideration, in the view of ascertaining the most suitable and most likely means of obtaining intelligence of the long-absent party, in whose fate all men must feel a lively interest, and towards whose restoration to their country and their homes all must be desirous to contribute. Having passed some five-and-twenty years of my life (of which a narrative has lately been published in London) as an officer and partner of the Hudson's Bay Company, by whom the talents and courage of Sir John Franklin are alike well known and appreciated, I may not be wholly incompetent to the task; and it being rumoured that the British Government are about to fit out another Expedition to the North-west, my long experience of the country and its inhabitants may serve as my apology for offering the following suggestions.

From the total failure of every attempt hitherto made by sea by men of undoubted zeal and devotedness, I entertain but slight hopes of future attempts on the same element being more successful. Far be it from me, however, to condemn any attempt that may afford the slightest glimmering of hope; let every measure be adopted that may tend to a discovery of the Expedition, or tend to throw the least ray of light on the fate of those who composed it. The following plan suggests itself to my mind as likely to produce some intelligence, if not to lead to a discovery of the party.

Let a small schooner of some 30 or 40 tons burthen, built with a view to draw as little water as possible, and as strong as wood and iron could make her, be despatched from England in company with the Hudson's Bay ships. This vessel would, immediately on arriving at York Factory, proceed to the Strait termed Sir Thomas Rowe's Welcome, which divides Southampton Island from the mainland; then direct her course to Wager River, and proceed onward until interrupted by insurmountable obstacles. The party being safely landed, I would recommend their remaining stationary until winter travelling became practicable, when they should set out for the shores of the Arctic Sea, which by a reference to Arrowsmith's map appears to be only some 60 or 70 miles distant; then, dividing in two parties or divisions, the one would proceed east, the other west; and I think means could be devised of exploring 250 or 300 miles in either direction; and here a very important question presents itself,—how and by what means is this enterprise to be accomplished?

In the first place, the services of Esquimaux would be indispensable, for the twofold reason, that no reliable information can be obtained from the natives without their aid, and that they alone properly understand the art of preparing snow-houses, or "igloes," for winter encampment, the only lodging which the desolate wastes of the arctic regions afford. Esquimaux understanding the English language sufficiently well to answer our purpose frequent the Hudson's Bay Company's post in Labrador, some of whom might be induced (I should fain hope) to engage for the Expedition; or probably the "half breed" natives might do so more readily than the aborigines. They should, if possible, be strong, active men, and good marksmen, and not less than four in number. Failing in the attempt to procure the natives of Labrador, then I should think Esquimaux might be obtained at Churchill, in Hudson's Bay: the two who accompanied Sir John in his first Land Expedition were from this quarter.

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Should these suggestions be considered worthy of notice, I would recommend immediate application being made to the Hudson's Bay Company for assistance in the matter, as also for a supply of provision, according to the annexed list. These supplies to be forwarded to York Factory by the earliest opportunity in summer. Information could probably be obtained at the Company's house in London, whether these supplies could be furnished in whole or in part. Orders should be sent through the Hudson's Bay Company to procure 20 strong Esquimaux dogs in Labrador or Churchill, together with four or five Esquimaux sledges, 40 men's seal-skin coats and mitts, Esquimaux boots, made large, for Europeans, six large seal-skin tents, such as the natives use in autumn and in spring, and material for making a couple of odmiako, or large skin-boats, to provide for the escape of the party in case any misfortune happened to the vessel at the breaking up of the ice in the spring. A couple of females ought to accompany their husbands, for various reasons that need not here be detailed. One hundred and fifty gallons of oil would also be required; a dozen of lamps, such as the Esquimaux use, and snow shoes, the latter article to be supplied at York Factory. The Esquimaux and so much of the above supplies as can be obtained at the Company's post in Labrador being procured, I would recommend their being forwarded to Akak, one of the Moravian Brethren's settlements in Labrador (with whom, by the way, a communication ought also to be opened on the subject), where the vessel from England would touch on her way to Hudson's Bay. A couple of scientific men would be required for the Expedition, who would make up their minds to face every hardship and privation without flinching.

As few hands as possible would be engaged in the overland journey, the saving of provisions being a most important consideration.

Persons travelling in the arctic regions in winter are subject to a disease of the eyes, termed "mal de neige" by the Canadian voyagers, with which, I perceive by the narrative of the last Expeditions, some of those engaged in them were afflicted, and prevented from prosecuting their land journey. To obviate this very serious difficulty, which I know it to be from my own painful experience, a very simple precaution is required:—a pair of green or shaded goggles effectually protects the sight; these goggles ought to be fixed in Morocco or chamois leather (and tied behind the head), and not in metal, which freezes the part coming in contact with it. A variety of minor details connected with the general arrangement of the Expedition I shall defer for the present. I would suggest, however, that officers of the Hudson's Bay Company, inured to the climate, and who may have had personal experience of nearly similar exploratory Expeditions, would be the most suitable persons from among whom to select individuals competent to conduct the enterprise to a successful termination.

I nearly omitted to mention, that material for a building 24 feet by 34 ought to be sent out to serve as a store-house. In conclusion, I desire this communication to be considered private, in so far as regards the Press, and would wish it to be submitted to the consideration of persons who might be qualified to pass judgment on the propositions it contains. That Almighty God may vouchsafe an answer to your earnest prayers, by directing to the adoption of measures by which your husband may be restored to you, is the sincere prayer of,

Madam, your very humble Servant,

Lady Franklin.

(signed) *John M'Lean.*

Required from the Hudson's Bay Company—

- 150 bags of good pemmican.
- 150 bales of dry meat.
- 10 bags of pounded meat.
- 10 bags of tallow.
- 30 pairs of leather trowsers.
- 25 pairs of snow shoes.
- 100 large poles for Esquimaux tents.

Enclosure

Enclosure 4, in No. 16 (A.)

My dear Madam,

11 A.M., 23 January 1850.

I HAVE this moment received the enclosed communication from Washington, as presented to Congress by the President; also a letter from my most intimate friend, the Vice-President of the United States, who thinks as I do, that your presence here is important.

The mail is just closing.

Most truly yours, &c.

(signed) *Silas E. Burrows.*

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Enclosure 5, in No. 16 (A.)

My dear Sir,

Washington, 21 January 1850.

AGREEABLE to your request of the 19th instant, I herewith send you the message of the President, communicating copies of a correspondence with the lady of Sir John Franklin.

* * * * *

Yours truly,

(signed) *Millard Fillmore.*

MESSAGE from the PRESIDENT of the UNITED STATES, communicating Copies of a Correspondence with the Lady of Sir *John Franklin*, relative to the Expedition to the Arctic Regions under the Command of her Husband.

To the Senate and House of Representatives of the United States.

I HEREWITH submit to you copies of a correspondence with the lady of Sir John Franklin, relative to the well-known Expedition under his command to the Arctic Regions, for the discovery of a North-west Passage. On the receipt of her first letter, imploring the aid of the American Government in a search for the missing ships, engaged in an enterprise which interested all civilized nations, I anxiously sought the means of affording that assistance, but was prevented from accomplishing the object I had in view in consequence of the want of vessels suitable to encounter the perils of a proper exploration, the lateness of the season, and the want of an appropriation by Congress to enable me to furnish and equip an efficient squadron for that object. All that I could do, in compliance with a request which I was deeply anxious to gratify, was to cause the advertisements of reward promulgated by the British Government, and the best information I could obtain as to the means of finding the vessels under the command of Sir John Franklin, to be widely circulated among our whalers and seafaring men, whose spirit of enterprise might lead them to the inhospitable regions where that heroic officer and his brave followers, who perilled their lives in the cause of science and for the benefit of the world, were supposed to be imprisoned among the icebergs, or wrecked upon a desert shore.

Congress being now in session, the propriety and expediency of an appropriation for fitting out an Expedition to proceed in search of the missing ships, with their officers and crews, is respectfully submitted to your consideration.

(signed) *Z. Taylor.*

Washington, 4 January 1850.

The Lady of Sir *John Franklin* to the President.

Sir,

Bedford-place, London, 4 April 1849.

I ADDRESS myself to you as the head of a great nation, whose power to help me I cannot doubt, and in whose disposition to do so I have a confidence which I trust you will not deem presumptuous.

The name of my husband, Sir John Franklin, is probably not unknown to you.

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It is intimately connected with the northern part of that continent of which the American republic forms so vast and conspicuous a portion. When I visited the United States three years ago, amongst the many proofs I received of respect and courtesy, there was none which touched and even surprised me more than the appreciation every where expressed to me of his former services in geographical discovery, and the interest felt in the enterprise in which he was then known to be engaged.

The Expedition fitted out by our Government for the discovery of the Northwest Passage (that question which, for 300 years, has engaged the interest and baffled the energies of the man of science and the navigator), sailed, under my husband's command, in May 1845. The two ships, "Erebus" and "Terror," contained 138 men (officers and crews), and were victualled for three years. They were not expected home, unless success had early rewarded their efforts, or some casualty hastened their return, before the close of 1847, nor were any tidings expected from them in the interval. But when the autumn of 1847 arrived without any intelligence of the ships, the attention of Her Majesty's Government was directed to the necessity of searching for and conveying relief to them, in case of their being imprisoned in ice, or wrecked, and in want of provisions and means of transport. For this purpose an Expedition, in three divisions, was fitted out in the early part of last year, directed to three different quarters simultaneously; viz., 1st, to that by which, in case of success, the ships would come out of the Polar Sea to the westward, or Behring's Straits; 2d, to that by which they entered on their course of discovery on the eastern side, or Davis's Straits; and 3d, to an intervening portion of the arctic shore, approachable by land from the Hudson's Bay Company's settlements, on which it was supposed the crews, if obliged to abandon their ships, might be found. This last division of the Expedition was placed under the command of my husband's faithful friend, the companion of his former travels, Dr. Sir John Richardson, who landed at New York in April of last year, and hastened to join his men and boats, which were already in advance towards the arctic shore. Of this portion of the Expedition, I may briefly say, that the absence of any intelligence from Sir John Richardson at this season proves he has been unsuccessful in the object of his search.

The Expedition intended for Behring's Straits has hitherto been a complete failure. It consisted of a single ship, the "Plover," which, owing to her setting off too late, and to her bad sailing properties, did not even approach her destination last year.

The remaining and most important portion of the searching Expedition consists of two ships under the command of Sir James Ross, which sailed last May for Davis's Straits, but did not succeed, owing to the state of the ice, in getting into Lancaster Sound until the season for operations had nearly closed. These ships are now wintering in the ice, and a store ship is about to be despatched from hence with provisions and fuel to enable them to stay out another year; but one of these vessels is, in a great degree, withdrawn from active search by the necessity of watching at the entrance of Lancaster Sound for the arrival of intelligence and instructions from England by the whalers.

I have entered into these details with the view of proving that, though the British Government has not forgotten the duty it owes to the brave men whom it has sent on a perilous service, and has spent a very large sum in providing the means for their rescue, yet that, owing to various causes, the means actually in operation for this purpose are quite inadequate to meet the extreme exigence of the case; for, it must be remembered, that the missing ships were victualled for three years only, and that nearly four years have now elapsed, so that the survivors of so many winters in the ice must be at the last extremity. And also, it must be borne in mind, that the channels by which the ships may have attempted to force a passage to the westward, or which they may have been compelled, by adverse circumstances, to take, are very numerous and complicated, and that one or two ships cannot possibly, in the course of the next short summer, explore them all.

The Board of Admiralty, under a conviction of this fact, has been induced to offer a reward of 20,000*l.* sterling to any ship or ships, of any country, or to any exploring party whatever, which shall render efficient assistance to the missing ships, or their crews, or to any portion of them. This announcement, which, even if the sum had been doubled or trebled, would have met with public approbation, comes, however, too late for our whalers, which had unfortunately sailed before

before it was issued, and which, even if the news should overtake them at their fishing-grounds, are totally unfitted for any prolonged adventure, having only a few months' provision on board, and no additional clothing. To the American whalers, both in the Atlantic and Pacific, I look with more hope, as competitors for the prize, being well aware of their numbers and strength, their thorough equipment, and the bold spirit of enterprise which animates their crews. But I venture to look even beyond these. I am not without hope that you will deem it not unworthy of a great and kindred nation to take up the cause of humanity which I plead, in a national spirit, and thus generously make it your own.

I must here, in gratitude, adduce the example of the imperial Russian Government, which, as I am led to hope by his Excellency the Russian Ambassador in London, who forwarded a memorial on the subject, will send out exploring parties this summer, from the Asiatic side of Behring's Strait northward, in search of the lost vessels. It would be a noble spectacle to the world, if three great nations, possessed of the widest empires on the face of the globe, were thus to unite their efforts in the truly Christian work of saving their perishing fellow-men from destruction.

It is not for me to suggest the mode in which such benevolent efforts might best be made. I will only say, however, that if the conceptions of my own mind, to which I do not venture to give utterance, were realized, and that, in the noble competition which followed, American seamen had the good fortune to wrest from us the glory, as might be the case, of solving the problem of the unfound passage, or the still greater glory of saving our adventurous navigators from a lingering fate which the mind sickens to dwell on, though I should in either case regret that it was not my own brave countrymen in those seas whose devotion was thus rewarded, yet should I rejoice that it was to America we owed our restored happiness, and should be for ever bound to her by ties of affectionate gratitude.

I am not without some misgivings while I thus address you. The intense anxieties of a wife and of a daughter may have led me to press too earnestly on your notice the trial under which we are suffering, (yet not we only, but hundreds of others), and to presume too much on the sympathy which we are assured is felt beyond the limits of our own land. Yet, if you deem this to be the case, you will still find, I am sure, even in that personal intensity of feeling, an excuse for the fearlessness with which I have thrown myself on your generosity, and will pardon the homage I thus pay to your own high character, and to that of the people over whom you have the high distinction to preside.

I have, &c.

(signed) *Jane Franklin.*

I beg to annex some explanatory papers:—

NOTICE of the EXPEDITIONS of Discovery and Search now in the Arctic Seas.

In the year 1845, Her Majesty's Government sent out an expedition for the purpose of discovering a North-west Passage between the Atlantic and Pacific Oceans, along the northern coast of America, or between Davis's and Behring's Straits. The expedition consisted of two ships, the "Erebus" and "Terror," under the command of Sir John Franklin and Captain Crozier—the complement of officers and men in the two ships being about 138. They were victualled for three years. Their instructions were, to proceed to Baffin's Bay, and, as soon as the ice permitted, to enter Lancaster Sound, and proceed westward through Barrow's Strait, in the latitude of about $74\frac{1}{4}$, until they reached the longitude of Cape Walker, or about 98 west. They were then to use every effort to penetrate southward and westward towards Behring's Strait; and it was in this part that their greatest difficulties were apprehended. If these proved to be insurmountable, they were next directed to return to Barrow's Strait, and proceed northward by the broad channel between Devon and Cornwallis Islands, commonly called Wellington's Strait, provided it appeared open and clear of ice. It is evident that their ability to follow either of these courses must have depended upon local circumstances of which we have no cognizance.

The discovery ships sailed from England on the 19th of May 1845, and were

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last seen on the 26th of July of the same year, in latitude $74^{\circ} 48'$ North, longitude $66^{\circ} 13'$ West, fastened to an iceberg, waiting for the opening of the ice to cross into Lancaster Sound.

These ships have never since been heard of; and it was for the purpose of relieving them, and at least of ascertaining their fate, that, in 1848, Her Majesty's Government again fitted out an expedition. It was in three divisions.

The first (in point of time) consisted of a single ship, called the "Plover," commanded by Captain Moore, which left England in the latter end of January, for the purpose of entering Behring's Strait, or the westward passage. It was intended that she should arrive there in the month of July, and, having looked out for a winter harbour, should send out her boats northward and eastward, in which directions the discovery ships, if successful, would be met with.

Unfortunately, the "Plover" never even approached last year the place of her destination, and whatever search she may yet be able to make has to be accomplished this summer. The "Herald" surveying vessel in the Pacific has orders, if possible, to supply her with additional stores.

The second division of the expedition was one of boats, to explore the coast of the Arctic Sea between the Mackenzie and Coppermine Rivers, or from the 135^{th} to the 115^{th} degree of West longitude, together with the south coast of Wollaston Land—it being supposed, that if Sir John Franklin's party had been compelled to leave the ships and take to their boats, they would make for this coast.

The non-arrival by this time (April 1849) of an express from Sir John Richardson, proves that his last summer's search was fruitless.

The third portion of the expedition of search consists of two ships, the "Enterprise" and "Investigator," under the command of Sir James Ross and Captain Bird, which sailed in May 1848 for Lancaster Sound. They were last heard of on the 28th of August last, when they were at the entrance of this Sound.

Sir James Ross intended to proceed in the "Enterprise," carefully examining the shores of Lancaster Sound and Barrow's Strait on his way to Melville Island or to Banks' Land, and thence to send out exploring parties in boats.

This second ship, the "Investigator," under command of Captain Bird, appears to have received instructions from Sir James Ross to watch Lancaster Sound, for the purpose both of communicating with the whaling ships from England this summer, and of looking out for stragglers from the "Erebus" and "Terror," should any be endeavouring to reach the neighbourhood of the fishing grounds.

From the late period of the season, however, at which the "Enterprise" and "Investigator" reached Lancaster Sound, it is calculated that they can scarcely have had more than a fortnight for their operations during the last summer, and that a wide field for search remains open during the approaching season, for which, however, the means at present in activity are by no means adequate. It is the general belief of those officers who have served in the former Arctic Expeditions, that the discovery ships "Erebus" and "Terror," whatever accident may have befallen them, cannot have wholly disappeared from those seas; and that some traces of their fate, if not some living remnant of their crews, must eventually reward the search of the diligent investigator. It is possible that they may be found in quarters the least expected; but, in the first instance, the attention of ships engaged in the search should be directed to the quarters pointed at in the Admiralty instructions given to Sir John Franklin, and especially to the channels leading out of Barrow's Strait to the north. The chief of these is that called Wellington Strait, which it is probable Sir James Ross has not yet explored, and where, if entangled in the ice, and exhausted for want of provisions, their condition must be in the highest degree dangerous. It is also very desirable that the coasts of Boothia and North Somerset should be carefully examined, as well as the shores of the Gulf of Boothia and Regent's Inlet, and the coast eastward of the Coppermine to Great Fish or Back's River; also the sounds and inlets north and west of Baffin's Bay, which are supposed to communicate with Wellington's Channel to the West. Some of these parts might be explored by boats or land parties, as would all that part, also unprovided for, which lies between the Mackenzie River and Icy Cape to the west.

It is the opinion of several experienced officers, that two small vessels, of the size of 150, or 180, and of 80 tons respectively, drawing not above 10 feet water, might answer the purpose of careful search in these seas, as well as larger vessels.

Mr.

Mr. Clayton to Lady Jane Franklin.

No. 16.
Letter from Lady
Franklin to the
Secretary of the
Admiralty
(with Enclosures).Department of State, Washington,
25 April 1849.

Madam,

YOUR letter to the President of the United States, dated April 4, 1849, has been received by him, and he has instructed me to make to you the following reply.

The appeal made in the letter with which you have honoured him, is such as would strongly enlist the sympathy of the rulers and the people of any portion of the civilised world.

To the citizens of the United States, who share so largely in the emotions which agitate the public mind of your own country, the name of Sir John Franklin has been endeared by his heroic virtues, and the sufferings and sacrifices which he has encountered for the benefit of mankind. The appeal of his wife and daughter, in their distress, has been borne across the waters, asking the assistance of a kindred people to save the brave men who embarked in his unfortunate expedition; and the people of the United States, who have watched with the deepest interest that hazardous enterprise, will now respond to that appeal, by the expression of their united wishes that every proper effort may be made by this government for the rescue of your husband and his companions.

To accomplish the objects you have in view, the attention of American navigators, and especially of our whalers, will be immediately invoked. All the information in the possession of this government, to enable them to aid in discovering the missing ships, relieving their crews, and restoring them to their families, shall be spread far and wide among our people; and all that the executive government of the United States, in the exercise of its constitutional powers, can effect, to meet this requisition on American enterprise, skill and bravery, will be promptly undertaken.

The hearts of the American people will be deeply touched by your eloquent address to their Chief Magistrate, and they will join with you in an earnest prayer to Him whose spirit is on the waters, that your husband and his companions may yet be restored to their country and their friends.

I have, &c.

(signed) John M. Clayton.

THE Lady of Sir John Franklin to Mr. Clayton.

Sir,

Bedford-place, London, 24 May 1849.

THE letter with which you have kindly honoured me, conveying the reply of the President of the United States to the appeal I ventured to address to him in behalf of the missing Arctic Expedition under my husband's command, has filled my heart with gratitude, and excites the liveliest feelings of admiration in all who have had an opportunity of seeing it.

Relying upon the reports in the American papers just received, I learn that the people of the United States have responded, as you foresaw they would, to the appeal made to their humane and generous feelings, and that in a manner worthy of so great and powerful a nation,—indeed, with a munificence which is almost without a parallel.

I will only add, that I fully and firmly rely upon the wisdom and efficiency of the measures undertaken by the American government.

I beg you to do me the favour of conveying to the President the expression of my deep respect and gratitude, and I trust you will accept yourself my heartfelt acknowledgments for the exceedingly kind and feeling manner in which you have conveyed to me his Excellency's sentiments.

I have, &c.

(signed) Jane Franklin.

No. 16.
Letter from Lady
Franklin to the
Secretary of the
Admiralty
(with Enclosures).

Mr. Crampton to Mr. Clayton.

Washington, 9 June 1849.

Sir,

I HAVE been directed by Her Majesty's Government to lose no time in communicating to the Government of the United States the printed papers which I have the honour to enclose herewith, in case an intention on their part, referred to in a statement which appeared in the "Times" newspaper, of the 22d ultimo, of sending two ships in search of Sir John Franklin's expedition is really entertained, it having been suggested by the Lords of the Admiralty, that, in that case, it may be useful that the United States Government may be in possession of these papers, containing the views of officers competent to give an opinion as to the best measures for affording relief to the expedition, and the steps taken by Her Majesty's Government for that purpose.

Her Majesty's Government are ere this apprised of the reality of the liberal and philanthropic intention of the President with regard to the expedition in question, which I had the honour of reporting to Viscount Palmerston, in a despatch, dated the 14th ultimo. I have, therefore, the satisfaction of being enabled now to fulfil the instruction which has been addressed to me in anticipation of the correctness of the statement which had already reached Her Majesty's Government, by expressing to you, Sir, their full appreciation of the generous and humane motives which have induced the Government of the United States to send an expedition to the Arctic Seas.

I avail myself of this opportunity to renew to you, Sir, the assurance of my highest consideration.

Hon. John M. Clayton.
&c. &c. &c.

(signed) John F. Crampton.

THREE Thousand Pounds, or a Proportion thereof, according to the Services rendered, offered by Lady *Franklin* to such of the Whaling Ships as shall be generously inclined to assist the Search for Sir *John Franklin* and his gallant Companions.

WITH the view of inducing any whaling ships which shall resort to Davis's Strait and Baffin's Bay to make special efforts in search of the expedition under the command of Sir John Franklin, I hereby offer the sum of three thousand pounds (3,000 £.), or a proportion thereof, according to the services rendered, to such ship or ships as, departing from the usual fishing-grounds, shall discover, and, if needed, afford effectual relief to the above expedition, or to any portion of it.

It is proposed that the amount of reward, according to the efforts made, and services performed, shall be determined by the following gentlemen, who have kindly consented to act as referees; viz.—

Rear-Admiral Sir Francis Beaufort, K. C. B.
Captain Sir W. Edward Parry, R.N.
Thomas Ward, Esq., Hull.

In regard to the distribution of the sum awarded among owners, captains, officers and seamen, the amount to each to be adjusted in the same proportions as if similar value of produce from the fishing had been obtained.

In the event of more than one ship making special efforts to give succour to the expedition, each ship is to receive its proportion of the reward agreeably to the decision of the referees.

The attention of whalers disposed to aid in this service is particularly directed to the Gulf of Boothia, within Regent's Inlet, or to any of the inlets or channels leading out of Barrow's Strait, or the sea beyond, either northward or southward, as also to any sounds or inlets in the north and western sides of Baffin's Bay, above the 75th degree of latitude.

Should it be clearly proved and ascertained that any whaler has made extraordinary efforts or special researches in quarters remote from the ordinary fishing-grounds, for the purpose designated, though no success may have attended their endeavours, the case of such whaler, with a view to reward, will be taken into favourable consideration by the referees.

For

For the greater satisfaction of parties claiming reward, the owners and captains shall be authorized, if they desire it, to nominate one additional referee, who shall act and vote in all respects as the standing referees in the special case for which they may be nominated. The referees, being then increased to four, will, according to the usual order of business, choose for themselves a fifth as umpire.

Twenty thousand pounds sterling (\$100,000) reward to be given by Her Britannic Majesty's Government to such private ship, or distributed among such private ships, or to any exploring party or parties of any country, as may, in the judgment of the Board of Admiralty, have rendered efficient assistance to Sir John Franklin, his ships, or their crews, and may have contributed directly to extricate them from the ice.

(signed) *H. G. Ward,*

London, 23 March 1849.

Secretary to the Admiralty.

Letter from Lady Franklin to the Secretary of the Admiralty (with Enclosures).

The attention of whalers, or of any other ships or parties disposed to aid in this service, is particularly directed to Smith's Sound, and Jones' sound, in Baffin's Bay, to Regent's Inlet, and the Gulf of Boothia, as well as to any of the inlets or channels leading out of Barrow's Straits, particularly Wellington Strait, or the sea beyond, either northward or southward.

Vessels entering through Behring's Straits would necessarily direct their search north and south of Melville Island.

Note.—Persons desirous of obtaining information relative to the missing expedition, are referred to Edmund A. Grattan, Esq., Her Britannic Majesty's consul, Boston, Massachusetts, or Anthony Barclay, Esq., Her Britannic Majesty's consul, New York.

Mr. Bancroft to Mr. Clayton.

(Extract.)

United States Legation, London, 15 June 1849.

Sir,

THE newspapers having announced that it is the President's intention to fit out two ships to go in search of Sir John Franklin, the Royal Society have passed a vote on the subject, which the Earl of Rosse, President of the Royal Society, has communicated to me by a letter, a copy of which is enclosed. Not having any official knowledge of the President's intention, I have taken care, when appealed to, to say that I knew nothing on the subject beyond what was before the world. You will observe, also, that the subject has engaged the attention of the House of Commons. I was present, and heard Sir Robert Inglis, Lord Palmerston, and Mr. D'Israeli speak upon it in the handsomest manner.

I am, &c.

(signed) *George Bancroft.*

Hon. John M. Clayton,
Secretary of State, Washington, D. C.

The Earl of Rosse to Mr. Bancroft.

My dear Sir,

13, Connaught-place, 9 June 1849.

I HAVE the honour to inform you that, at the annual meeting of the Royal Society, held the 7th instant, a communication was read from Admiral Sir F. Beaufort, in which he apprized the Society that the American government had nobly undertaken to send an expedition in search of Sir John Franklin; upon which, a vote of thanks was moved by Sir Charles Lemon, seconded by Lord Northampton, and carried with the utmost enthusiasm, expressive of the gratitude of the Royal Society to the American government, and of their deep sense of the kind and brotherly feeling which had prompted so liberal an act of humanity.

Allow me to assure you, that it is peculiarly gratifying to me to have the honour

No. 16.
Letter from Lady
Franklin to the
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(with Enclosures).

of being the humble instrument in conveying to you the thanks of the Royal Society on this occasion; and permit me to express a hope that this most generous act of the United States may, if possible, draw closer the bonds of friendship between the two kindred nations. That the United States may continue to progress with the same extraordinary rapidity in the arts of peace and civilization, and to hold the same high place in the science and literature of the world, is, I am sure, the anxious desire of the Royal Society.

I have, &c.
(signed) *Rosse.*

His Excellency George Bancroft, Esq.
&c. &c. &c.

Mr. *Smyth* to Mr. *Bancroft*.

Dear Sir,

3, Cheyne Walk, Chelsea, 20 June 1849.

HAVING notified to a general meeting of the Royal Geographical Society of London, holden on Monday, the 11th instant, that the government of the United States, with noble feeling and generous liberality, ordered an expedition, under the command of a very distinguished officer, to assist in the search, in the Arctic regions, for Captain Sir John Franklin (late a Vice-president of the said Society) and his brave companions, it was resolved unanimously to transmit an expression of the Society's gratitude to the American government, and their full sense of the benovolent impulse which prompted so admirable an act of humanity.

On so deeply interesting an occasion, I beg to be allowed to assure you of the gratification I feel on being made the instrument of this expression; and believe me, very sincerely, dear sir,

Your faithful and obedient servant,

W. H. Smyth,
President Royal Geographical Society.

His Excellency the Hon. George Bancroft,
&c. &c. &c.

The Lady of Sir *John Franklin* to the President.

Sir,

Spring-gardens, London, 11 December 1849.

I HAD the honour of addressing myself to you, in the month of April last, in behalf of my husband, Sir John Franklin, his officers and crews, who were sent by Her Majesty's government, in the spring of 1845, on a maritime expedition for the discovery of the North-west Passage, and who have never since been heard of.

Their mysterious fate has excited, I believe, the deepest interest throughout the civilized world, but nowhere more so, not even in England itself, than in the United States of America. It was under a deep conviction of this fact, and with the humble hope that an appeal to those generous sentiments would never be made altogether in vain, that I ventured to lay before you the necessities of that critical period, and to ask you to take up the cause of humanity which I pleaded, and generously make it your own.

How nobly you, sir, and the American people, responded to that appeal, how kindly and courteously that response was conveyed to me, is known wherever our common language is spoken or understood; and though difficulties, which were mainly owing to the advanced state of the season, presented themselves after your official announcement had been made known to our Government, and prevented the immediate execution of your intentions, yet the generous pledge you had given was not altogether withdrawn, and hope still remained to me that, should the necessity for renewed measures continue to exist, I might look again across the waters for the needed succour.

A period has now, alas! arrived, when our dearest hopes as to the safe return of the discovery ships this autumn are finally crushed by the unexpected, though forced return of Sir James Ross, without any tidings of them, and also by the close of the arctic season. And not only have no tidings been brought of
their

their safety or of their fate, but even the very traces of their course have yet to be discovered; for such was the concurrence of unfortunate and unusual circumstances attending the efforts of the brave and able officer alluded to, that he was not able to reach those points where indications of the course of the discovery ships would most probably be found. And thus, at the close of a second season since the departure of the recent expedition of search, we remain in nearly the same state of ignorance respecting the missing expedition as at the moment of its starting from our shores. And in the meantime our brave countrymen, whether clinging still to their ships, or dispersed in various directions, have entered upon a fifth winter in those dark and dreary solitudes, with exhausted means of sustenance, while yet their expected succour comes not!

It is in the time, then, of their greatest peril, in the day of their extremest need, that I venture, encouraged by your former kindness, to look to you again for some active efforts which may come in aid of those of my own country, and add to the means of search. Her Majesty's Ministers have already resolved on sending an expedition to Behring's Straits, and doubtless have other necessary measures in contemplation, supported as they are, in every means that can be devised for this humane purpose, by the sympathies of the nation and by the generous solicitude which our Queen is known to feel in the fate of her brave people imperilled in their country's service. But, whatever be the measures contemplated by the Admiralty, they cannot be such as will leave no room or necessity for more, since it is only by the multiplication of means, and those vigorous and instant ones, that we can hope, at this last stage, and in this last hour, perhaps, of the lost navigators' existence, to snatch them from a dreary grave. And surely, till the shores and seas of those frozen regions have been swept in all directions, or until some memorial be found to attest their fate, neither England, who sent them out, nor even America, on whose shores they have been launched in a cause which has interested the world for centuries, will deem the question at rest.

May it please God so to move the hearts and wills of a great and kindred people, and of their chosen Chief Magistrate, that they may join heart and hand in the generous enterprise! The respect and admiration of the world, which watches with growing interest every movement of your great republic, will follow the chivalric and humane endeavour, and the blessing of them who were ready to perish shall come upon you!

I have, &c.

(signed) *Jane Franklin.*

His Excellency the President of the United States.

The Lady of Sir *John Franklin* to Mr. *Clayton*.

Sir,

Spring-gardens, London, 12 December 1849.

I BEG to transmit, through you, to the President of the United States, the accompanying letter, trusting to that same kindness on his part of which you have already been the feeling and eloquent exponent, that it will be received with an indulgence similar to that which I met with before.

Sir John Richardson informs me that the interest felt in the United States for the unfortunate missing expedition under my husband's command is as lively and deep as ever; and in this feeling, and in the benevolent disposition of the President, I place my humble confidence.

I have, &c.

(signed) *Jane Franklin.*

Enclosure 6, in No. 16 (A.)

Great Ealing, Middlesex,
6 February 1850.

My dear Lady Franklin,

It is of course of vital importance that the generous co-operation of the Americans in the rescue of Sir John Franklin and his crews be directed to points which call for search, and at the same time give them a clear field for the exercise of their energy and emulation. It would be a pity, for instance, if they should be

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Letter from Lady
Franklin to the
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(with Enclosures).

merely working on the same ground with ourselves, whilst extensive portions of the Arctic Sea, in which it is equally probable the lost Expedition may be found, should be left unexamined; and none, in my opinion, offers a better prospect of successful search than the coasts of Repulse Bay, Hecla and Fury Strait, Committee Bay, Felix Harbour, the Estuary of the Great Fish River, and Simpson's Strait, with the sea to the north-west of it. My reasons for saying so are as follows:—

Suppose Sir John Franklin to have so far carried out the tenor of his orders as to have penetrated south-west from Cape Walker, and to have been either “cast away,” or hopelessly impeded by ice, and that either in the past or present year he found it necessary to quit his ships, they being any where between 100° and 108° west longitude, and 70° and 73° north latitude. Now, to retrace his steps to Cape Walker, and thence to Regent's Inlet, would be no doubt the first suggestion that would arise. Yet there are objections to it; firstly, he probably would have to contend against the prevailing set of the ice, and currents, and northerly winds; secondly, if no whalers were found in Lancaster Sound, how was he to support his large party in regions where the musk ox or reindeer are never seen? thirdly, leaving his ships in the summer, he knew he could only reach the whaling ground in the fall of the year; and, in such case, would it not be advisable to make rather for the southern than the northern limit of the seas visited by the whalers? fourthly, by edging to the south rather than the north, Sir John Franklin would be falling back to, rather than going from, relief, and increase the probabilities of providing food for his large party.

I do not believe he would have decided on going due south, because the lofty land of Victoria Island was in his road, and when he did reach the American shore, he would only attain a desert, of whose horrors he no doubt retained a vivid recollection, and a lengthy land journey of more than 1,000 miles to the Hudson's Bay settlement was more than his men were capable of.

There, therefore, remained but one route for Sir John under such circumstances to follow; and it decidedly has the following merit, that of being in a direct line for the southern limit of the whale fishery; that of leading through a series of narrow seas adapted for the navigation of small open boats; that of being the most expeditious route by which to reach Fort Churchill, in Hudson's Bay; that of leading through a region visited by Esquimaux and migratory animals; and this route is through the “Straits of James Ross,” across the narrow isthmus of Boothia Felix (which, as you reminded me to-day, was not supposed to exist when Sir John Franklin left England, and has been since discovered), into the Gulf of Boothia, where he could either pass by Hecla and Fury Strait into the fishing-ground of Hudson's Strait, or else go southward down Committee Bay, cross the Rae Isthmus into Repulse Bay, and endeavour from there to reach some vessels in Hudson's Bay, or otherwise Fort Churchill.

It is not unlikely either, that when Franklin had got to the eastern extremity of James Ross's Straits, and found the land to be across his path where he had expected to find a strait, that his party might have divided, and the more active portion of them attempted to ascend the Great Fish River, where we have Sir George Back's authority for supposing they would find, close to the Arctic shores, abundance of food in fish, and herds of reindeer, &c. whilst the others travelled on the road I have already mentioned.

To search for them, therefore, on this line of retreat I should think highly essential, and if neglected this year, it must be done next; and if not done by the Americans, it ought to be done by us.

I therefore suggest the following plan. Suppose a well-equipped expedition to leave America in May, and to enter Hudson's Straits, and then divide into two divisions. The first division might go northward, through Fox Channel to Hecla and Fury Straits, examine the shores of the latter carefully, deposit provisions at the western extreme, erect conspicuous beacons, and proceed to Melville or Felix Harbour, in Boothia, secure their vessel or vessels, and despatch, as soon as circumstances would allow, boat parties across the neck of the isthmus into the western waters. Here let them divide, and one party proceed through James Ross's Straits, carefully examining the coast, and push over sea, ice or land, to the north-west as far as possible. The other boat party to examine the estuary of the Great Fish River, and thence proceed westward along the coast of Simpson's Strait, and, if possible, examine the Broad Bay, formed between it and Dease's Strait.

The

The second division, on parting company, might pass south of Southampton Island, and coast along from Chesterfield Inlet (northward) to Repulse Bay. At Repulse Bay, a boat party with two boats might cross Rae Isthmus into the bottom of Committee Bay, with instructions to visit both shores of the said bay, and to rendezvous at the western entrance of Hecla and Fury Strait. The second division (be it one or more vessels) should then pass into Fox Channel, and, turning through Hecla and Fury Strait, pick up the boats at the rendezvous; and thence, if the first division have passed on all right, and do not require reinforcement, the second division should steer northward along the unknown coast, extending as far as Cape Kater; from Cape Kater proceed to Leopold Island, and, having secured their ships there, despatch boat or travelling parties in a direction south-west from Cape Rennell, in North Somerset, being in a parallel line to the line of search we shall adopt from Cape Walker, and at the same time it will traverse the unknown sea beyond the islands lately observed by Captain Sir James Ross.

Some such plan as this would, I think, ensure your gallant husband being met or assisted, should he be to the south or the west of Cape Walker, and attempt to return by a south-east course, a direction which, I think, others as well as myself would agree in thinking a very rational and probable one.

I will next speak of an argument which has been brought forward in consequence of no traces of the missing Expedition having been discovered in Lancaster Sound; that it is quite possible, if Franklin failed in getting through the middle ice from Melville Bay to Lancaster Sound, that, sooner than disappoint public anxiety and expectation of a profitable result arising from his Expedition, he may have turned northward, and gone up Smith's Sound; every mile beyond its entrance was new ground, and therefore a reward to the discoverer. It likewise brought them nearer the Pole, and may be they found that open sea of which Baron Wrangel speaks so constantly in his journeys over the ice northward from Siberia.

It is therefore desirable that some vessels should carefully examine the entrance of this Sound, and visit all the conspicuous headlands for some considerable distance within it; for it ought to be borne in mind, that localities perfectly accessible for the purpose of erecting beacons, &c., one season, may be quite impracticable the next, and that Franklin, late in the season, and pressed for time, would not have wasted time, scaling bergs to reach the shore and pile up cairns, of which, in all the sanguine hope of success, he could not have foreseen the necessity.

Should any clue be found to the lost Expedition in this direction, to follow it up would, of course, be the duty of the relieving party, and everything would depend necessarily on the judgment of the commanders.

In connexion with this line of search, I think a small division of vessels starting from Spitzbergen, and pushing from it in a north-west direction, might be of great service; for, on reference to the chart, it will be seen that Spitzbergen is as near the probable position of Franklin (if he went north about), on the east, as Behring's Straits is upon the west; and the probability of reaching the meridian of 80° west from Spitzbergen is equally as good as, if not better than, from Behring's Straits, and, moreover, a country capable of supporting life always in the rear to fall back upon.

I do not enter into the details; but there is one point that I think cannot be too much impressed on the Government of the United States, the necessity of their expeditions being aided by steam in some shape or other. It alone can ensure their reaching their various destinations this season; it will compensate for any delay that may arise in the equipment, and it will prevent the zeal and enthusiasm of those employed being wasted in battling with currents and calms, the most disheartening obstacles, it appears to me, that Arctic relieving parties can have to encounter.

Yours, &c.

(signed) *Sherard Osborn*,
Lieutenant, Royal Navy.

To Lady Franklin.

No. 16.
Letter from Lady
Franklin to the
Secretary of the
Admiralty
(with Enclosures).

Enclosure 7, in No. 16 (A.)

Providence, Rhode Island,
27 November 1849.

Honoured and dear Sir,

I SENT you a few days since the "Providence Journal," containing a plan for an Expedition to go in search of Sir John Franklin, the principal feature of which was to send a steam-boat propelled by a screw, &c. &c.

Among other remarks and letters which my plan brought forth, was a letter from Captain Lynch, late of the Dead Sea Expedition, by which it appears that this officer has tendered his services to the Government, and proposes even to fit out a steamer by private subscriptions in case the Government will sanction it, &c. &c.

By the way, I ought to mention that Captain Wilks has also tendered his services to go in search of Sir John.

With high respect,

I am, &c.

(signed) *John Russell Bartlett.*

To the Rev. Dr. Scoresby.

LETTER of Captain *Lynch* (above alluded to).

Sir,

Baltimore, Maryland, 17 November 1849.

AN article copied from your Journal into the columns of the "Home Journal" of the present week, respecting Sir John Franklin, jumps so accordant with my own ideas, that I take the liberty of addressing you, for the article proves you to be an intelligent observer.

Nearly six months ago, when an expedition in quest of that intrepid navigator was contemplated, I conceived the idea of volunteering to head it. On reaching Washington, I learned that Captain Wilks was about to be appointed; and as he is far more competent, I withheld my application, and did not ask for a subordinate position, as I had no faith whatever in either of the two modes then under consideration, which were either small fishing-vessels or sloops of war. I then stated to Commodore Skinner, Chief of the Bureau of Construction, that, in my opinion, sailing-vessels, *i. e.* vessels propelled alone by canvas, would not answer. I suggested a strong steam-ship, to be immediately sent to Nova Scotia, to fill in with fuel, from whence two vessels laden with coals would also proceed as soon as possible—one to a designated point in Greenland, and the other to one in Baffin's Bay.

Not knowing that the "Princeton" was defective, I thought her exactly suited to the purpose.

After wasting time in fruitless deliberation, the contemplated attempt was abandoned, much, I am told, to the chagrin of General Taylor.

When, last month, the country was electrified by intelligence (apocryphal, it is true, but possible) of the position of Sir John, I made a written application to the Navy Department, to head an Expedition to start as early as practicable next year, stating that if it were undertaken, there are some arrangements which cannot be too soon made. I further said, that should there be a question as to expense, I thought that if he would sanction the attempt, and promise officers and men (all volunteers), and provisions, I could raise sufficient from private sources to charter, strengthen and equip a steamer. I have received no reply to that application; but it may be that the Secretary awaits Congressional action, for I am sure that he would rather foster than frown upon such an undertaking. It is not impossible, therefore, that something may yet be done; and in order that I may be prepared to sustain my application, should none more deserving offer, I beg you, at your convenience, to give me some information on a subject you seem to understand so thoroughly. Our concurrent opinion as to Baffin's Bay and Greenland induces me to believe that I will comprehend all the views you may be pleased to present.

As a very slight amends for the liberty I take, I request your acceptance of a route-map of the late Expedition to Syria, just issued from the press.

Your obedient Servant,

(signed) *W. F. Lynch, U. S. Navy.*

— No. 17. —

COPY of a LETTER from Dr. *Richard King* to the Secretary of the Admiralty.

Sir,

17, Saville-row, 18 February 1850.

No. 17.

THE period having arrived when a search may be made for the Franklin Expedition by an overland journey across the continent of America, I am anxious to refer my Lords Commissioners of the Admiralty for reconsideration to my plan, dated February 1848, and published in a Return to an Address of the Honourable the House of Commons of the 21st of March following.

Letter from Dr.
Richard King to
the Secretary of
the Admiralty.

The opinion of Captain Sir E. Parry, published in that Return, was highly favourable to the position I assigned to the lost Expedition, the western land of North Somerset, and to the mode in which I proposed to reach it by the Great Fish River; "but the gallant officer, agreeing thus far, was compelled to differ with me as to the readiest mode of reaching that coast, because he felt satisfied that with the resources of the Expedition then equipping under Sir James Ross, the energy, skill and intelligence of that officer would render it a matter of no very difficult enterprise to examine the coast in question with his ship's boats or travelling parties."

In the plan to which I am now asking their Lordships' reconsideration, this question, which I premised might be raised, is thus argued by me:—"Does the attempt of Sir James Ross to reach the western land of North Somerset in boats from his station in Barrow Strait render that proposal unnecessary?—(to reach the western land of North Somerset by the Great Fish River). Here the facts will speak for themselves; 1st. Barrow Strait was ice-bound in 1832; it may therefore be ice-bound in 1848. 2d. Sir James Ross is using the same means to relieve Sir J. Franklin which have led the gallant officer into his difficulty; the relief party may therefore become a party in distress. 3d. The land that is made on the south shore of Barrow Strait will be of doubtful character, the natural consequence of discovery in ships; the searching party at the end of the summer may therefore find they have been coasting an island many miles distant from the western land of North Somerset, or navigating a deep bay, as Kotzebue navigated the sound named after him, and as Sir J. Franklin navigated the sea called Melville Sound."

"The plan which I have proposed is to reach the Polar Sea across the continent of America, and thus to proceed from land known to be continent, where every footstep is sure." "If that plan be laid aside, the lives of our lost countrymen will depend upon a single throw in the face of almost certain failure."

This only point of difference between Sir E. Parry and myself, in 1848, is now, in 1850, at an end. Barrow Strait was ice-bound; the single throw fell far short of its mark; Captain Sir James Ross failed in affording the least succour to the lost Expedition; and I am thus spared the painful necessity of replying to the gallant officer's remarks, expressed to their Lordships in no measured terms, upon that plan, which in fact Sir E. Parry has done for me; the plan of one who learnt his lesson in Arctic discovery in an overland journey in search of the gallant officer, when the whole civilized world was as anxious for his fate as it is now for the gallant Sir J. Franklin.

All that has been done by way of search since February 1848 tends to draw attention closer and closer to the western land of North Somerset, as the position of Sir John Franklin, and to the Great Fish River, as the high road to reach it. Such a plan as I proposed to their Lordships in 1848 is, consequently, now of the utmost importance. It would be the happiest moment of my life (and my delight at being selected from a long list of volunteers for the relief of Sir John Ross was very great), if their Lordships would allow me to go by my old route, the Great Fish River, to attempt to save human life a second time on the shores of the Polar Sea. What I did in search of Sir John Ross is the best earnest of what I could do in search of Sir John Franklin.

That the route by the Great Fish River will sooner or later be undertaken in the search for Sir John Franklin, I have no doubt. That high road to the land where I have all along maintained that Sir John Franklin would be found, and in which opinion I am now associated with many others, including Sir E. Parry himself, cannot much longer be neglected.

For some time past it has been the cry, even in the highest official quarters, that the Government will not again attempt the discovery of the North West Passage,

No. 17.
Letter from Dr.
Richard King to
the Secretary of
the Admiralty.

Passage, and the fate of Sir John Franklin is invariably referred to as an example of the fruitlessness of such an attempt.

The fruitlessness of Sir John Franklin's attempt ought not entirely to discredit the service in which he has been engaged, but rather to awaken us to the grievous error committed in the instructions which he received, and upon which it is impossible to look back without the most painful feelings. The gallant officer was in fact instructed to lead a forlorn hope. The discovery of the North West Passage is the certain result of so overwhelming a catastrophe.

In the absence of authentic information of the fate of the gallant band of adventurers, the *terra incognita* of the northern coast of North America will not only be traced, but minutely surveyed, and the solution of the problem of centuries will engage the marked attention of the House of Commons and the Legislative Assemblies in other parts of the world. The problem is very safe in their hands—so safe, indeed, that I venture to assert five years will not elapse before it is solved.

I may be allowed to state, in urging my claims to conduct an expedition down the Great Fish River, whenever such a service is determined by their Lordships, that, in addition to my intimate knowledge of that stream, I persisted almost single-handed for several years prior to the discovery, for three most important features of the northern coast of North America: the Peninsula of North Somerset, the Great Bay of Simpson, and Cape Britannia, all of which are now established geographical facts.

I have, &c.
(signed) *Richard King.*

— No. 18. —

COPY of a LETTER from Mr. *Thomas Ward*, of Hull, Owner of the "Truelove," Whaler, to Captain *Hamilton*, Secretary of the Admiralty.

No. 18.
Letter from Mr.
Thomas Ward to
Captain Hamilton.

Sir,

Hull, 28 February 1850.

WITH reference to the last conversation I had the honour to hold with you, I now beg to say that I have spoken several times to Mr. Parker (of the "Truelove") since my return home, relative to the expediency of taking Esquimaux, with their dogs and sledges, on board the ships now fitting for Davis Straits.

He continues to entertain the opinion of such a measure being absolutely necessary, in order to carry out a proper search, and considers that what may be requisite will be easily obtainable at the neighbourhood of "South-east Bay," at the southern part of Disco, where there are several settlements belonging to the Danes and Moravians, at or near which the natives are always to be found; and if a sufficient supply could not be had there, it might and could be made up at Openniwick.

He advises that 12 dogs at least should be taken in each ship, and two sledges; the natives commonly run eight dogs in a sledge; but the extra number might be desirable, in case any should fall lame, or die; and he strongly recommends that each ship should have a moderate supply of implements (harpoons, lines, lances, &c.), for taking a whale now and then, which would furnish ample food for the dogs, and also make ready and excellent fuel for the steamers. At particular seasons of the year, harpoon guns are used by the whalers, and it might be well for each ship to have two, with proper harpoons and lances to fit them.

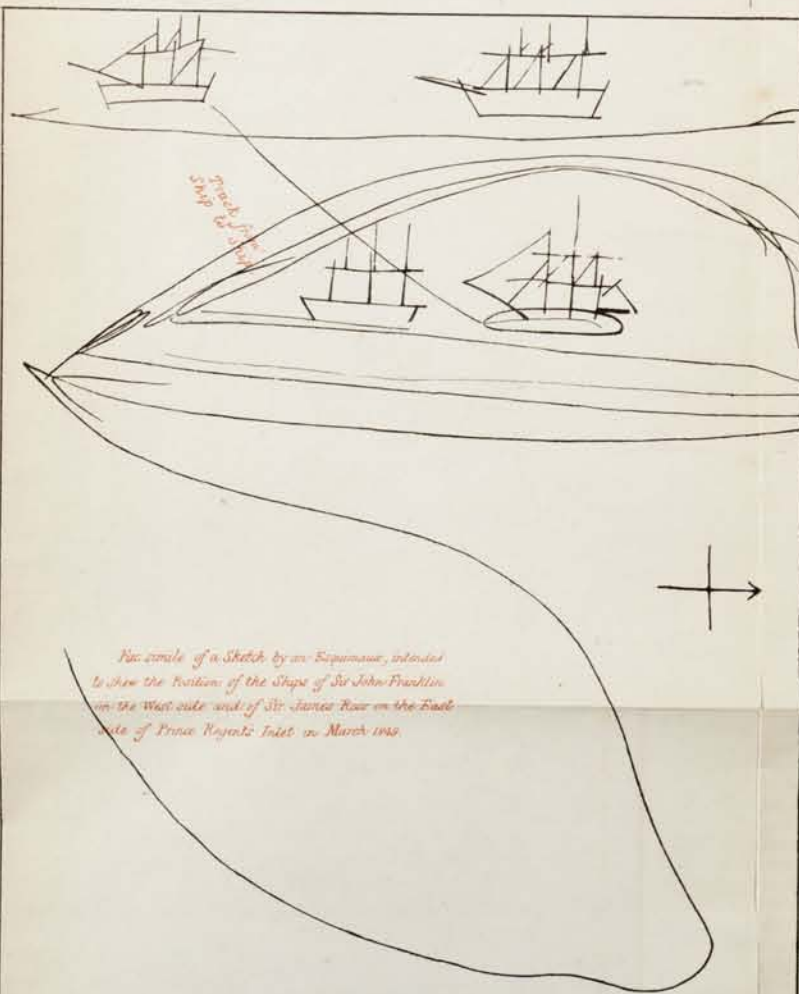
The rate of travelling with dogs and sledges, when the ground is favourable,—I mean when the ice is tolerably level by the frozen snow,—is 35 to 40 miles per diem; the distance from Openniwick to Leively is generally done in the winter in three days, over the ice which adjoins the main land.

The Moravian missionaries which are located at various places would be most useful in selecting such Esquimaux as were to be depended upon; and perhaps, if permission were given by their managers or directors in London, or obtained from Germany (for which there is time), one or two of those excellent men would not be unwilling to go with them, and would form good interpreters, in case of falling in with other tribes near Lancaster Sound.

I particularly allude to Mr. Kleinschmidt; but I cannot say what station he is at.

A Chart of BAFFIN BAY, with DAVIS & BARROW STRAITS; (by Capt. Ross & Lieut. Parry R.N. in 1818, 19 & 20.

and the
Discoveries of Capt. Parry
in 1822 and 23;
Capt. Lyon in 1824,
& D. Rae in 1847,
with the Track Chart of Mr. PARKER
in the "Tulovik" forwarded for the copy
of the Lords Commissioners of the
Admiralty 4th October 1848.



This is a sketch of a ship, intended
to show the position of the ship of Sir John Franklin
on the west side and of Sir James Ross on the east
side of Prince Regent Inlet in March 1848.