

FURTHER PAPERS

RELATIVE TO THE

RECENT ARCTIC EXPEDITIONS

IN SEARCH OF

SIR JOHN FRANKLIN

AND THE CREWS OF

H.M.S. "EREBUS" AND "TERROR."

Presented to both Houses of Parliament by Command of Her Majesty.
January 1855.



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1855.



DISCOVERIES
IN THE
ARCTIC SEA
BY THE SQUADRONS

UNDER THE ORDERS OF
CAPT. SIR EDWARD BELCHER, C.B., R.M.S. ASSISTANCE
CAPT. JOHN C.B. H.M.S. RESOLUTE
CAPT. COLMAN, C.B., H.M.S. ENTERPRISE and
CAPT. M. CLARE, H.M.S. INVESTIGATOR
UP TO
MDCCCLIV

1/100th scale
Arctic general, named trees, sand, shells, stones.
By Cape, North, South, East, West, and other points.
SOUNDINGS IN FATHOMS.

DAVIS
STRAIT

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FURTHER PAPERS

RELATIVE TO THE

RECENT EXPEDITION IN SEARCH OF SIR JOHN FRANKLIN.

Orders and Proceedings.

I.

Orders to and Proceedings of Captain Inglefield, of H.M. Steam-Vessel "Phoenix."

No. 1.

ORDERS TO CAPTAIN INGLEFIELD.

Orders to Capt. Inglefield.

By the Commissioners for executing the Office of Lord High Admiral,
&c.

HAVING appointed you to the command of Her Majesty's Steam Vessel "Phoenix," for the purpose of proceeding to Beechey Island in Barrow Straits, you are hereby required and directed to take under your charge Her Majesty's Ship "Talbot," and the transport "Diligence," and so soon as the former vessel and the "Phoenix" are loaded with provisions, stores, coal, and warm clothing for the ships now in the Polar Seas, and the "Diligence" with coal, you will proceed to sea, and make the best of your way to Davis Straits, putting into Disco, or such other harbour as you may deem expedient, for the purpose of transferring the coal from the "Diligence," which transport you are then to direct to return to England; and you are to proceed with the other vessels to Beechey Island.

You are now so well acquainted with the navigation of those seas, and have so successfully performed your previous service, that we do not consider it necessary to bind you with any specific directions, but leave you to carry out the great object of your voyage with the least possible delay, and to the best of your judgment.

We enclose you instructions for Captain Sir Edward Belcher, which you will deliver to him if at Beechey Island, or, if absent, you are to send them to him, and we also send you herewith a copy of those orders for your own information and guidance, that in case you should find yourself senior officer on your arrival at that place, you may take the necessary steps to carry out the said orders.

Although this country is now at war with Russia, you are clearly to understand, that you are not to commit any hostile act whatever, the ships under your command having been fitted out for the sole purpose of aiding those engaged in scientific discoveries; and it being the established practice of all civilized nations to consider vessels so employed as exempt from the operations of war.

Given under our hands this 28th day of April 1854,

To Edward A. Inglefield, Esq., Captain
of Her Majesty's Steam Vessel "Phoenix."

R. S. DUNDAS.

ALEX. MILNE.

By command of their Lordships,

W. A. B. HAMILTON.

Enclosure to No. 1.

INSTRUCTIONS to Captain Sir EDWARD BELCHER, C.B., or the Senior Officer of Her Majesty's Ships at Beechey Island. Orders to Sir Edward Belcher.

SIR,

Admiralty, 28th April 1854.

My Lords Commissioners of the Admiralty have directed Her Majesty's Ships "Phoenix" and "Talbot," under the orders of Captain Inglefield, to proceed with provisions and stores to Beechey Island, for the purpose of replenishing the ships and depôts under your orders; and I am com-

Orders to Sir Edward Belcher

manded by their Lordships to acquaint you that, on the return of the "Phoenix" from Beechey Island last year, they had the satisfaction of hearing of the safe arrival of H.M. Discovery Ship "Investigator," under the command of Captain M'Clure, at Banks Land, having completed the discovery of the North-West Passage, though, unhappily, without discovering traces of Sir John Franklin, and that part of the crew had been enabled to reach Captain Kellett's station at Melville Island. By despatches which they received from Behring Straits they have information that, in August 1851, Captain Collinson, in H.M. Discovery Ship "Enterprize," passed the entrance of the Colville River; and their Lordships trust, by the reports he may have obtained from the natives of Prince Albert's Land, as well as from the records deposited by Captain M'Clure on his passage along that shore, that he may also have been enabled to reach some harbour on Banks Land, from whence he has made known his position either to Captain M'Clure or Captain Kellett.

Their Lordships have desired me to direct your special attention to the measures they now require to be adopted for at once withdrawing, if possible, the whole of the force now employed in the search of Sir J. Franklin, from the Polar Seas; for effecting this object they refrain from issuing any positive instructions how you are to act, or what steps you are to take, as they are aware you must be entirely guided by the position of the ships, and those varying circumstances which in that region must influence your operations; but their Lordships' views may be stated generally as follows:—

1. If the crews of the "Enterprize" and "Investigator" are at Banks Land, they must abandon their ships, and every endeavour should be made to get them to Beechey Island, that they may return to England. If this has already been effected, and Captain Kellett, with his ships, has returned from Melville Island, you are immediately to proceed to England with the whole of the ships and their crews, abandoning all further search for the missing expedition, unless any circumstances (on consultation with the senior officers of H.M. ships) should induce you to believe that your remaining out another year would tend to clear up the fate of our missing countrymen. But if Captain Kellett has been unable to move from his position at Melville Island, it may be necessary to give orders to him to abandon the "Resolute" and "Intrepid," and secure his retreat to Beechey Island; but as this cannot be accomplished this year, you need not detain any officers or men who may have already reached Beechey Island, but send them to England forthwith.

2. Should no tidings have been heard of Captain Collinson in H.M.S. "Enterprize," it becomes absolutely necessary to provide for his safety. For this purpose the Melville Island depôt must be replenished with provisions and stores, and it will be necessary for a ship and steam tender to remain there; also the "North Star," or "Talbot," with a tender, at Beechey Island, and at those stations every thing which can add to the health and comfort of the crews should be deposited; and, having done this, it does not appear to their Lordships to be necessary that any of the other ships should remain another year in the Polar Sea, unless, as before stated, you consider further search to be prudent and necessary.

These are the views of their Lordships; their great object being to recall, with the least possible delay, the whole of the ships, or crews, named in the margin, if it can be done; if not possible to do so, they leave it to your judgment and discretion, to send home such of them as may not be required, and to adopt those measures which you consider most necessary to ensure the safety of Captain Collinson and his crew, and their speedy return to England; this their Lordships are aware must depend on the information you may have received from Melville Island, the position of the respective ships under your orders, the state of the depôts, &c.; all their Lordships can do is to confide in your judgment, and they authorize you to take such steps, and give such orders, and to make such exchanges of officers and men, as you may deem necessary for carrying their wishes into effect.

They trust, however, Captain Collinson is safe; and if so, it will be a source of much satisfaction to them, if during the approaching autumn the whole of your ships and crews shall arrive in England.

On the return of any of the ships to England from Beechey Island, it is desirable that the coast to the southward of Ponds Bay, namely, from the River Clyde towards Cape Walsingham, should be examined, and you are,

"Assistance"
 "Pioneer."
 "Resolute."
 "Intrepid."
 "Enterprize."
 "Investigator."
 "North Star."
 "Phoenix."
 "Talbot."

therefore, to endeavour, in your instruction to the ships proceeding to England, to meet this contingency. Orders to Sir Edward Belcher.

In the event of your health rendering it necessary for you to return to England, and the necessity of a part of the squadron remaining out another winter, you are to make known to the officer whom you may appoint to succeed you in command, all your views and arrangements respecting further proceedings.

Although this country is now at war with Russia, you are clearly to understand, that you are not to commit any hostile act whatever, the ships under your command having been fitted out for the sole purpose of aiding those engaged in scientific discoveries; and it being the established practice of all civilized nations to consider vessels so employed as exempt from the operations of war.

I am, &c.

R. OSBORNE.

No. 2.

Captain E. A. INGLEFIELD to the SECRETARY of the ADMIRALTY.

Proceedings of Capt. Inglefield.

Her Majesty's Steam Ship "Phoenix," at Lively Disco,
5th July 1854.

Sir,

I HAVE the honour to report to you for the information of my Lords Commissioners of the Admiralty, that I have this day despatched the "Diligence" to England, after taking seven volunteers from her, as per margin, in lieu of six men sent home from this ship and the "Talbot," considered by the doctor unequal to endure the rigours of an arctic climate, or for reasons of inefficiency.

James Clinch, A.B.
Jas. Hassell, A.B.
Thos. Doughty, A.B.
Chas. Gill, A.B.
Josh. Bucket, A.B.
Robt. Meddes, A.B.
Anty. Meddes, A.B.

Being off Holsteinborg on the 8th June, after a favourable passage, I deemed it necessary to put into that port for the purpose of examining the stores placed in the gun-room, lower deck cabins, and bread-room of the "Talbot," continual leakage having occurred ever since the ship sailed from Stromness, owing to the imperfect fitting of the rudder-coat. I enclose a copy of Commander Jenkin's letter to me of 26th May last, reporting the circumstance; and, herewith, reports of survey I ordered to be held on the vessel and damaged bread, by which their Lordships will perceive that 12,096 lbs. of bread have been totally destroyed and thrown overboard. The leak was so continual, and the water that found its way into the after part of the ship so abundant, that it was necessary with any sea way to keep hands continually at the fire-engine, to draw the water off the deck of the gun-room, which was literally flooded, as well as all the cabins on the lower deck.

I am happy to say that we have succeeded in carrying 1,700 lbs. of fresh beef, and 968 lbs. of vegetables in excellent preservation; and this supply is being kept solely for the use of Sir Edward Belcher's expedition.

The past winter is spoken of by the Danish authorities as very severe in Greenland, and the ice has only lately broken away off Disco. Three whalers put into Lively damaged, but had repaired and sailed ere I reached that island. Snow and hail occasionally fell whilst we remained at Holsteinborg, and this is an occurrence which has not taken place in the month of June since the residence of the present Governor in Greenland, now upwards of twenty-nine years. I mention these facts that their Lordships may not be too sanguine as to the success of the expedition with which they have been pleased to entrust me; but they may be assured that, whilst on the one hand nothing shall be wanting (as far as exertion or enterprise can command,) to carry out their Lordships' directions, still on the other, I feel certain that though no provision is made in my orders for the possible contingency of not being able to effect a passage to Lancaster Sound, that it is farthest from their Lordships' wishes that the vessels should be risked a winter in Baffin's Bay, by too long a perseverance in the object of the enterprise. Should we only succeed in reaching Dundas Harbour, I should probably feel it my duty then to place the "Talbot" in secure winter quarters at that spot, and leaving her with the fewest possible number of hands, dispatch the "Phoenix" to England with Commander Jenkins or Lieutenant Elliott, proceeding on foot myself to Beechey Island, with their Lordships' despatches to Sir Edward Belcher, and deliver them

Proceedings of Capt. Inglefield. to him or Captain Kellett; but should neither be present, act upon them myself with the least possible delay.

Their Lordships will readily understand how difficult it is to surmise upon a subject of so much uncertainty, and I thus feel it is needless in an official despatch to enter into all my views and intentions consequent upon the failure of getting through Melville Bay. I will, however, briefly state for their Lordships' information, that I have landed 20 casks of beef and pork at this place with about 220 tons of coal; the former with a view to being of use, should any casualty occur to the expedition in Melville Bay, and, at any rate, otherwise necessary for the passage home of the vessel calling for the supply of fuel.

The warrant officers whose inebriety I had occasion to speak of in my letter to their Lordships of 15th May last, have since behaved entirely to my satisfaction, and I ordered Mr. Osborne back to his duties as ice-master of the "Talbot" on the 19th ultimo.

On my landing at this place a salute was fired by the Governor as upon former occasions; I regret to say, however, that an Esquimaux, who was loading, suffered severely by the explosion of the small magazine, containing 8 lbs. of powder, which he was holding under his arm, when the flash from the neighbouring gun exploded the whole quantity; one eye is completely destroyed, and his leg and hand much lacerated. The doctors of this ship and the "Talbot" have attended him, and he is rapidly recovering. I have ordered him to be supplied with such medical comforts as we could afford, and, if it is considered necessary by our surgeon, I propose taking him to the hospital at Jacob's Haven when we leave this port, there being no medical man at this place.

For the purpose of examining the coal mines, I propose to go north, by the passage of the Waigat, and trust in my next despatch to be able to afford their Lordships some information on this subject.

Herewith are forwarded specimens of leather from the "Talbot" rudder-coat, showing its decayed state, and the cause of the leakage.

I have only further to add that we are at this moment, 4 P.M., getting underweigh, with "Talbot" in tow, "Diligence" running out with a fair wind from the eastward.

I have, &c.

E. A. INGLEFIELD, Captain.

Commander ROBERT JENKINS to Captain E. A. INGLEFIELD, Her Majesty's Ship "Phoenix."

Her Majesty's Ship "Talbot" at Sea,
Friday, 26th May 1854.

Sir,

I HAVE to inform you that in consequence of the rudder coating being badly fitted, the gun-room, all the lower deck cabins, and the magazine have been flooded, and a great quantity of the bread in the cabins has been thereby totally destroyed.

Whenever there has been any sea, the watch were obliged to be kept constantly at the fire-engine from the gun-room, and the pumps from the well.

I have also to acquaint you that the main deck and cabins have been afloat, the water coming through the hawse holes, scuppers, and ports. The upper deck also leaking, the nails of the butt-ends of the diagonal doubling having split the waterway plank in a line fore and aft; I think it right therefore to inform you of the same that the earliest opportunity may be taken for examining the perishable stores stowed in the after part of the ship.

I am, &c.

(Signed) ROBERT JENKINS, Commander.

No. 3.

Captain E. A. INGLEFIELD to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Steam Ship "Phoenix,"

at Four Island Point, 9th July 1854.

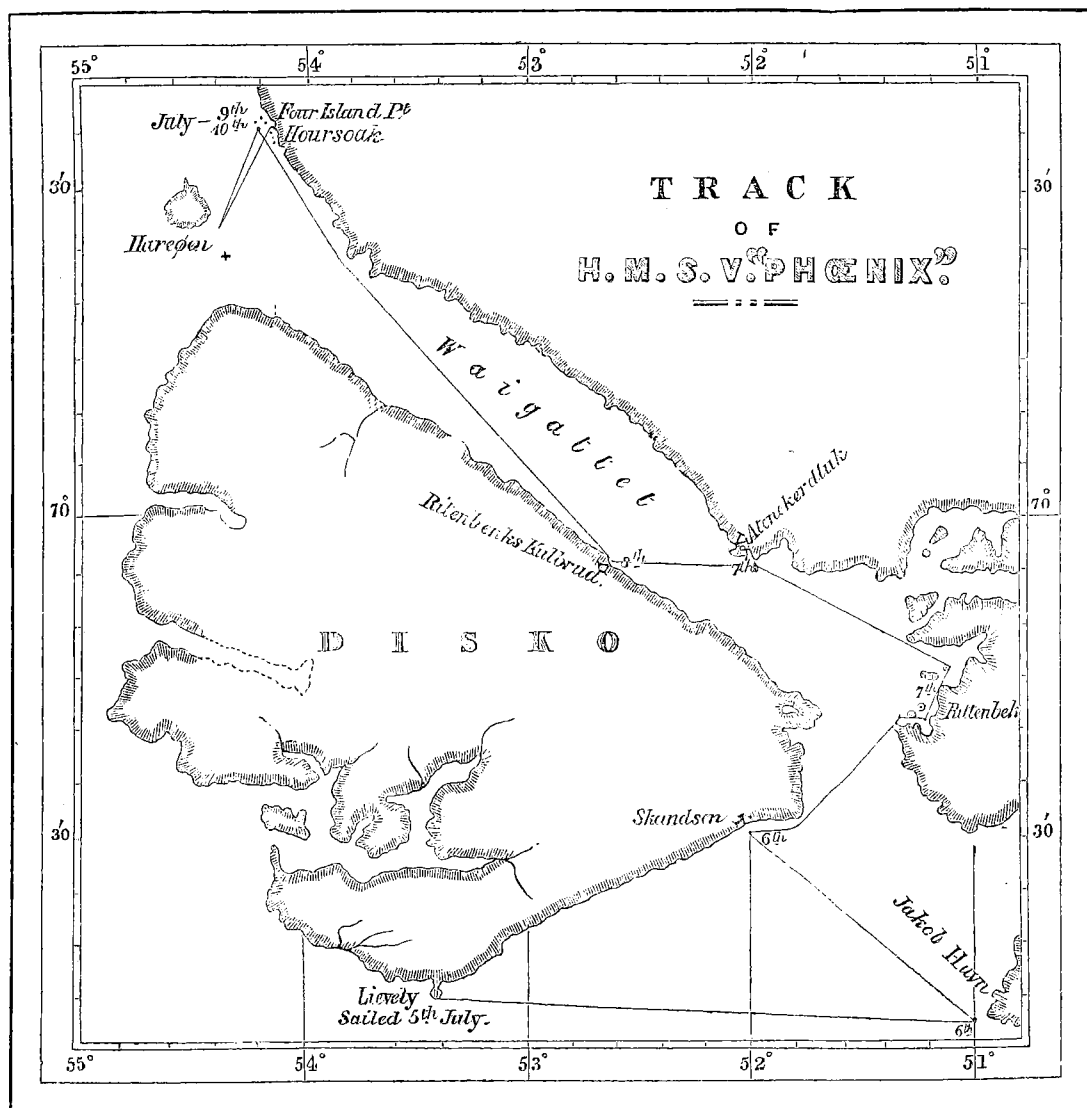
Sir,

THREE days back I despatched by the "Diligence" to England a letter containing an account of our proceedings up to that date (a duplicate of which I now enclose.) The opportunity that will shortly offer of sending

by a Danish vessel a further statement, enables me to give their Lordships some information with reference to the coal deposits on the Island of Disco, which I think will be found interesting, as regards its utility, but doubly so as geological data.

With "Talbot" in tow we parted company from the "Diligence," at 6 P.M. of 5th instant, and last sighted her standing with a fresh wind from the eastward down the coast. We reached the harbour of Jacob's Haven at 5.30 A.M. of the following day, but found it so thickly beset with heavy ice from the neighbouring glacier, that it was with much difficulty we succeeded in getting sufficiently near to the hospital to land the Esquimaux I alluded to in my letter of the 5th instant, and whose precarious condition rendered it advisable he should be conveyed there; ultimately the doctor came off in a whale boat, and thus was enabled to communicate with our surgeon; the necessity for our landing was therefore avoided, and so we proceeded immediately towards "Skandsen" on the Island of Disco, as shown in Rinks chart, a tracing of which I enclose. The principal officer

Coal Districts at Disco.



of the Danish Government in North Greenland, Mr. Orlie has kindly accompanied me on this visit to these coal districts, and through him I have been enabled to communicate freely with the natives along the coast, and thus obtain much useful information. "Skandsen" was reached at 3 P.M. of the 6th, and landing, we soon found the spot that had been previously worked by the Danes. A specimen of the coal found here (and which is in a strata cropping out of the bank on the beach, covered only by light clayey sand) is forwarded through the courtesy of Mr. Orlie, in a box, addressed to the care of the English Consul at Copenhagen. This is marked No. 1. Skandsen, as well as some of the superincumbent soil. The vein varied from 1 foot to 4 feet 6 inches in depth; but as a far superior specimen of coal for steaming purposes has been since met with, I shall not trouble their Lordships with further particulars of this spot, excepting that good holding

ground in from 8 to 10 fathoms was found off this coal strata, though exposed to the southerly winds, at which time a heavy sea sets right upon the shore. A wooden house has been erected some years ago, but now uninhabited; it would form, however, good shelter for a party collecting coal, which could be shipped in fine weather, or during northerly winds when the sea is perfectly smooth.

Leaving "Skandsen" at 5.30 P.M., we then proceeded towards "Ritenbenk" for the purpose of communicating with a Danish bark that arrived the previous day, and which afforded us European intelligence twelve days later than our own.

The captain of the vessel, when acquainted by Mr. Olric with the object of the expedition, gave me 78 lbs. of potatoes, which I have added to our stock of vegetables for the Arctic squadron. We passed inside the small islands, as seen in the track chart enclosed, and observed an extensive loom and kittiwake rookery, where thousands of birds and eggs might be readily obtained. I learn that a still larger rookery is situated at "*Niakornak Næs*," an island a little to the northward. I paid a visit to the Governor of "Ritenbenk," whom I had previously known as governor of Lievely. The vessels were kept under weigh in the mean time, and by 8 A.M. of the 7th we were well clear of the small islands which lie near the settlement.

A strong breeze from the northward prevented our reaching "*Atanekerdluk*" before 5 P.M.; here we found excellent sheltered harbours. the northmost one for vessels during southerly winds, and the other affording capital shelter with north winds, and with very good stiff clay holding ground. We came to in 23 fathoms and rode out the gale, which was doubtless putting the "*Diligence*" well through Davis Straits. Shortly after anchoring I landed with a party of officers from both vessels, for the purpose of visiting a petrified forest reported by the Esquimaux, but which had never been previously visited by any European, excepting Mr. Rink.

Petrified Trees.

Here, at a measured elevation of 1084 feet above the level of the sea, we found extensive remains of petrified trees, though nearly entirely embedded in sandstone clay; the specimens collected were in all stages of petrification, some charred into coal. That this has been a forest of considerable extent, and that the species of tree was doubtless what now only exists in a far more temperate clime, is beautifully illustrated by the widely scattered specimens found of petrified leaves, identifying the lime, beech, fir, &c., and some sorts of fern. To the geologist this cannot fail to be a source of the greatest interest, and must be viewed by all as matter for great speculation.

A small piece of amber was found, and I succeeded, though with much difficulty, in reaching a spot at the edge of the cliff, where a portion of a semipetrified tree still *stood* at an angle of about 45°, and sloping towards the north, the hill upon which the forest is situate facing the south.

This tree was about the size of a man's body in girth, and four feet of it stood exposed; a small portion is sent, marked A. Some pieces of the coal found in the neighbourhood is also forwarded. I defer sending a more detailed account of the geological formation of the land at this spot as being more suitable for a paper to the geological societies, than for an official letter to my Lords Commissioners. I will therefore only add, that the commencement of what is known as greenstone, sandstone, clay slate, and trap formation, was clearly defined at a spot a short distance from our anchorage, and where it was met by the gneiss and granite of other periods.

At 7 on the following morning our anchor was tripped, and we steamed across the Waigattet towards Ritenbenk Kulbrud. On landing, I soon found an extensive strata of coal, extending, as far as my own observation went, for more than a mile along the coast; this vein is from 3 to 6 feet in depth and of a species known in England as anthracite. Considering that there could be no better proof of its available position and means of obtaining it, I ordered all the quarter boats of the two vessels on shore, for the purpose of taking a load, and though it had to be broken out from the bank and put into the boats which had then to pull off to the ship, which was lying to under steam, at a distance from the shore varying from three-quarters to a mile, we, nevertheless, got off *upwards* of twelve tons in four hours, and this working only the boats' crews at the strata in different spots, and themselves loading and carrying off their own boats

alongside, each making three or four trips in that period. The coal has been used since, and is found of good quality; it is spoken of by some of our men who are accustomed to the coal trade, as being worth thirty-five shillings a ton. A copy of the engineer's report is enclosed herewith.

Coal Districts at Disco.

There seems *no limit* to the quantity that might be obtained, and at high water it may positively be thrown into the boat (a distance of four feet) from the bed in which it is deposited. The shore ground gradually slopes from three fathoms to twenty (about a mile distant), and a ship can lay in fine weather within 200 yards of the beach. A sample of this coal is forwarded, as well as a portion of the clay upon which it is embedded. The superincumbent strata is composed of a sort of black band (similar to that we have in Scotland) immediately upon the coal strata, and a clayey sand above that. This is perfectly loose, and can be cleared away with the greatest facility, leaving a table of coal running level with the shore, and perhaps five feet above high water-mark. Large blocks were broken out more than three men could lift. The coal stratum inclines to the N.E. at a very small angle. It is not to be supposed we have hit at first upon the best kind to be found for steaming purposes, but it has been proved to be very useful mixed with our quick burning patent fuel, and when a jet of steam is applied, as used now for many of the Mediterranean steamers which burn "*anthracite*" coal, (and which this most resembles), a great heat and more rapid combustion is obtained. The two harbours on the northern shore of the Waigattet off Atanekerdluk, and within fifteen miles, would be always available for a ship coaling at this spot, as she could find shelter from either a northerly or southerly gale, the only winds that blow with any fury in this strait.

On Sunday, the 9th, at 10 A.M. we anchored at Four Island Point, to await the clearing of the fog and cessation of a strong south wind, which prevented our approaching the south-east coast of Haresen or Hare Island, a spot said to have much coal.

Four Island Point

The harbour at Noursoak or Four Island Point is small and dangerous for large vessels to enter. We found, however, secure anchorage in a bight about a mile to the southward of the settlement, with fifteen to twenty fathoms water, sand and mud.

Since the above was written, we made an attempt on the morning of the 10th to get over to Hare Island, but a heavy southerly gale prevented our reaching the point at which the coal is said to exist. We bore up for our previous anchorage at Four Island Point at noon, and the wind still continuing, I shall probably proceed to the northward without further delay, though when we sailed from Lievely, we were seven days in advance of last year's dates, and with thirty-six tons more coal on board.

Since the engineers' report was drawn up, they have made further experiments with the Ritenbenk coal, and have found it in specific gravity equal to Welsh. Four hours they kept one fire continually charged with it, and finding its combustion was good, for two hours after employed the Disco coal unmixed for the whole six fires, and report that it answered well, keeping steam, and that the combustion was perfect, with comparatively no smoke, and without any cinders, a residue of white ash and clinker only remaining. As far as the last experiments have gone, this coal is as economical as the Welsh.

July 12th.—Bad weather has detained the expedition at this anchorage since our return from the attempt to reach Hare Island. I do not consider that any time has been lost, since we learn that a fortnight ago all was solid ice, as far as the eye could reach, in all directions from this spot.

9. A.M.—We are now getting under weigh in a calm to proceed north, and expect to fall in with the ice in twenty-four hours. I intend, if possible, to communicate at Proven and Upernavik, for the purpose of obtaining dogs and an Esquimaux driver.

I have, &c.,
E. A. INGLEFIELD, Captain.

CHAS. K. RENWICK, Chief Engineer, PATRICK G. LAMBERT, Assistant Engineer (1st Class), to C. A. INGLEFIELD, Captain.

H.M.S.V. "Phoenix," off Hare Island, Baffin Bay,
10th July, 1854.

Sir,

Qualities of the coal at Disco.

IN accordance with your directions relative to our report as to the qualities of the coal supplied by you to Her Majesty's Ship "Phoenix," we respectfully beg to state, that so far as we have had an opportunity of testing its capabilities for marine steam purposes, we are of opinion it will, in well proportioned boilers, when mixed equally with Welsh coal or patent fuel, meet all the demands of the marine steam-engine.

Further, from the slight trials we have made of it burning alone, we believe it to be in every respect a most useful fuel, and capable of generating sufficient steam for at least a middle degree of expansion; the proportion of ash and clinker is greater than in Scotch coals generally, but produces less smoke.

We have, &c.

(Signed) CHAS. K. RENWICK, Chief Engineer.

PATRICK G. LAMBERT, Assistant Engineer, 1st class.

Proceedings of Capt. Inglefield. LETTER from Captain INGLEFIELD reporting his PROCEEDINGS and ARRIVAL at CORK.

Her Majesty's Steam Ship "Phoenix" at Cork,
28th September 1854.

Sir,

MY letter of the 5th July, forwarded by the "Diligence" from Disco, and of the 12th July sent home by a Danish vessel, will have fully informed their Lordships of my proceedings up to that date. I have now, therefore, to report what measures I have taken for the further fulfilment of the instructions under which I sailed.

On the 12th July, the wind having moderated, we got under weigh from Four Island Point with "Talbot" in tow, and passing amongst some heavy bergs, steered away to the northward. The following morning, having a fair wind, I cast off the "Talbot" and proceeded to Proven under sail and steam for the purpose of obtaining dogs, and having purchased five joined the "Talbot" off Upernavik at 6.30 P.M. Here I landed to communicate with the Governor concerning an Esquimaux driver and a further supply of dogs, but ere I could return to the ship a strong breeze from the southward had sprung up, and I found it necessary to seek an anchorage for the "Phoenix," ordering the "Talbot" to keep under weigh for the night. In the morning, the breeze still continuing, and observing the Tender crippled aloft, I went out to her, and learnt she had fallen foul of an iceberg and carried away a quarter boat, anchor stock, starboard cathead, and main top-gallant mast. Anchoring her, however, astern of the "Phoenix," her damages were shortly repaired.

Strong southerly winds detained us at this anchorage till the 21st inst., during which time I made a complete survey of the harbour and islands in the neighbourhood, a tracing of which I inclose.

I learnt from the Governor of Upernavik that eleven whalers which had been seen to go north passed south a few days back, having failed in making a passage through Melville Bay.

On the 21st inst., the wind having drawn round to the eastward, I determined on making the attempt to get through Melville Bay. Accordingly we reached Cape Shakleton on the morning of the 22d, and passing a small island covered with ducks, I landed with Commander Jenkins and Mr. Elliott, and in three hours we killed seventy-seven, and obtained a boat load of eggs. At noon the boats of both ships were dispatched to the Loom Rookery, and by 3 o'clock they had returned, and 558 looms were added to our stock of fresh provisions. Of this supply 300 birds and sixty dozen of eggs were set aside for the use of the Arctic squadron. Before the evening the duck islands were sighted, and at 9.30 P.M., though

surrounded with loose ice, we succeeded in getting near enough for the ice-master and myself to land upon the largest of the group, and from the top of it no water was to be seen to the northward or westward. Mr. Manson observed that, during forty-seven voyages to this country, he had always found at a much earlier date forty miles of water off these islands, and never before seen so much ice at this point. He stated that he believed it would be impossible to make the passage of Melville Bay this season, and advised my relinquishing the attempt and at once proceeding up the west coast. During the time we were on shore the ice had closed so rapidly round the vessels that it was with some difficulty we regained the ship, having to drag the punt in which we landed over several floe pieces which were coming up with the southerly breeze, and which threatened to beset our vessels. We now pushed to the southward, and on the 25th we entered the Waigatte. In the afternoon we passed a dangerous rock about the middle of the straits, abreast of Noursoak, six feet above water, and which was not marked in the charts nor had it been previously observed. I sounded round it, and fixed its position as nearly as the imperfect outline of the coast would admit.

A strong southerly wind springing up, and being unable to steam against it, we bore up to seek shelter in a bight that we observed a little to the northward of Noursoak, and finding good anchorage came to under the lee of a point marked in Rink's chart as Makkaho Elven. The whole of the 26th we were detained here with strong southerly winds, but on the 27th at noon, the weather moderating, we weighed, but owing to the difficulty in casting with the "Talbot" in tow amongst ice, with a long swell, that vessel struck the bottom twice ere we succeeded in getting out of the bay.

On the 29th, at 3.30 A.M., we anchored in four fathoms off the coal mine I discovered on the 8th July, and immediately commenced digging out. By 8 A.M. of the following morning we had shipped about seventy tons, when a swell setting in with a fresh breeze from the southward we were forced to weigh, and the wind continuing to freshen we bore up for the anchorage I had remarked from the top of *Atanekerdluk*. Ere we succeeded in gaining this point the wind had freshened to a gale, and on rounding the little peninsula which formed the harbour, it blew so strong we were unable to steam to windward at full power with Talbot in tow, and the wind taking the ship on her starboard bow drove her towards a bluff point which formed the northern shore of the little bay. The Tender was cast off and both anchors of each ship were let go, but with sixty fathoms of chain they failed to reach the bottom, and nothing but a small iceberg, which providentially lay against the shore, saved both vessels from being stranded. We, however, fell broadside on to the berg, and a hawser was passed round all, whilst we steamed ahead to keep the ships on the weather side of it. Towards the evening, the wind moderating, we succeeded in getting the "Phoenix" into a good berth, where she lay securely for the night, and the following morning towed the "Talbot" out of her dangerous position.

We now proceeded to the southward, and at 5.30 A.M. on the 1st of August, being abreast of Lievely, I landed to deposit a letter with the Governor, forwarding to you a statement of our proceedings up to that date. At 7 we proceeded to the westward under sail and steam, and on the 3d, at 1 P.M., sighted Cape Broughton and five whalers, communicating with the "Jane" of Bowness and delivering their mails. Captain Walker informed me that a barrier of ice was fixed against the west shore, and that he doubted our being able to get near the land. On parting company, we, however, stood towards the coast to assure ourselves that no passage existed, and the ice-master and myself being satisfied of its impracticability, I determined upon at once taking the pack in the latitude of 71° or 72°, and endeavouring to force a passage through. We therefore shaped a course again for Lievely, which we reached a little after midnight on the 6th, and immediately commenced coaling. By 9 A.M. of the following day we had filled the bunkers and taken a deckload, completing 270 tons. At 9.30 we steamed out with "Talbot" in tow, and on the ninth took the pack abreast of Upernavik.

Proceedings of Capt. Inglefield.

For ten days we pushed on through heavy ice, blasting, boring, charging the nips and making but slow advance; the bay ice forming strong every night much retarding our progress, and on the 17th we were closely beset at the edge of a large floe some miles in extent. Luckily a strong gale from the westward broke up the edges of this floe, and on the weather moderating, slacked the ice sufficiently to admit of our pushing through, and on the 19th we were fortunate enough to get into the west water. Deeming it beneficial for the service upon which I was employed, and acting under the discretionary orders with which their Lordships have been pleased to supply me, I determined upon examining the depôt near Wollaston Islands, deposited by the "North Star" in 1850; for that purpose I made the south shore of Lancaster Sound, and on the 21st, about 8.30 P.M. we passed near enough to Cape Hay to observe the coals deposited there in 1849 by Captain Parker of the "Truelove" for Lady Franklin. Observing that the staff and two casks containing letters and provisions were missing, I landed and found that no trace remained of these, but a portion of the head of one of them and some broken preserved meat tins. The coals too had been either carried away by the Esquimaux or the ice, there being only 21 bags. A little after 10 we rounded Cape Castlereagh, and shortly found the *remains* of the "North Star's" depôt. Anchoring in 5 fathoms we lashed the "Talbot" alongside, and on landing I found that this spot had also been visited by the Esquimaux, and not only plundered of all that was useful to them as savages, but that degree of reckless wantonness was exhibited (in the destruction of every article that remained) so peculiar to the habits of the uncivilized tribes of man. Of the 608 casks and cases that were landed by Mr. Saunders only 114 remained, and each had been stove to examine their contents, which consisted of flour, peas, Scotch barley, oatmeal, and tobacco. Finding the flour only partially destroyed in each cask I determined on embarking all that still remained, and the whole was shipped off to the "Phoenix" with 10 tons of patent fuel, and which latter I did not hesitate to embark, as Sir Edward Belcher had sent a vessel two years before to examine this depôt, and directed her commander to take the whole of the coal from the neighbouring point.

Supplies at Navy Board Inlet

Each cask of flour I found contained a certain portion of undamaged contents, and I trust their Lordships will approve of the measures I have taken to secure the remaining portion of this valuable depôt for the use of Her Majesty's service, and to obtain the far more important information for the guidance of those who might otherwise be misled by the widely circulated cairn records, which set forth as an existing *cache*, at Navy Board Inlet, a *depôt of provisions for 100 men for 12 months*.

In six hours from the time we anchored the ships were again underweigh, and standing across the Sound we reached Cape Warrender in the evening of the same day, where I landed for the purpose of examining the cairn I erected here last year. Returning on board, I found a strong westerly breeze with ebb tide prevented our making much headway, and accordingly we returned to seek an anchorage for the night in Dundas Harbour. Unfortunately, when picking up a berth we struck soundings in 15 fathoms, and immediately after 3, when both ships grounded on a mud bank, and the tide falling, every exertion to get the "Phoenix" afloat proved useless, though the "Talbot" was shortly warped off into deep water, where both her bower anchors being let go, the chain of the small one was passed into the "Phoenix's" quarter hawse hole and a heavy strain brought upon it. At 3 the following morning the strong breeze broke the ice away from the head of the bay, and driving out took the "Phoenix" on her starboard broadside, and laid her over on her beam ends, forcing her still farther on shore, and tearing off the whole of the false keel. The "Talbot," though pushed again upon the bank, escaped any damage from the ice, being sheltered by this vessel which was to windward of her. The day flood proving only a half tide, we remained immovably fixed until the evening, by which time all the boats of both vessels had been laden with heavy stores to lighten this vessel, and I am happy to say that about 11 P.M. both ships floated off into deep water with no other damage than I have stated.

The following morning, the wind having moderated, we steamed out with "Talbot" in tow, and having obtained dogs from the Esquimaux (encamped near this spot), stood towards Beechey Island, which we reached (with a slight detention of a few hours at Rigby Bay) by 1 P.M. of the 26th. Proceedings of Capt. Inglefield.

The "North Star" was observed through the fog standing off and on, and shortly an officer boarding us, acquainted me that the whole of the officers and crews of the "Investigator," "Resolute," "Intrepid," "Assistance," and "Pioneer" were on board that ship, the first three having been abandoned by Sir Edward Belcher's order in May last, and Sir Edward himself with his own party having just deserted the "Assistance" and "Pioneer" about 50 miles from Beechey Island.

Having delivered to Sir Edward Belcher the despatches, &c., with which I was charged, I have followed his instructions for my further guidance, and therefore have only to state, as having especially reference to the vessel under my command, that a slight accident to the screw shaft occurred on the 1st September, owing to the key of the coupling block working slack. In a few hours the shaft was re-secured, and no inconvenience has been experienced from a very slight deflection in the line of axes.

I am, &c.

E. A. INGLEFIELD,

Captain commanding Arctic Relief Expedition.

To the Secretary of the Admiralty,
London.

No. 5.

Captain E. A. INGLEFIELD to Commodore JOHN SHEPHERD.

Recommends Lieut. Elliott.

Her Majesty's Steam Ship "Phoenix," at Woolwich,
3d October 1854.

Sir,

In my official despatch of the 28th ultimo, I forbore from making any allusion to the services and conduct of the officers belonging to this ship. I felt that such was deserving of a separate letter. I have now to request you will lay before my Lords Commissioners of the Admiralty my earnest desire that they will grant the promotion of Mr. Elliott, the senior lieutenant of this ship, not only on this voyage, but on the last, when he commanded one of the vessels in the expedition. He also served in Captain Austin's expedition, and was promoted to a lieutenant from the rank of master, for services in Borneo, whilst master of Sir Thomas Cochrane's flag ship, the "Agincourt."

Lieutenant Elliott has been 28 years in the service, out of which he has been more than 14 years a commissioned officer. For myself, I must add that, as my second in command, he has ever shown that zeal and ability to which I mainly attribute the success of our undertaking; and as the peculiar service upon which we were employed occasionally obliged me to be absent from the ship, and sometimes for days, Lieutenant Elliott had upon these occasions, entire charge of this ship and her tenders.

His greater experience in ice navigation has frequently been of essential service to me, and I have continually consulted him as to the best method of carrying out the great object of our voyages.

I have, &c.

E. A. INGLEFIELD, Captain

No. 6.

Sir,

Admiralty, 21st October 1854.

REFERRING to your letter of the 5th July, dated from Disco, and of the 28th of last month, reporting your having anchored at Cork, I am commanded by my Lords Commissioners of the Admiralty to signify their approval of your proceedings during your late voyage, and to acquaint you that they have this day signed a commission promoting Lieutenant James E. Elliott to the rank of commander.

I am, &c.

Captain Inglefield.

W. A. B. HAMILTON.

Proceedings of
Sir Edward Belcher C.B.

Proceedings of Captain Sir Edward Belcher, C.B., Her Majesty's
Discovery Ship "Assistance."

No. 1.

LETTER from Sir EDWARD BELCHER, C.B. detailing his Visit to JONES' SOUND, and further Proceedings to the 10th September 1853, when the "Assistance" was frozen in near Cape Osborn in the Wellington Channel.

Subject—General Proceedings.

Her Majesty's Ship Assistance, 8th August 1853,
Wellington Channel,

Sir, 5 Miles East of Baillie Head Island (Port Surprise).

THE hurried and unexpected visit of Commander Pullen afforded me little time to enter into an account of the proceedings of this season as fully as I could wish. But I will now endeavour to complete what may yet be required, in order that the extent of our research may be properly estimated.

Since Commander Pullen quitted, we have been nearly locked up in the pack, having at this date gained but 10 miles (since 26th July), but this has afforded me time to put my work on paper, and I am now enabled to forward a fair tracing of the North Eastern discoveries.

On the 2d May, the N.E. division, as explained in my former letter of that final date, left the ship, and without difficulty reached our old discoveries of last season in 5 days.

Our first object, seen from our depôt placed here on 27th April, was an island nearly in connexion with the land, about 9 miles E.S.E.

Towards this we pushed, but found the ice treacherous, swamping the sledge, and placing me for a few moments in an uncomfortable bath. By this we lost near 96 lbs. of bread, one of the most important items of our provision.

Princess Royal Island.

On the 8th we landed, and took possession of the island, giving the name, as the first of our discoveries this season, "Princess Royal."

Mount Parker.

Our course ran still to the E.S.E., as I fondly hoped for the entrance of Jones' Strait. The next important and commanding station I landed at and took possession of as Mount Parker, in compliment to Rear Admiral Hyde Parker.

A whale found on the side of this mountain, about 500 feet above the level. Skeleton imbedded.

The outer coastline here runs off so nearly into the sea, that until the thaws commence one scarcely knows when he stands over land or water, and the rise so gradual that we found ourselves some 50 or 60 feet, in thick weather, above the sea level before we discovered our error. Fortunately it lay in our direct route, and the result was simply a down hill run.

On the 14th we reached a most remarkable cape at the entrance of a considerable inlet, which I fully expected was to lead into Jones' Strait, all the geographical features, the course, everything, seemed to promise it. But the summit exhibited to us a south and western direction, and without sufficient inducement to diverge for the chance of an eastern lead

As the commissariat sledge "Enterprize" had now reached her limit, the "Londerborough" and "Dauntless" were completed to 40 days each, and Mr. Allard returned to the ship, to meet us again with further supplies on the 1st of July at Princess Royal Island, preparatory to further examination of North Cornwall.

C. Disraeli.

This position received the temporary name of Cape Separation. I intend "C. D'Israeli" for it, as it keeps the purse of a very important sac.

The sight which I obtained from this cape, elevated 680 feet above the sea, led me to hope for better success due east. On that course we proceeded three days on a smooth floe (making 36 miles), when we reached on the 18th the entrance of a splendid channel.

Fog had for some time worried us with indistinct glimpses of the approaches, but as it now cleared off and the sun enlivened the scene, we were regaled

with such a magnificent view of successive beetling headlands, on either side of the channel, and extending for about 20 miles, that it really became a puzzling matter to find names for them. Of one thing I felt quite convinced, viz., that we were now really in Jones' Channel, and that by nothing but *bad taste* in nature could we be deceived. The latitude, the direction, the limit in longitude to which we could see, only required an extension of 60 miles to lead to the cairn erected by Captain Austin's party.

Who could dream of failure on the 18th May? The roughness of the frozen "pack" now compelled us to take to the land, and we advanced easily 5 or 6 miles, when a further stop to our progress was opposed in the shape of an abrupt glacier, half a gale of wind, and the mortifying discovery that *its base was washed by the sea*, and the off-lying pack rotten and tumbling asunder.

Not easily daunted, it was determined to try an overland route, and avoid this unfortunate hole, as we then thought it.

Provisions, &c. were strapped on, and we soon started to view what we had to contend with before deciding on our ultimate mode of action.

The hills continued increasing in height as we advanced, until they reached 1500 feet; we then descended and took up another position at nearly the same height at the last bluff, where we encamped for the night. "Britannia Heights."

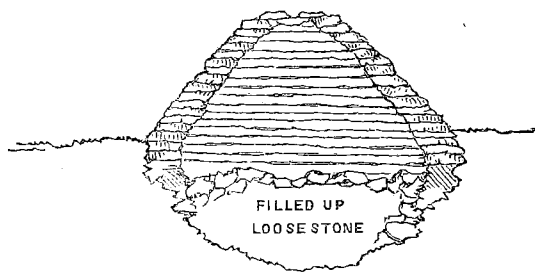
All our hopes were crushed. Between us and the distant bluff the *open sea* prevailed on the 20th May. The horizon was streaked with *open* "sailing ice," and all communication cut off for sledges. The bluff, distant 16 miles, was clearly the turning point into Jones' Channel; no land was visible beyond it.

To the north of us lay the new land of "Kent" (named after his late Royal Highness the Duke), and far to the westward a new chain hereafter to be examined. "North Kent."

Fortunately our weather was beautifully clear, and we not only saw all the distant objects, but obtained the requisite observations for planting them in their proper places.

The rotten ice off Cape Derby now recurring to us, the nature of that also off Cape D'Israeli, made me anxious to recover our boat (left in depôt) in case we should perchance be cut off from retreat; we therefore retraced our steps and reached Cape D'Israeli on the 26th. As we were now on the *terra firma* of our quarters I determined on making a last effort for some clue to a lead towards Jones' Sound by this channel. Arthur's Channel.

Our progress was tantalizing and attended with deep interest and excitement. In the first place I discovered on the brow of a mountain, about 800 feet above the sea, what appeared to be a recent and a very workmanlike structure of a dome (or rather a double cone or icehouse) built of very heavy and tubular slabs, which no single person could carry. It consisted of about 40 courses; 8 feet diameter, and 8 feet in depth when cleared, but only 5 in height from the base of the upper cone as we opened it.



Most carefully was every stone removed, every atom of moss or earth scrutinized: the stones at the bottom also taken up, but without a trace of any record, or of having been used by any human being. It was filled by drift snow, but did not in any respect bear the appearance of having been built more than a season. This was named Mount Discovery. Mount Discovery.

Our anxiety certainly was not abated. As we moved southerly, with every appearance of a "*cul de sac*," the channels opened suddenly in a fresh direction, until at last, having reached the bottom of a lake or bay, we found that any further progress must be confined to frozen streams or ravines, which connected with a series of great lakes leading into another sea.

Proceedings of
Sir Edward Belcher, C.B.

Disappointment Bay.

Leaving our crew pretty well fatigued to pitch the tent and prepare the customary pemmican meal, I ascended the mountain above us and discovered that we really were not far from our old position last year on Cape Hogarth, and had Cape Majendie and Hamilton Island to the west about 20 miles.

My surprise however was checked suddenly by two structures rather in European form, and apparently graves. Each was singularly constructed, and, like the dome, of large *selected slabs*, having at each end three separate stones, laid as we would place head and feet stones. So thoroughly



satisfied was I that here was no delusion, I desisted from disturbing a stone until it should be formally done by the party assembled.

The evening following (for where the sun is so oppressive to the eyes by day we travel by night) we ascended the hill and removed the stones; not a trace of human beings!

If this had been a *cache*, and the carcase removed, I cannot understand why the stones should have been so carefully and systematically replaced. Eventually, on digging to the hard quarry, from which the *cache* had been clearly formed by art, we discovered a quantity of minute black dust, which on examination by a powerful lens I found to be the chrysalis shells of minute flies which possibly had been generated by the remains of meat left here at a former date.

At various places we have found apparent *marks*, and had fancied that some of the explorers from the "North Star" had sought Jones' Strait by this channel; but invariably every such mark had been placed where it could not serve the purpose of a geographical pile. One in particular, found by Mr. Grove on Pitch Mount, which he kept untouched until I examined it, was so methodically constructed of five stones, that on the disturbance of any one the others would tumble; and yet if Esquimaux were concerned in its original structure how many years had it stood. My own opinion is strongly in favour of a late visit, or within the last *ten* years.

Grove Mount.

Quitting this position (half of our party having already erected marks in advance and assured us of very easy travel), we proceeded the next day to examine the outer headland commanding a full view of Wellington Channel. We reached our position before 10.30 and had a good view of objects within the strait as far as C. Majendie on the west, Dundas and Hamilton Islands, southerly, and C. Hogarth easterly, including the Bay of Prince Alfred which we were compelled to diminish very largely. From our position it certainly appeared deep; but when the angles were laid down *on paper* the delusion vanished.

Mount Pym—after Rear-Admiral Sir Samuel Pym.

From this position I discerned our cairn of last season, as well as the very remarkable one placed by nature immediately behind it. It appears very strange that the parties who searched that coast so narrowly, and who, I am informed, scouted the idea of further examination by Mr. M'Cormick of the "North Star," should have missed a landmark which caused me to cast off the steamer and go in with her to examine it. Further that Mr. M'Cormick, who states that he visited Point Hogarth, saw neither it nor our beacon! It almost makes one doubt that the search made by ourselves may not have left some mark unexamined, although in my own particular route I fear that I too often led the way to "disappointment cairns."

Nature's Cairn, Hogarth Port.

Never passed the North Horn of Baring Bay, five bays intervene.

We now commenced our return, ascending the mountain where Mr. Grove, as before stated, found an insignificant pile truly, but still important, as formed by *art*. Our ascent of this hill was for the purpose of ensuring the connexion of our work with Cape Hogarth; and as it was much stained by black water and gave out as they moved the stones a very strong odour of naphtha, I named it Pitch Mount. The stones proved to be limestone, which when broken or roughly handled, give out this unpleasant odour.

Pitch Mount.

We reached Cape D'Israeli on the 3rd and Princess Royal Island on the 6th, where we were welcomed by Dr. Lyall and Mr. Allard, and

received the missing "*despatches*" which Mr. Cheyne found on his second attempt, accompanied by Dr. Lyall. They turned out, however, to be merely the official communications of Commander Pullen.

Dr. Lyall, however, brought the latest intelligence of the health and success of Commander Richards and party to the S.W.

Having recovered our iceboat and having satisfied myself from the hill stations that the floe was still firm to the N.N.E., preparation was made for examining the group seen from the hills above Jones' Strait

We could now dispense with our sledge, which was sent back by "Dauntless" and "Enterprize," charged with the duty of forming fresh back depôts, from the superfluous provision now no longer required. "The Lady Franklin," Dr. Lyall's sledge, was retained to accompany and aid us, in case of accident or failure, in being able to drag the boat laden with provision.

Taking leave of our late comrades, we again broke into the floe on a new and yet interesting excursion.

It occurred to me that under any circumstances, either as regarded Sir J. Franklin, Captain Collinson, or Commander M'Clure, that if any of them entered the Polar Sea here on the range of these northern islands with comparatively open water, for *perhaps* 100 miles, they might drift to and fro for years; or until they experienced one of these northern nips which would form a mount above them in a very few seconds. The more I have seen of the action of the ice, the *partially* open water, and the deceitful leads into "*the Pools*," the more satisfied I am that the man who once ventures "*off the land*" to seek a passage is in all probability sacrificed. He may desert his vessel, and by hard travel succeed in gaining some place of rendezvous, under the present dispositions effected by Captain Kellett as well as myself, but there is no calculating as yet that our exertions, before the cruize be complete, may not be directed to a similar object.

Under any circumstances, however, every portion of the country, the prominent headlands, or rising mounds of the marshy grounds, is so completely marked by our cairns, that whoever may reach them will readily understand, even if the date alone should remain, in what direction, if he has called at two, he ought to proceed. But full instructions will probably be found untouched by animals.

Our journey was much heavier than I anticipated, and without the aid of the second sledge crew our advance would have been impossible. On the second day, however, we reached the smooth floe, and on the 4th, shortly after midnight, or 4½ days, had landed on a new portion of Her Majesty's territories.

To this island, the southernmost of a most extensive archipelago, leading to the N.E., or possibly to the pole, I gave the name of "Buckingham Island," and the group, the "Victoria Archipelago." To separate, survey, or make any further examination at present with a view to name them, was quite out of the question. The heavy, even solid state of the floe surrounding, or where "nipped," the almost berg-like lumps which protruded, afforded a fair inference that the sea is seldom seriously disturbed in these latitudes.

On the other hand, if we take into consideration the *exuviae* of whales and other animals, found at every elevation, even to the summits of hills above 800 feet, the extraordinary wear or abrasion of the outlines which nothing we have experienced could effect, it almost leads one to imagine that Nature at some moments, possibly past, and for ever, and fatally perhaps for those we seek, has piled up layer over layer to effect what otherwise nothing but a recent deluge could account for.

The visit to this island leads to remarks of this nature particularly.

On ascending the high ground the sun had not yet affected the frozen crust, or denuded it completely of snow. Anxious to save every moment of the fine season, I determined on waiting up there for the latitude and other observations, the party sending two hands in succession to relieve each other; the remainder went to their bays, to sleep.

Before noon the temperature became oppressive notwithstanding the thermometer in the shade was at 34°. The black earth soon became sticky, and before 2 p.m. the island might be declared in a *semi-fluid state*.

This is only one out of many cases of the sort, which, at certain moments, render the passage across ravines difficult, if not dangerous.

Having completed our work here, and by a different course over the floe obtained a better road and convenient stations for fixing some of these islands, we reached Princess Royal Island on the 16th June; weather sharp and snowing, and objects mostly obscured. For the first time, this day, we noticed three musk oxen on the side of an inland range; five deer were subsequently seen. But no single human being could subsist himself by the aid of his gun throughout our whole range, and as to a party of five or seven men, it is *impossible*.

By extraordinary good fortune, bears might fall in the way of the traveller; but having killed and eaten his proportion, I much doubt if his strength would enable him to drag the remains until another piece of similar good fortune befel him. The assertion, therefore, of any "teeming or abundance of animal life" in this north-eastern district is utterly untenable.

The remainder of our journey being merely the return over known ground by our previous discovery last season, requires no comment beyond this: that the opening and open water now interposing between us and North Cornwall, rendering it unsafe for sledge as well as boat, all hopes of further examination this season were at an end.

On my return I met with Lieutenant Cheyne, who was the bearer of intelligence forwarded by Commander Richards of the safety of the crew of H.M.S. "Investigator," and that the vessel was ice-bound in a part of Banks Land, to which Commander M'Clure had given the name of Baring Island.

Commander Richards, upon meeting with the officer sent by Captain Kellett by arrangement to seek for my despatches at the appointed rendezvous, learned that Commander M'Clintock was on the same route as himself in the Queen's Channel. As there was little use expending further labour and provision where one had already gone, he very wisely determined on passing overland to the "Resolute," and obtaining full particulars, as well to complete on his return the search of the Byam Martin Channel communication with the Polar Sea, which it was intended that the officer sent for despatches should complete. He however came overland, and by the Liddon Gulf.

On my return to the ship on the 22d June, I found the ice occasionally in motion, but the reports of open water and anything like risk to the vessel quite out of the question.

Every exertion was immediately made to get the stores embarked, the ship ready for sea, and the canal for our exit in readiness when an opportunity might offer for removing easterly.

On the 6th July, considering that Commander Richards and party might not be quite in a condition to handle a heavy whale boat, in addition to one of the light iceboats, I despatched the master to seek him. Fortunately he reached just at the instant his aid was *opportune*; and our canal being complete to the open water on the 12th July, I had the satisfaction of receiving and shaking by the hand at its mouth my worthy second, Commander Richards, charged with the duplicate despatches, which I have already directed Commander Pullen to forward should any unforeseen difficulty prevent the ship or myself from reaching Beechey Island this season, or before the 1st September, before which date I shall endeavour, if unable to pass further in the ship, to despatch a light boat or two with the invalids and my final reports.

On the 14th July, as by my previous letter, the "Assistance" left her winter quarters, leaving behind "*en cache*," under a heavy beacon constructed on Mount Beaufort, the rations as per inclosed report.

Lieutenant Osborn rejoined at midnight amongst the ice which first blocked us. We then moved forward, reaching the entrance of Sir R. Inglis Bay on the 17th, and on the 26th another opening enabled us to pass about five miles to the eastward of Cape Becher.

I had sent a boat to examine that cairn for *further* accounts (as intimated) from Commander Pullen, and "to bring away my despatches if no one

97 days absent.

Arrival of Commander Pullen.

had yet taken them." About noon we perceived, as we passed the low point, that both packages (in kegs) were dug up, and nearly at the *same time* discovered a boat pulling up from Dundas Island for the ship.

Shortly after I had the pleasure of congratulating Commander Pullen on his arrival to seek these despatches. He was the bearer of much additional interesting matter relative to the "Investigator," a few of whose officers and men had safely reached the "North Star."

Fully aware of the anxiety, next to the fate of "Erebus" and "Terror," respecting the "Investigator," and the "North Star" having two medical officers as well as ample accommodation for the crew of the "Investigator," I directed Commander Pullen, on the arrival of the commander and crew, whom I trust Captain Kellett will forward without awaiting the chances of his own extrication, to proceed at once to England (waiting until the 1st September for invalids, &c., and further despatches), and report his arrival to their Lordships' Secretary.

I had felt so confident of getting to Beechey Island either in the ship or in one of the boats, to superintend the movement, that I had almost detained Commander Pullen for this easier mode of travel. But after the springs, on the 19th or 20th I shall give up all hope of catching him with the ship. Still, however, I trust that I may be so much nearer that I may communicate and send four men whose lives would be jeopardized by another winter.

Our detention over this ground, shifting position frequently, has enabled me to place Dundas and Baillie Hamilton Islands where they should be, as well as Cape Becher and Cape Majendie. But as far as geography or navigation is concerned, I am not inclined to suspect that any human beings will, from choice, attempt to revisit a portion of the earth's surface so utterly barren and void of interest in animal, vegetable, or mineral productions. The picture which Captain Kellett may draw of Melville Island would be a paradise to this.

Thus far I had written on the 17th of August, when, a lane opening to the northward, I immediately took advantage of it, and secured a fair berth to what I thought would insure a fair "lead," should the spring tides of the 18th set the ice in motion.

Our position was now becoming critical. I had only one safe alternative known to me, and that was the shelter of Sir Robert Inglis Bay. Failing in that I must, if the ice did not yield this season, winter in the pack, and make my mind up to the buffeting which befel the American vessels, or reach the inshore floe and hold on all we had gained.

Our present prospect of the season last year at this date left little hope of release to many minds here. I thought differently, and had made up my mind not to give up hope of escape until after the first week of October, perhaps later.

The selection of my berth was fortunate. Before midnight, the wind having chopped to the eastward and barometer falling rapidly, a gale was expected. The mercury fell to 29.37, lower than we have before experienced it, and blew a strong gale.

The entire ice was in rapid motion westerly, our water rapidly shoaling from 37 to 11 fathoms, and as the snow storms intermitted, discovered to us the close neighbourhood of the northern heights near Cape Majendie, into the bight of which the great floe, turning in azimuth, was wheeling us with unpleasant rapidity.

Our only chance was that the ice might carry us through the channel between Cape Beechey and Dundas Island, or that it might be arrested before reaching it.

Providentially the latter suddenly occurred, the ship being then in *eight fathoms*, within half a mile of a low spit which had long interested me, as promising a refuge if water enough could be found behind it or up to it.

The greater danger now threatening us was, that the impetus of arresting the ice to leeward would bring upon us the weather floe, entailing inevitable destruction to both vessels, although our preparations for preserving the crew were probably complete. Another providential relief again occurred. The *weather ice* was arrested by a low point to *windward*; the ship became stationary, weather improved, permitting a boat to sound up to the low

point alluded to, where eleven fathoms were found; sail made on the vessels, and in a few minutes both vessels were within 100 yards of the low point, and secured to the land ice in eleven fathoms.

To this magnificent and secure harbour I have given the name of "Port Refuge." Here, if necessary, we could safely and satisfactorily winter, more securely even than in Northumberland Sound.

Our escape from our position of the 16th and 17th now appeared even as wonderful as our late delivery. Had the vessels remained there with the channel between Dundas and Baillie Hamilton Islands open, our fate would probably have been sealed—at least that of the *vessels*. All open water in that direction had been sealed up, and by a force which was irresistible.

Our detention here, although attended by great anxiety, was one to which we could cheerfully submit, even if compelled to winter. But my excursions along the coast about ten miles easterly revealed to me about *fifteen miles open water up to Point Hogarth*, and southerly from thence as far as the eye could reach. The water, however, in shore, when "leads" offered, did not admit of our passing.

Hope had, I believe, deserted most of our crew, and they had made up their minds fully to winter here.

Thus far had we dissipated the month of August. I felt as the bay ice now began to present a very formidable barrier to our escape, that with certain open patches which I had noticed, unless I made up my mind to winter so distant from Beechey Island, that a great effort must be made to take the *outer ice at once*. I instantly decided on active measures, cut and blasted out in four hours, and shortly after noon on the 31st August, after very laborious work, the "Pioneer" was towing the ship slowly through the lanes which occasionally offered *close along the land*.

We effected about 3 miles before 10 P.M. and hung on for the night for change of current or tide. It ran 15 *hours* to the westward, changing at 3 A.M. on the 1st September, when I ordered the ship to be made fast to the best "tug floe," and to be drifted with it until the ice again eased.

About 8 A.M. on the 1st the "Pioneer" again took us in tow; by noon I saw enough to satisfy me that I should be free for all canvas, and shortly after noon both vessels were again nearly untrammelled on their proper element under all sail.

Our prospects were indeed so flattering with a speed of seven knots, having cast off "Pioneer," that we were calculating on the moment of arrival at Beechey Island, just in time to save the "North Star" from departure with our despatches.

At 8 our hopes were cut short by the ice closing on C. Osborn, and at 9.30 we were secured in 17 fathoms about three miles off shore; but before "Pioneer" could reach our comfortable position, nearly a mile of ice filled in between us, depriving us of the advantage of her power should the water suddenly offer us escape.

This brings me to remark that the *UTMOST POWER* should in this service be *available* if required. The *diminished* power is *at command*, and the requisite consumption of fuel readily *adapted*; but I feel satisfied that on several occasions this ship would have made much more satisfactory progress on the *double consumption of fuel*, and eventually have saved considerably. Indeed it is the opinion, I believe, of all that the increased power would probably, at a saving of 20 tons, have placed both vessels at this moment securely at Beechey Island.

Our movements, until the "Pioneer" can effect a junction, must be reduced to the tardy operation of warping as leads offer.

On the 4th, I despatched one watch with a Lieutenant to aid "Pioneer," and with the other, warped a considerable distance towards Cape Osborn, until I reached a line of very heavy masses of grounded glacier ice, (probably detached from C. Osborn), in seven fathoms, and within which I had at first intended to seek security.

Whilst we were engaged in warping along them, elevated about 25 feet above water, the ice quarter-master, from the crow's nest, reported: "something like a coal bag made fast by a line to one of the in-shore blocks of ice, and an uniform cap near it." Our better glasses on deck soon detected the black mass to be one of Halkett's Indian rubber boats,

and Mr. Grove, mate, was immediately dispatched with the dingey, which was hauled over a narrow neck, to investigate the matter.

Proceedings of
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The object proved to be one of Halkett's boats, the bellows of which, lying on the ice, was mistaken for a cap. A tin case containing a chart, a tin pot, part of a tin cylinder of Fortnum and Mason's glaze, lint, adhesive plaster, a box of salve, a hank of new log-line, evidences of a human being having sojourned there, and by the book of time azimuths, between the leaves of which were found two prayers, one in print, the other in the handwriting of Commander Pullen, the chart also being his "Arctic Admiralty Chart," no doubt remained as to whom the case referred. But further, no clue has been obtained along the coast line, or up to Cape Osborn, subsequently examined by Mr. Grove. The opinion to be formed I must leave to be decided by the officer who will be despatched with this to Beechey Island, so soon as the weather permits of such a measure with security.

Vestiges of the melancholy
fate of Lieut. Bellot, of the
French Navy.

The ship is now fast to heavy ice grounded in six fathoms, within 100 yards of the shore, safe I cannot say; indeed no vessel can be safe, bound to make her escape at all hazards this, or any ensuing year, from the difficulties which must be encountered in a length of coastline of nearly 100 miles.

At present, and so long as the ice holds together, both vessels are safe, and if an easterly gale should succeed that which has lately pressed us in from the west, it is probable that a much nearer advance may be effected towards Beechey Island. But as we advance from hence, dangers rather increase than diminish, and our only remedy, if it should offer, must be to seek an off-shore berth in the pack, and trust to its drift down Wellington Channel; for the *tides* have not, for some time past, been sufficiently active to afford any hope from their influence.

On the other hand, should winter seal us here, I feel well satisfied, provided no further disruption of the ice occurs, that we are again almost providentially cared for by the advantages we possess. Our preservation, freedom from sickness, accident, or other depressing cause, our general success up to this moment, are matters deeply impressed on the minds of all. We cannot but feel, even if disaster should now eventually befall our vessels, that we have much to feel grateful for; and that should the elements or the will of God place our vessels on the land at any moment, that the means of security for our lives at present, in this position, is within our reach.

If Commander Pullen, or any of his parties, should have moved northerly in the hope of falling in with me, and have passed, unnoticed, during our rapid progress down here, I have deposited ten days' provisions (in security, two iron-bound casks,) for eight men, for their relief on the shore abreast of us.

The tracings of our discoveries, and other documents, will be forwarded by this conveyance to Beechey Island, where I trust Captain Kellett will have reached before this. If the "North Star" should have quitted with the officers and crew of the "Investigator," and no vessel left, which I cannot well understand, the intent of my orders being, that he was not to quit unless relieved by the "Intrepid," then the despatches, &c. will be deposited in the house constructed there, and we must trust to relief next summer from England, should we still remain sealed here.

If I should be reduced to the necessity of wintering here, I shall remove all documents and valuable stores to Beechey Island in the spring, establishing at secure intervals convenient posts for deserting the ship should orders from their Lordships or necessity render such a deplorable termination of the voyage imperative.

As such a step can only be anticipated as a final measure, it must, of necessity, be deferred until all hope is at an end, and the next season leaves me no alternative. But before that period arrives, I feel satisfied that such information will have reached their Lordships as will prevent such a decisive step emanating from me. It is true that verbal communication left me without doubt as to the intentions of their Lordships, but I have *no decided "orders."* On the other hand, should accident have befallen Commander Pullen, I have enclosed duplicates or rather triplicates of the despatches entrusted to him, and of course "North Star" will still be

Proceedings of
Sir Edward Belcher, C.B.

found at Beechey Island; but I sincerely trust that no misfortune has occurred. The officer entrusted with this despatch (Lieutenant Osborn, for I cannot spare any officer from this ship) has been instructed to complete any information upon the above most exciting subject, and any further matter that may interest their Lordships and the country under the circumstances. Should the "Resolute" fail in reaching the depôt, or what I still more fear, should Captain Kellett have yielded to the wish of Commander M'Clure, in staying by his ship for another season, against every prospect of release, (and if anything could have been effected the last season alone could warrant hope of success,) then I fear that a most distressing difficulty will be added.

The severity of last winter, the extraordinary thickness of the ice which we have encountered this (in many instances 12 to 18 feet in thickness), leads me to imagine that the escape from Barrow's Strait will be very difficult. But upon all these matters the final report of Lieutenant Osborn will convey decisive grounds for action, should opportunity still remain for communicating with England by the arrival of the "Intrepid."

I have delayed the departure of Lieutenant Osborn, in order that he may be the bearer of the entire proceedings up to the latest moment which may be important—the tracings of the lines of search.

It is needless almost for me to add that the primary object of our expedition has proved unsuccessful. But I trust that the safety of the "Investigator's" crew, and I sincerely hope that the measures adopted by Captain Kellett may, if Captain Collinson did advance, add that also of the "Enterprize," may furnish proof that our mission has not been in vain.

I must apologize for the hurried state in which all my documents must appear, but I have simply the excuse to offer that I have laboured heavily to effect even the little that does appear, and that I cannot well load the sledge boat, the "Hamilton," with the weight of valuable documents which are on board, and cannot be copied in time.

Trusting that their Lordships will feel satisfied that we have as yet done our duty, and feeling well satisfied that I have those around me who will not be wanting when further need demands their exertions.

Three miles N.E. of Cape

I have, &c.

Osborn, 500 yards from
shore, 6 fathoms.

EDWARD BELCHER,

Captain commanding Arctic Squadron.

10th September 1853.

No. 2.

Sir EDWARD BELCHER, C.B., to Mr. HARWOOD, Chief, and Mr. WEBB, Second Engineer, H.M. Steam Tender "PIONEER."

IN transmitting to the Admiralty the magnetic documents, I shall have the pleasing duty of expressing to their Lordships the volunteer of yourself and Mr. Webb to share in the duties attendant on the observations connected with the magnetometers, and my own approbation of the complete devotion which you both evinced up to the latest moment.

Whatever weight others may attach to their travelling duties, I can assure you that I fully appreciate the duty which you have so well performed.

Given on board H.M.S. "Assistance," this 21st August 1853.

(Signed) EDWARD BELCHER, Captain.

No. 3.

Mr. G. H. RICHARDS to Sir EDWARD BELCHER, C.B.

H.M.S. "Assistance," Wellington Channel,
4th May 1854.

Sir,

I HAVE the honour to report to you my arrival here on yesterday the 3rd inst., with the sledges, "Sir Edward," "Success," and "Reward," and to lay before you an account of my proceedings since I have been detached from you, the 22nd February.

My letters from the "North Star" in March will have apprized you of the movements of the division up to that time and of its departure (seven sledges in all) on the 16th of that month.

Shortly after leaving Beechey Island we got among heavy pack, which entirely disabled the three sledges of the "North Star," and obliged Commander Pullen to return with them to his vessel for repairs, the remainder of the division moving on.

Our sledges were more or less damaged by the heavy ice on this and the following day; but we were enabled to make them good on the floe.

On the 21st of March, when 10 miles east of Cape Hotham, we fell in with a sledge belonging to H.M.S. "Resolute," under Mr. Court, acting master of "Investigator."

My letter to you by him, as well as that by Lieutenant Cheyne from Assistance Bay, will have put you in possession of the measures which I thought it necessary to adopt on learning the position of the "Resolute" and "Intrepid," (viz.) 28 miles S.W. of Cape Cockburn, with the crew of the "Investigator" on board. Lightening my own sledge at Cape Hotham of everything I could possibly spare, and reducing my provisions to 28 days, I determined to proceed with all dispatch to Captain Kellett. From the 22nd till the 29th of March we experienced a succession of gales from W.N.W., with very severe weather; and although no day elapsed that we did not travel, yet our progress was very slow and tedious, and my people suffered considerably from exposure. I consider, however, that travelling under the most unfavourable circumstances (where it is possible) to be less objectionable than lying in a tent with a temperature below 30 minus.

On the morning of the 29th we passed one mile south of Browne Island, and steered across M'Dougall Bay, the weather very thick.

On the 1st of April we found ourselves two miles westward of Moore Island, and on the following morning struck off for the "Resolute's" position.

We shortly got into a close and heavy pack through which we worked (occasionally getting on a smooth floe piece of small extent) until the 5th of April, when we saw the "Resolute" and "Intrepid," 8 or 10 miles distant.

On the 6th at noon I arrived on board the "Resolute," and delivered to Captain Kellett your despatches, as well as the mails from England by the "Phoenix."

On the 11th, Lieutenant Hamilton arrived with the dog sledge from the "Assistance;" and I received instructions from you for my further guidance.

On the morning of the 12th, I received orders from Captain Kellett to proceed on my return as soon as the weather (then blowing a gale from S.E.) should moderate.

On the 13th at 1 p.m. I left the "Resolute," Commander M'Clintock starting at the same time in the dog sledge. I soon lost sight of him, and steering a course direct for Cape Cockburn, avoided the heavy pack we had crossed on our outward route.

On the 15th at noon we arrived at Cape Cockburn, and steered easterly over the low land.

At Moore Island and Point Prayers I left records and instructions for passing sledges, and on the 23rd arrived at Assistance Bay, where I remained until midnight, examining and securing the depôt.

On the 24th I met Commander M'Clintock with the dog sledge returning to "Resolute." On the 25th, leaving my sledge to follow, I walked to Beechey Island, arriving on board the "North Star" at 9 p.m. My sledge and the "Success" arrived on the 26th, and Commander M'Clure, with the last of the "Investigator's" people, came in on the following day.

I found at the "North Star," the "Dauntless," "Reward," and "John Barrow" belonging to the "Assistance," they having arrived on the day previous from Assistance Bay.

The "Dauntless," Mr. Grove, and the "John Barrow," Mr. Pym, I despatched on the 26th with empty casks to secure the depôt on the point of that bay now completed to 2,170 rations, exclusive of those deposited by Captain Kellett, amounting to over 600. Lieutenant Cheyne I instructed to proceed to the "Resolute," with a sledge and crew from the "North Star," and they left in company.

Proceedings of
Sir Edward Belcher, C.B.

The disposition of the sledge force is now as follows:—

“Sir Edward” }
“Success” } arrived on board “Assistance” on the 3rd of May.
“Reward” }
“Reliance,” Lieutenant May, arrived at Beechey Island on the 29th of April.
“Dauntless,” Mr. Grove, } en route to Assistance Bay and to return
“John Barrow,” Mr. Pym, } to “North Star.”
“Owen,” of “North Star,” Lieutenant Cheyne, left Beechey Island for
“Resolute” on 26th April.
“Steadfast,” of “North Star,” Mr. Shellabeer, left Beechey Island for
“Resolute” on 22nd April.
“Cardigan,” of “North Star,” Mr. Jenkins, left Beechey Island for
“Resolute” on 28th April.

A sledge with mixed crew from “North Star” and “Resolute,” Lieutenant Pim, left Beechey Island on 28th April to take station at Cape Hotham. There are thus three sledges on their way to the “Resolute.”

I have directed Lieutenant May, on the arrival of the “Dauntless” and “John Barrow,” which will be about the 6th inst., to proceed up the Wellington Channel in the execution of your orders, placing the tents on the way. Commander Pullen’s tent will be placed in the position directed before the 10th; and I have already established that of the “Success” a day’s march from this ship. I beg to enclose you a track chart of my journey, as well as a list of the temperatures, and shall lay before you at an early date copies of all orders which I have received from Capt. Kellett, and of those which I have issued to the officers of the division late under my command, as well as those connected with the service at Beechey Island.

I trust you will allow me to express my perfect satisfaction at the conduct of the officers and crews of the sledges while acting with me, and of my own particular party during their entire absence from the ship of 70 days. The casualties among the whole of our people, though exposed to intense cold and very severe weather, have been comparatively few and unimportant; and I feel much pleasure in bearing testimony to the great care exhibited by the officers in general to the comfort and safety of their people.

I have, &c.

G. H. RICHARDS, Commander,
Late commanding western division of Sledges.

No. 4.

SIR EDWARD BELCHER, C.B., Captain commanding Expedition, to
W. J. S. PULLEN, Commander, “North Star.”

Memo.

THE stores, clothing, &c., supplied to the “North Star” and other vessels under my orders having been estimated for the service on which they were employed, it is my most positive direction that no officer under my command interfere with or order the issue of any of the additional stores, or warm clothing, forwarded by H.M.S. “Phoenix” without my special sanction.

They are not supplied for the use of these vessels, but to meet the distress of those who may stand in much greater need.

Given under my hand on board H.M.S. “Assistance” this 11th day
of October 1853.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

No. 5.

SIR EDWARD BELCHER, C.B., commanding Arctic Squadron, to
Commander PULLEN, H.M.S. “North Star.”

HAVING already furnished you with a copy of my letter to Captain Kellett, you will be guided essentially by its spirit in carrying out these instructions.

Subjects.

2. The difference of climate between Northumberland Sound and Beechey Island last spring was so great that I was surprised at finding you had preceded my party at Cape Beecher on the 10th April (nearly one month). It will therefore be impossible for me to assign any date for your first effort in advancing your depôts across this channel. This duty, therefore, I must leave entirely to your judgment, premising that I do not see that any good can result to either party by undue exposure. Your men will have a long journey to accomplish in the spring, and they should be particularly exempted from any of the heavier labour of pushing over depôts. Captain Kellett has deposited 7 days for 90 men on the east point of Assistance Bay.

4. It becomes a matter of very serious consideration, if the "Intrepid" started with the crew of "Investigator," further increased by those Captain Kellett intended sending from his ship, reducing his complement to 38, where she may be, and what sustenance she can have for such numbers.

5. Bearing this in mind you will narrowly watch the ice in the channel on your return to the "North Star," and if you should deem it practicable by aid of a light boat to cross the channel and ascertain if any have reached the above depôt, you would of course conduct them to the "North Star." Such an event would of course be made known to me, and would call for much earlier movements than would under present uncertainty be at all warranted.

6. At Cape Hotham I find that Captain Kellett left a boat complete, and 2 casks of good bread. If any party should be advancing by land, or leave "Intrepid" to make their way to "North Star," they would undoubtedly seek this boat in order to secure their retreat, and I still think it probable that they may reach "North Star" by the period of your return.

7. Should your track lead you up to Cape Hotham, examine the condition of this boat, and report her requirements.

8. I now commence on the line of points which you will, at all events, *indicate* by flags to those following up your track. You are not to be delayed in *your* advance; but those following will be instructed to examine more intimately the localities so marked by you, and to select for their *caches* such positions as may serve double purposes, as position for "Resolute" or Tender as well as depôt. But to an observant traveller the features almost of the land he passes indicate with almost unerring precision what to other minds can only result from laborious inquiry. You will preserve as direct a course towards Cape Capel, on the western side of Macdougall Bay, as you conveniently can, making your resting places, if possible, serve the purpose at 3 *days' marches* for the depôts.

9. But your particular attention, or that to which I wish you to direct the officer following up your track, must be to some secure position where the "Resolute" or "Intrepid" may be conveniently placed as "Midway Depôt," between Melville and Beechey Island.

10. The chart appears to favour that in the vicinity of Cape Capel. On this doubtless Captain Kellett has already formed his own opinion, and he has with him Mr. Macdougall who originally, I believe, furnished the materials for the chart.

11. But I am not aware that either he or any other person took the precaution of testing *the bottom*, or if there was sufficient water and security combined for a vessel of the "Resolute's" draught.

12. Officers entrusted with this duty must be provided with hand leads and sounding lines, and also a light gouge, such as we are in the habit of using for blasting, to enable them to bore the ice. Particular flags should be established to denote the examined and eligible spots in contradistinction to those for mere provision depôts. The loss of one hour we *painfully know* may prove total failure in the extrication of a ship for that year, or under the same principle securing for her safe winter quarters *without a crew*.* In order to obviate any excuses amongst the subordinates of want of paper, materials for writing, &c., you will cause your clerk, if you have not time to print, to rule out a certain formula, which is to be duly filled up and carefully covered with other paper before insertion in the cylinder.

Proceedings of
Sir Edward Belcher, C.B.

General remarks.
Temperature.

Time of starting left to judgment of Commander Pullen.

Where is "Intrepid?"

Examine, if possible, depôt at Assistance Bay.

Boat at Cape Hotham.

Line from Cape Hotham to Cape Capel.

Selection of position for "Midway Depôt."

Cape Capel examine narrowly.

Must be satisfactorily sounded.

Leads, lines, gougues, flags, &c.

Paper for notices and tin cylinders.

Proceedings of
Sir Edward Belcher, C.B.

The disposition of the sledge force is now as follows:—

“ Sir Edward ” }
“ Success ” } arrived on board “ Assistance ” on the 3rd of May.
“ Reward ” }
“ Reliance,” Lieutenant May, arrived at Beechey Island on the 29th of April.
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I trust you will allow me to express my perfect satisfaction at the conduct of the officers and crews of the sledges while acting with me, and of my own particular party during their entire absence from the ship of 70 days. The casualties among the whole of our people, though exposed to intense cold and very severe weather, have been comparatively few and unimportant; and I feel much pleasure in bearing testimony to the great care exhibited by the officers in general to the comfort and safety of their people.

I have, &c.

G. H. RICHARDS, Commander,
Late commanding western division of Sledges.

No. 4.

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W. J. S. PULLEN, Commander, “ North Star.”

Memo.

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They are not supplied for the use of these vessels, but to meet the distress of those who may stand in much greater need.

Given under my hand on board H.M.S. “ Assistance ” this 11th day of October 1853.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

No. 5.

SIR EDWARD BELCHER, C.B., commanding Arctic Squadron, to
Commander PULLEN, H.M.S. “ North Star.”

HAVING already furnished you with a copy of my letter to Captain Kellett, you will be guided essentially by its spirit in carrying out these instructions.

Subjects.

2. The difference of climate between Northumberland Sound and Beechey Island last spring was so great that I was surprised at finding you had preceded my party at Cape Beecher on the 10th April (nearly one month). It will therefore be impossible for me to assign any date for your first effort in advancing your depôts across this channel. This duty, therefore, I must leave entirely to your judgment, premising that I do not see that any good can result to either party by undue exposure. Your men will have a long journey to accomplish in the spring, and they should be particularly exempted from any of the heavier labour of pushing over depôts. Captain Kellett has deposited 7 days for 90 men on the east point of Assistance Bay.

4. It becomes a matter of very serious consideration, if the "Intrepid" started with the crew of "Investigator," further increased by those Captain Kellett intended sending from his ship, reducing his complement to 38, where she may be, and what sustenance she can have for such numbers.

5. Bearing this in mind you will narrowly watch the ice in the channel on your return to the "North Star," and if you should deem it practicable by aid of a light boat to cross the channel and ascertain if any have reached the above depôt, you would of course conduct them to the "North Star." Such an event would of course be made known to me, and would call for much earlier movements than would under present uncertainty be at all warranted.

6. At Cape Hotham I find that Captain Kellett left a boat complete, and 2 casks of good bread. If any party should be advancing by land, or leave "Intrepid" to make their way to "North Star," they would undoubtedly seek this boat in order to secure their retreat, and I still think it probable that they may reach "North Star" by the period of your return.

7. Should your track lead you up to Cape Hotham, examine the condition of this boat, and report her requirements.

8. I now commence on the line of points which you will, at all events, *indicate* by flags to those following up your track. You are not to be delayed in *your* advance; but those following will be instructed to examine more intimately the localities so marked by you, and to select for their *caches* such positions as may serve double purposes, as position for "Resolute" or Tender as well as depôt. But to an observant traveller the features almost of the land he passes indicate with almost unerring precision what to other minds can only result from laborious inquiry. You will preserve as direct a course towards Cape Capel, on the western side of Macdougall Bay, as you conveniently can, making your resting places, if possible, serve the purpose at 3 *days' marches* for the depôts.

9. But your particular attention, or that to which I wish you to direct the officer following up your track, must be to some secure position where the "Resolute" or "Intrepid" may be conveniently placed as "Midway Depôt," between Melville and Beechey Island.

10. The chart appears to favour that in the vicinity of Cape Capel. On this doubtless Captain Kellett has already formed his own opinion, and he has with him Mr. Macdougall who originally, I believe, furnished the materials for the chart.

11. But I am not aware that either he or any other person took the precaution of testing *the bottom*, or if there was sufficient water and security combined for a vessel of the "Resolute's" draught.

12. The officers entrusted with this duty must be provided with hand leads and sounding lines, and also a light gouge, such as we are in the habit of using for blasting, to enable them to bore the ice. Particular flags should be established to denote the examined and eligible spots in contradistinction to those for mere provision depôts. The loss of one hour we *painfully know* may prove total failure in the extrication of a ship for that year, or under the same principle securing for her safe winter quarters *without a crew*.* In order to obviate any excuses amongst the subordinates of want of paper, materials for writing, &c., you will cause your clerk, if you have not time to print, to rule out a certain formula, which is to be duly filled up and carefully covered with other paper before insertion in the cylinder.

Proceedings of
Sir Edward Belcher, C.B.

General remarks.
Temperature.

Time of starting left to judgment of Commander Pullen.

Where is "Intrepid?"

Examine, if possible, depôt at Assistance Bay.

Boat at Cape Hotham.

Line from Cape Hotham to Cape Capel.

Selection of position for "Midway Depôt."

Cape Capel examine narrowly.

Must be satisfactorily sounded.

Leads, lines, gonges, flags, &c.

Paper for notices and tin cylinders.

Proceedings of
Sir Edward Belcher, C.B.

Provision for depôt in casks.

Bread to be previously re-
baked; no dust and full
weight.

Bacon, half. Pork, half.

Fat for fuel taken on charge.

Master of "North Star" to
have a copy of these instruc-
tions for his guidance.

Tents.

Sledges for invalids.

Signals.

To forward parties as they
arrive, and not wait for those
following.
Officer appointed to reside and
command at Cape Hotham.

It will be well to lash the cylinder to the staff. The flag may be torn down by bears, but I have never failed to recover the cylinder. If the precaution be taken of carrying a small supply of tarred duck to place round the joint of the top the bears will not taste it. They even dislike tarred yarns.

14. All provisions intended for depôt should be stowed in small casks, and they should have their heads taken out this autumn, be well charred within, and immediately before packing.

15. Bread should be baked two days before it is packed, and as this is of the *utmost value* to the hungry traveller, I must impress upon you that the weight should be of *dry bread*, and whole, not dust, rather in excess than short.

The grumble of a disappointed stomach is grievous to witness. The bacon is too fat to be used alone. Boil half the quantity of lean pork, and add it to the half proportion of bacon; the fat of both reduced by boiling must be accounted for by the clerk in charge as fuel for travelling.

17. These instructions must be fully impressed on the officer left by you in command, and will be rigidly carried out, either by Commander Richards or myself, when we reach "North Star." You have therefore *principally* to look to the immediate preparation of your own sledge and that of the officers who may have to accompany you up to Cape Capel or Cape Cockburn, as you may deem requisite.

18. The duration of your absence will guide me materially in my arrangements. But it is not at all improbable that *fixed tents* may be established for invalids, and thus relieve the sledges of their weight.

19. Sledges for invalids may also, if other duties permit, be expressly prepared, and left at the nearest depôts to Cape Capel.

20. Established signals may be made during the early part of the spring, when darkness will lend its aid. But no distant signal at a greater distance than seven miles is available by day.

21. The events of the last season, and the experience of Ross and Austin point out how very uncertain the movements of the ice are in the mouth of Wellington Channel.

You will therefore consider it as the prominent feature in all your operations that *no uncertainty shall exist*.

22. That you forward immediately every party that reaches, or pass them on, with the charge "to lose no time in gaining Cape Hotham."

23. There it will be my duty to place some reliable officer to superintend the crossing of the Wellington Channel, and you will not fail to bear in mind that when it may be closed below our present position, that it may to a comparatively late period be safely crossed and relief obtained by a slightly prolonged journey to the "Assistance." As this will not probably occur before June, I think that we shall be prepared before that period.

24. Captain Kellett's letter mentions early in April as his time for reaching Cape Cockburn; but if you should gain no direct tidings of him, and further, if the intelligence which you do receive does not appear to you such as will satisfy the importance of the mission entrusted to you, you will, if duly provisioned, push on to Melville Island and deliver my despatch to Captain Kellett, returning with all possible dispatch with the fullest information.

25. I have endeavoured to be very precise on every matter which might seem to call for decision.

26. I must leave the remainder to your intelligence and zeal, and now commit you to the care of that overruling Providence to whom submission is due.

Given under my hand on board H.M.S. "Assistance," off Cape Osborn, this 16th day of October 1853.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

SIR EDWARD BELCHER'S PROCEEDINGS TO MARCH 1854, off Cape Osborn.

H.M.S. "Assistance," 10 miles N.N.E. of Cape Osborn,
Latitude 75° 32', January 1854.

Sir,

My last communication of the 10th September was despatched to and reached H.M.S. "North Star," and on the 22nd I received their Lordships' communication (printed) of the 11th May 1853, together with copies of orders to the respective officers in command of vessels connected with the Arctic search, &c. Subjects.

At that period, from the frequency of open water, I had not given up the hope of wintering in Union Bay, on the north side of Beechey Island; but the extraordinary stoppage of Lancaster Sound and Barrow Strait, as reported by Commander Pullen, completely frustrated my intention of moving from this very exposed position.

Commander Osborn having produced to me two letters addressed to him from the Secretary of the Admiralty, informing him of his promotion, I have given him the customary order to do duty as additional commander of this ship, as I perceive his name so inserted in the Official Navy List, a step which I trust is in accordance with the intention of their Lordships. Commander Osborn.

These matters disposed of, I trust that I shall further meet their Lordships' wishes by the continuance of my general proceedings since my last.

The accounts of the ice below rendered any movement from hence impossible until a huge floe of 12 feet in average thickness, and nearly half a mile in breadth, was by its release suffered to move off. The winter was fast setting in, we were all firmly frozen in 9-inch ice, and I had commenced my new scheme of fitting, hereafter explained, for the more certain comfort of my crew, as well as that more essential condition, health. But until winter had undoubtedly sealed us I could not consent to the final covering I contemplated.

Repose until the end of September had nearly lulled us into security. The second master of the "North Star" (Mr. Krabbé) had arrived with parcels left behind, and intimation that Commander Pullen would shortly come for final orders. Mr. Ricards, assistant surgeon, returned with him to fill the vacancy of Mr. M'Cormick; Mr. Cheyne for tidal duty at Beechey Island, and our return sledge would bring back Mr. Jones, assistant surgeon, to his proper ship.

Scarcely had these parties started, than a gale from S.E. off shore commenced. The water between Union Bay and this position was reported partially open by Mr. Krabbé, but all sealed beyond. Gale.

On the 10th October I experienced unusual restlessness at the non-appearance of our return sledge, or of Commander Pullen. I felt more anxious about the ice, and from the hill behind us noticed the peculiar dark streak of water or a wide fissure. The ice quarter-master, however, termed it from the crow's nest "Fog."

At 10:30 P.M., the wind having freshened from N.E., and it being right aft for the "Pioneer" whose jib boom pointed between our fore and main-masts, I left orders "to call me if the ice parted at the bows, and take care that the 'Pioneer' did not run into us." Little did I dream that the reality was at hand. Indeed, hardly had I got into bed when the officer of the watch reported, "The ice broken off within a few yards of the bow and the lane opening rapidly."

The hands were turned up, cables bent after very severe labour; for the present use provisions had been crammed into the bows, and hawsers coiled above them on a platform, which much impeded work.

By 2 A.M. the men were allowed to rest. Anchors in ice work are seldom thought of, and after being so firmly frozen in the cables had been unbent as dangerous to handle.

The morning brought a severe snow storm from S.E. Every heavy article, guns, stores, &c., were struck below to give her stability, the lower yards and topmasts struck as low as possible, hatches battened down, and saws and axes ready for cutting away the masts. Snow storm.

Proceedings of
Sir Edward Belcher, C.B.

Their Lordships may possibly think that all these precautions were needless. But no officer or man in the ship (myself possibly excepted) believed she would stand up. I expected to see her on her beam ends, but to "right" again. As our preparations proceeded the weather became worse. Masses of ice were drifting past us, and if we broke out even then the anchor was useless until the surrounding ice allowed it to reach the bottom. To let it go on a floating piece of ice was useless; there it would be suspended and drift with the ship.

It was my first intention to furl the awnings; this would have doubled the danger, and given the wind full power under the boats and every rough surface. They were at present all under one smooth inclined surface, on which the pressure would be negatived by her "customary heel under royals."

About 4 P.M. the ice began to yield, separate into pieces, and the heavy grounded berg pieces to which our stern posts were well secured floated off. Even the beach line was denuded. The ship gained great way before the ice cleared the bow, when the anchor was let go. The careen of bringing up frightened some few who attempted various foolish acts, one of which was to loosen the weather curtain. This fortunately I succeeded in stopping and had it secured. The lurch had been very heavy, and the water to leeward wet the decks. Still she was safe if the anchor held, and therefore I gave her the whole cable in 19 fathoms. She fortunately rode out, but kept "*a heavy list to starboard.*" Fortunately the wind continued more off shore, and prevented many heavy masses of ice from striking us, or parting our cables.

It moderated on the morning of the 13th, and before noon on that day we had regained our position within a berg piece aground in four fathoms, and which had remained firm.

The question now resolved itself in my mind into risk of losing anchors, or risk of greater damage to ship. I therefore moored with reference to the release next summer (should she be saved).

But as the sea was now clear, and our return sledges would inform me of any better position, I determined on having "Pioneer" in readiness; in addition to which I wished to know (from conflicting reports) what I could trust to. It affords me great satisfaction to state that from being unpacked for the winter, the chief engineer reported his machinery together in 16 hours, exactly the time he had computed. It required some further delay of getting up steam, and clearing bottom valves of ice before she was ready for service.

Commander Pullen.

At this moment Commander Pullen was noticed walking along the coast with one man, and as we had now open water a boat was sent for him, and another beyond Cape Osborn to bring up his sledge crew, where he had left them. But his report precluded any better shelter between this and Union Bay now completely blocked by very heavy "*pack ice.*"

I determined therefore for one prominent reason to remain here, that was, "That nowhere between this and Union Bay did the land offer such convenience to a wrecked crew." Here the bottom was soft tenacious clay, but below a most unpromising rocky outline, unless by chance I got *into* some of the bays, of the depth or nature of the bottom of which no one had the slightest knowledge, and the land, if driven on shore, very unpropitious.

Nature indeed, if a westerly gale did not put us well upon the beach, seemed to say "stay here." I therefore veered in to our own draught, having before me the advantage of being well set in the ground end on, which my cables secured, to the possibility of being caught by the broadside, and turned over, or "piled" beyond release.

To the outer large berg I trusted for my main barrier. It would collect all the worst. Commander Pullen had a very narrow escape by being on the floe without a boat. His tent was blown down, and they suffered much from the snow storm which prevented its being secured.

Having fully discussed with Commander Pullen the various matters touching the western division, from which I have no communication, and given him in writing all the necessary orders for his guidance in the spring, and

in the event of not being there myself, or of despatching Commander Richards; and further, such instructions for Captain Kellett as the late orders and circumstances which occurred to my mind as likely to prevail may render expedient; he took leave of me on the 17th, and on the 20th Mr. Grove returned, having met him half way, thus for the season releasing me from further anxiety, excepting for our western division.

Copies of orders will accompany this.

On this 20th day of October we were as much perplexed as to the motions of Nature as we were on the 20th September. The ice had formed around us in a smooth clean sheet to the shore, of a thickness of 9 inches. But a "run of the ice" is at work along the coast; the roar, as of a surf, is heard of the ice buckling up slab over slab, raising an artificial barrier. To seaward the pack is pressing in, twisting, tumbling, piling, and overlying in chaotic confusion. Where it will end God only knows. The ship is far from safe. A saw cut of the width of the ship (free) was sawed with a slight curve to coax her off the near berg pieces aground, and we anxiously awaited Nature's orders as the piling ice advanced to and pressed her bow. Cable was given, and she took her direction with beautiful precision, forcing beneath the floe the entire mass, thus cut and detached, until she had imbedded her sternpost, as I imagine, about 15 inches in mud. Then the cables were stoppered. Nature seemed to coincide with us; enough had been done. The piled ice ceased just at our bows. Environing us by a great arc of 1000 fathoms radius, a complete rampart was thrown up of accumulated ice, resting probably on the ground; within this the "Assistance" and "Pioneer" were gently pressed into yielding unctuous clay, from which, if Nature pleases, they can easily be removed in summer by Nature's own "camels,"—the floe. If I be presumptuous, may God forgive me! But after this visitation with an off shore wind, what could we expect from a N.W. gale with the entire weight of the collected pack at least 50 miles to the N.W.? Would 9-inch ice resist?

Run of the ice.

I landed to look for refuge. To explain my feelings does not come within the scope of official correspondence. But before me lay the beautifully terraced slope rising by ten plateaus to 100 or more feet, not a stone exceeding one pound.

Before me Providence had done all. Slabs of ice of any dimensional surface, and of nine inches thickness, offered the building materials. The order issued—and with the crew I have the honour to command, the wish is nearly completion—spades, carpenter, boatswain—an 80 feet by 20 house is lined out, moulds for the building slabs prepared, saws at work, and before sunset the foundation of that, and an observatory as a flanking bastion, were well in progress, 18 inches being the thickness of the walls. Tents were erected, provisions, &c. landed, and on the 9th November, the anniversary of the birth of the heir apparent, under the British union the health of Her Majesty, "God bless her!" then of the Prince and Royal Family, were drunk with accustomed honours; and the Crystal Palace, named "Albert house of Victoria town," was habitable, and a very comfortable asylum in case of distress.

I should not have vacated until the spring, perfectly assured that aided by coals and the wrecks, we should have been much more comfortable than crammed together on board the "North Star," where several of our invalids could not possibly reach. Here our visitations ceased, and we have not been troubled by any westerly gale throughout the late year. The ice, now four feet three inches, is sufficiently strong (possibly) to withstand any common pressure, yet we have witnessed how fragile that of seven or eight feet is.

The result of the new arrangement is as follows:—

Housing and internal fittings.

Last year, the temperature of the upper-deck throughout, external and internal temperature the same.

Lower-deck.—Constant heavy moisture. Men complained of wet hammocks, coughs, colds, &c.

| | | | | | | | |
|--------------------------------------|---|---|---|---|---|-------|---------------|
| This day, the external air | - | - | - | - | - | -54 | January 20th. |
| the deck | - | - | - | - | - | -22.5 | |
| Condensor, upper deck, main hatchway | - | - | - | - | - | +32 | |
| Lower-deck, main-mast | - | - | - | - | - | +49 | |

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Beams where the crew live dry, decks dry and very comfortable. Bows given up to artificers. Moist condensation just outside gun-room and main-mast.

Derived from wrecks.

The materials for executing this service are totally insufficient; had they been available, a surprising improvement must have resulted.

But had the vessels been so fitted in England, and so *sailed*, the exposure on an even keel above the gunwale would have been 36 yards of surface. Secondary fittings easily stowed within.

Died, George Harris. A.B.

On the 10th January, George Harris, A.B., doing duty in the "Pioneer," died from scorbutic affection, having been 198 days on the sick list. This man, from my own observation, seemed determined to resist recovery, and was a most troublesome patient as regarded constant attention from the medical attendant.

After repeated conversations with my able friend Commander Richards, he being also an old shipmate with Captain Kellett in the "Starling" under my command, I determined on sending him forward to the "North Star" with six sledges from this, to be reinforced by two more from that vessel. They were ordered for service on the 13th February, and two under his orders started on the 22d, at the rise of temperature.

Two more with Lieutenant May advanced on the 28th, and the remaining pair under Mr. Grove will move at the next propitious moment.

As the situation of this ship is far from safe, I have packed all documents, collected the private journals, &c., and transmitted them for safety to Beechey Island. Our persons, therefore, as well as the instruments, chronometers, &c., must remain to the last moment, or until their Lordships decide upon further movement.

By the instructions furnished to Captain Kellett, as well as to Commander Richards, their Lordships will be fully apprized of the definitive orders which appear to me requisite for the movement of the western division. Of two things we cannot be secure, the safety of the ships and crews. Of the latter, singly, if it has pleased Providence to spare them, we have the utmost confidence; they can as easily reach the "North Star" as our party sent there to convey my decision.

I shall endeavour, if my health permits, to repair to the "North Star," and there conduct in person the necessary arrangements for the assemblage of so many persons, as well as to be in readiness to act instantly and vigorously, on any further commands which their Lordships may send in July next, despatching at once to England one vessel at least with those who are no longer effective here.

It is not impossible, should my health permit, that before that period I may be found by the relief vessels near Cape Warrender, where I have some idea that the Esquimaux will repair this season, and may have other papers to sell than those taken from our own cairns.

Although I fear that the crews of the vessels under my orders are not, after the travel of two seasons, fit to encounter a third winter, still, if volunteers should come forward from the relief vessels, I should man one of the tenders, and give her instructions to winter at Pond's Bay or Remesok (Clyde), and endeavour to determine from the natives whether any white men in boats wintered on their coast. The information derived from Commander Inglefield will, I trust, clearly indicate to their Lordships my belief that from the natives alone can we hope for any ultimate tidings of the fate of our missing countrymen.

Died Isaac Barnett, capt.
m. top

On the 28th January Isaac Barnett, captain of the maintop, who was sent back from travelling in May last from the north-east division with swelled ankle joint, departed this life suddenly. Being of a scrofulous tendency disease of the bones of the foot ensued, and he became a cot patient. He remained, cheerful, but inaction, confinement, want of light, &c., brought on scurvy, effusion on the chest, and thus terminated the third life in this division.

At the commencement of the winter I had the "Pioneer," being lofty and susceptible of greater temperature if required, fitted as the hospital. The sick, therefore, were not incommoded by noise of carpenters, and were attended by Dr. Lyall and Mr. Jones, assistant surgeon. Every comfort,

increased rations, &c., have been issued, but a generally impaired digestion amongst a small portion of the crew calls for very minute attention.

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The most important article in their diet, and which *far exceeds* all the other vegetables, is the desiccated cabbage supplied by Masson (French). In private consumption his spinach, beans, pease, asparagus, &c., even surpass the former. His dried apples also are superior to the Normandy pippin, which, in our cases, are deficient in acidity.

Thus far I have carried up my proceedings in the event of my being unable to reach Beechey Island. But I trust from thence to send a more favourable continuation of the general proceedings of the entire squadron.

I have, &c.

EDWARD BELCHER,

Dated 10th March 1854. Captain commanding the Arctic Squadron.

No. 7.

SIR EDWARD BELCHER, C.B., Captain commanding Arctic Searching Squadron, to the SECRETARY OF THE ADMIRALTY.

Sir, H.M.S. "Assistance," 10th March 1854.

HEREWITH I inclose the following numbers for the elucidation of my last No. 1:—

- No. 1, Orders to Commander Richards, 15th February 1854.
- 2, Orders to Commander Pullen, 15th February 1854.
- 3, Orders to Commander Pullen, 15th February 1854.
- 4, Orders to Commander Pullen, 15th February 1854.
- 5, Orders to Lieutenant Cheyne, 15th February 1854.
- 6, Orders to Lieutenant May, 15th February 1854, sent by Commander Richards on 22d February.
- 7. (1st part.) Orders to Commander Pullen, &c., &c.
- 7. (2d part.) Notices, &c.
- 10. Extension of cachettes, and advance of Search from the "Assistance" Division, 1854.
- Copies of other Orders ordered to be forwarded by Commander Pullen from Beechey Sound.
- 11. Copy of confidential Letter to Captain Kellett.

I have, &c.

EDWARD BELCHER, Commander.

No. 1.—ORDERS to Commander RICHARDS, 15th February 1854.

By Captain Sir Edward Belcher, C.B., commanding the Arctic Searching Squadron, &c. &c.

1. HAVING selected you for the very important command of the division connected with the western search from Beechey Island, &c. You will repair forthwith to the "North Star," where Commander Pullen has been instructed to afford you, not only every possible assistance in your equipment, but also to accompany you and to receive from you his ultimate instructions as in the inclosed packet directed to him.

2. You will demand in writing all stores which you may require from his vessel; and he is required to man three sledges (commanded by himself, Lieutenant Cheyne, and his mate or second master, or as may to you appear most advisable.

| | | |
|------------------|----------|----|
| 1 commander, | 10 men - | 11 |
| 1 ditto, | 8 " - | 8 |
| 1 second master, | 10 " - | 11 |
| | | — |

3. To Lieutenant Cheyne independent of my special instructions to him, you will give the command at Cape Hotham, or as circumstances may arise either to him or Lieutenant May.

| | |
|----------------|----|
| Lieut. Cheyne. | 30 |
| C. Hotham. | |

The post is important, and without any regard to seniority (or rank) it must be maintained by the most efficient you can select before you finally quit Cape Hotham on your return.

4. The sledge force from this ship will include six, with three from the "North Star," amounting in all to 87 men, with 4,030 rations, the distribution of which is set forth in the accompanying tables.

| | | |
|-----------|-------|---------|
| 9 sledges | - - - | 87 men. |
| Rations | - - - | 4030 |

5. The period of starting from the "North Star" must be governed by circumstances connected with temperature. Men who have to undergo the extended travel to which your crews will be subject must not be exposed to frost-bites. And I cannot perceive how they can safely take the floe before the termination of the 10 first days of March.

6. It is a puzzling question to arrive at any precise period of parallel temperature. The guess of last year, although exact in every essential point, does not appear to conform this season to the general deduction resulting from the reports of my predecessors.

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Assistance Bay
630 rations.

Nevertheless, I will advise you to quit on the first decided rise of temperature after the 10th of Mrch, and to nurse your crews from that date until the 23rd, after which I consider asolute winter at an end, and spring suddenly to commence.

7. Your first position will be the east point of Assistance Bay, where Captain Kellett deposited 630 rations, less probably by 130 taken by the sledge crew which passed to the "North Star." 500 therefore may remain to be examined by the relief parties following your traces.

8. Having reached this position you will at once be able to discover whether the "Intrepid" has been in the neighbourhood, or left any record of her movements, or those of "Resolute."

9. If any traces be there found, of course it will interfere in some measure with your westerly journey, unless the "Intrepid" alone has progressed.

10. If the "Intrepid" has left records of her easterly advance, then the orders to Commander Pullen, Lieutenants May and Cheyne must be vigorously carried out.

11. Your precise duty is, to find Captain Kellett; to deliver to him the accompanying instructions, furnish him with every information he may require, and return to me with all possible despatch.

12. During your journey to the "Resolute," you will *decide* on the most appropriate positions for depôts.

At present the islands appear to furnish the most direct lines. But you must take into consideration that as spring advances they may become surrounded by water and access barred. It will therefore be incumbent on you to fix upon decided points where the crew of "Investigator" or Captain Kellett may be *certain* of finding supplies, without disturbing those especially set aside for the relief of our distressed countrymen.

1000 rations; near Alison's
Inlet.

13. Captain Kellett's second *cache* appears to be "about three miles west of Alison's Inlet; and at present probably consisting of 1,000 rations. However, it is probable that Captain Kellett, being detained near this spot, landed the provisions. You will examine the spot, and if necessary, after releasing Lieutenant May at C. Cockburn, desire him to leave instructions for its removal to Cape Cockburn.

14. All the depôts for the return parties should be on the main land so as not to involve any water risk.

15. Captain Kellett will of course make good the depôts for any who may follow up his traces up to Cape Cockburn. To that point I shall direct our main supplies to be pushed.

16. On your outward route it will very much conduce to the comfort of the travellers, as well as to their speed, if you designate four distinct points between Cape Cockburn and Assistance Bay as *caches*, (for you must consider them to be laden with documents, instruments, &c.) Say C. Cockburn, Frazer Point, Cape Rosse, and the eastern point of Assistance Bay. These will *insure* safe in-shore travelling, even if the water makes.

Cape Cockburn,
Point Frazer,
Cape Rosse,
Assistance Bay, } Depôts.

17. On reaching Cape Cockburn on your return, you will give such directions to any officers commanding sledges as may appear to you likely to aid the advance of the weak or invalids either of "Investigator" or "Resolute." If it be possible, I think that one large sledge with provisions up to Byam Martin Island might be very grateful to the retreating crews. But these remarks apply more directly to the sick and feeble, particularly to the crew of the "Investigator." They must form the first division.

18. The second will, of necessity, have to remain until the final necessary duties have been completed, and as they will advance, forming *caches* up to Byam Martin Island, you will assure them of all necessary supplies from C. Cockburn, easterly.

19. I now arrive at a more difficult question. That is the probability of finding, before you reach Cape Cockburn, information of the movement of Captain Kellett last season, and of the unaccountable non-appearance of "Intrepid."

20. My general measures have been adopted to meet this peculiar matter. Commander Pullen is instructed to cross the channel to Cape Bunny, and to move on to Port Leopold.

21. You will then have to select such a route as will deviate completely from that pursued by him, taking probably that intended for Lieutenant May, and you will give him one over a deviating line, but ensuring the visit of two or more officers to Cape Bunny, where I intend to establish the southern turning post, and divert any travellers from Captain Collinson to Beechey Island, instead of the misery they must inevitably encounter at Port Leopold.

22. In this latter part of your instructions you will have to bear in mind that you are seeking persons in all probability in want of sustenance, and therefore no question of expeditious travelling must be suffered to interfere with the full load of provision which may be available; and you must also bear in mind my object of placing on Cape Bunny, on the eastern side of Peel's Straits, a large *cache*, in the event of Captain Collinson coming up that channel, or calling at Cape Walker, on a northern march.

Especial sealed notices will be supplied for that branch of the searching division.

23. By the accompanying table you will understand my final arrangements, by which the entire southern lines will be traversed by Commander Pullen, Lieutenant May, and possibly by Lieutenant Cheyne.

24. Your provisions have been increased in bread and meat, under the conviction that on this second season men should eat all that appetite can render salubrious. Indeed it must be excited by herbs and other adjuncts supplied. I cannot therefore urge more than the preservation of all which is not consumed.

25. This does not apply to spirits; my own experience satisfies me that the men are enervated even by their present allowance, and immediately after it is drunk are not fit for undue exertion. It is possible that it may not injure them before sleeping; but its entire loss would not grieve me.

26. I now arrive at a subject which I would wish to avoid; but the duty I have to perform renders it imperative. I have to report "instanter" my proceedings:

Under my former orders, unfortunately those of my predecessor, I enjoined "journals within a reasonable period after return." In some few cases these were sent in. But that order, or rather request (for it has not been responded to as an order) I shall supersede. The custom of the service requires "copy of log, track chart, and report of proceedings." This will enable me to execute my duty, and I decline receiving any further "journals," for which I shall have full reasons to give to my superiors should they require them.

27. You will therefore, on your return, furnish me within 48 working hours with your report of proceedings, track chart, or the one you made use of, and explain verbally any matters I may not then ask for in writing; but your journal of proceedings you will prepare for their Lordships. With matters concocted on board I have nothing to do; it belongs to your private journal. The idea of waiting three months for a report of proceedings is too absurd, unless where daily verbal explanation has put me "*au courant*" with all that I required.

28. You are furnished with copies of my former orders to Captain Kellett as well to Commander Pullen, by which you will be guided, when not me, by these instructions. You have also my final instructions of this date to Captain Kellett. These cannot be sealed at present, as they must in some degree guide you, but you will consider them as confidentially open to you and seal them before you deliver them to Captain Kellett.

29. My general orders respecting notices and cairns you will carry out, and without reasons to be explained, those relating to the commands of sledges will of course be observed.

30. You will in the full spirit of the instructions draw up, during your detention at the "North Star," such further hints for the officer left in command as may prevent any possible mis-conception of the duties intended. I will further send especial orders by the next division as to the second journies of the sledges to Assistance Bay.

31. Every possible facility has been afforded to you for the most perfect equipment of the sledges placed under your direction; and having full confidence in you, and that your energy will be fully adequate to the arduous service entrusted to your command, I now commend you and your gallant companions to the care of the great Disposer of events, praying earnestly that your return in safety may be attended with the welcome intelligence of the well-being of Captain Kellett's division.

Given under my hand on board H.M.S. "Assistance," this 15th day of February 1854, in the Wellington Channel.

EDWARD BELCHER, Captain, &c. &c.

Commander Richards, H.M.S. "Assistance."

No. 2.—ORDERS to Commander PULLEN, 14th February 1854.

By Captain Sir Edward Belcher, C.B., commanding the Arctic Searching Squadron.

LOOKING to the possibility of Captain Collinson's advance by some of the eastern channels, and that he may seek Port Leopold, by Cape Bunny, Cape Rennell, I have deemed it necessary to entrust you with the duty of making the double examination for any traces of our own squadron, and of placing proper notices at all the leading stations in connexion with Port Leopold, which may afford timely notice to any travelling parties, and divert them from seeking Port Leopold.

Towards Cape Cockburn you will accompany Commander Richards in the advance, as far as Assistance Bay, in the chart. Before you reach that position, you will have obtained some clue as to the proceedings of the western division.

At all events, your line thence to the south point of Griffith's Island (30 miles) will cut a traverse which will be satisfactory, if it should happen that the "Intrepid" tender took a southerly course.

Proceedings of
Sir Edward Belcher, C.B.

At Cape Bunny it is possible that Captain Collinson might have touched last season, and may now be, with expectation damped, at Port Leopold. Our means, unfortunately, were not adequate to this examination, a question however not overlooked by me, and to which Captain Kellett's letter to you pointed. But the arrival of Mr. Kennedy in the autumn of 1852 released me of the anxiety for that year.

But search must be made this season, the last which may possibly be within my province. It must be well and truly done, but at the same time not with any degree of rashness or undue exposure of the men under my command.

At Cape Bunny some trace must be apparent of any visit. This becomes the turning post of that channel, and there you will cause your heavy sledge to leave supplies to sustain the traveller across to Assistance Bay.

You will deposit my sealed papers there, and erect a conspicuous cairn, with every information you may collect for the officer who succeeds. But all letters or notes for me must be directed on service, and sealed. I do not consider the best interests of this expedition advanced by discussion of correspondence between the seniors commanding.

From Cape Bunny you will advance to Cape Rennell (31 miles), and there, undoubtedly, if the party missed Cape Bunny, some decided mark would be left; still no *doubt* must *exist*, no loophole be left for cavil hereafter.

If the state of the ice admits you will visit Port Leopold, leave behind one of the sealed papers; and return to Cape Rennell, unless it should be your conviction that you could more easily reach the "North Star," a distance of 40 miles.

The entire distance to be travelled amounts to about 228 miles less than your journey last year to Cape Beecher, at a much earlier date. Taking the low average of six miles *per diem*, this will occupy thirty-eight days; so that I may expect your important report on the 17th or 18th of April, long before we can anticipate any movement of the ice.

If Commander Richards should fall in with any traces of "Intrepid," either at Assistance Bay, or beyond, you will be guided by communication with him as to making a direct course by the south end of Griffith's Island to Cape Bunny from Assistance Bay, or from Browne's Island to Griffith Island and Cape Rennell.

But should Commander Richards thus lead you to avoid Cape Bunny, a most important point, I can only concede it to the certainty of *two officers* in succession visiting and forming an *adequate depôt* on Cape Bunny.

Upon the subject of journals I must impress upon you the necessity of rendering to me, within forty-eight hours after your return, an official account of your proceedings, and as I am pretty well conversant with the materials of "notes taken on the spot," those covering thirty-eight days cannot, by anything interesting to me, occupy more than eighty hours, just half the time required for 300 heavy pages. Your private journal (for the information of their Lordships) you can embellish on your return. What I require is merely the materials afforded in a despatch—"the information from an intelligent officer." This, with some chiefs, is gathered *instanter viva voce* (in warmer climates). You will find me at the "North Star" before your return, where I shall probably await the arrival of the vessel from England, and direct the main proceedings.

Before quitting the "North Star," you will concert with Commander Richards very definite instructions for the officer left in command, and see that he fully comprehends his position.

You will instruct your "clerk in charge," to draw out definite papers for victualling and depôt, (separately) so that the packed depôts shall not be molested.

You will leave for my information and use, sealed up, all originals, as well as copies of documents entrusted by me *confidentially to you*, for transmission to England.

And commending you now to the care of an all-wise Providence, I shall earnestly pray for your success, as well as safe return, with those associated with you.

Given under my hand, on board Her Majesty's Ship "Assistance," Wellington Channel, this 15th day of February 1854.

EDWARD BELCHER, Captain.

No. 3.—ORDERS to Commander PULLEN, 14th February 1854.

By Captain Sir Edward Belcher, C.B., commanding the Arctic Searching Squadron.

HAVING directed Commander Richards to repair to the "North Star," and there victual and commence his journey to the westward.

It is my direction that you comply with the demands of Commander Richards so far as the articles on board, or in charge of the "North Star," can be available for the service. But this does not apply to any of the recent supply of extra clothing, and other supplies brought out by the "Phoenix" (and which do not pertain to the ships or tenders); they are to be kept for my special order, and in *no manner* to be *interfered with*.

You will provide three sledges (two of eleven and one of eight persons) for service, whenever Commander Richards may deem fit.

The first will be commanded by yourself on the service set forth in my instructions ; the second by Lieutenant Cheyne ; the third by your mate or second master, as may be arranged by Commander Richards. The entire division will be under the direction of Commander Richards, until he separates near Griffith Island.

Your especial route is set forth in the annexed orders, which may probably be completed much within the tardy pace which I have allotted, viz., six miles *per diem*.

You will furnish Commander Richards with your most complete team of dogs, to enable him to pursue in the small sledge his most arduous journey.

I enclose a distinct order for the master to take charge during your absence, and you will instruct him in the forms which he will be required to observe during these sledge operations.

Given under my hand, on board H.M.S. "Assistance," this 15th day of February 1854.

To Commander Pullen, EDWARD BELCHER, Captain.
H.M.Ship "North Star," Beechey Island.

No. 4.—ORDERS to Commander PULLEN, 15th February 1854.

General Orders to Sledges ; for Officer at "North Star."

1. On the return of the "Reward," Mr. Pym will be revictualled, and is hereby required to return with all despatch to the ship.

2. The "Dauntless," Mr. Grove, mate, forty-eight hours repose, to be completed with 550 rations ; twelve days deducted for crew (loose), the remainder in packages for depôt (bread in casks) ; to return to Cape Assistance ; carefully stow depôt ; return to "North Star," and on to ship ; dates back ; expected at ship on 24th April.

5 April or earlier.
2 days' rest.
6 forward.
5 back.
—
18 April.

3. The "Success," Mr. Herbert, mate ; on return to be allowed forty-eight hours' repose ; revictualled similar to "Dauntless," to perform similar duty, returning to ship on the 3d. May. Return to "North Star," 15th April, + 2 + 6 + 5 + 5 = 3 May.

4. The "Lady Franklin," Lieut. May, will return to "North Star," and if no orders to the contrary have arrived, to come on after forty-eight hours' rest to the ship.

5. Mr. Shellabear, on his return to "North Star," will load to 550 rations, and deposit the same quantity at Assistance Bay as the "Success" has done, taking simply the same number of hours.

The above orders are to be implicitly obeyed by the several officers to whom they apply,—as No. 1. Mr. Pym, mate.

- 2. " Grove, "
- 3. " Herbert, "
- 4. Lieutenant May, "
- 5. Mr. Shellabear, second master.

EDWARD BELCHER, Captain commanding
Arctic Searching Squadron.

H.M.Ship "Assistance."
15th February 1854.

You are hereby required to furnish each officer with a copy of the order under his number, countersigned as a true copy by yourself, and to cause the officer to sign the receipt of the same, returning this paper to me when so completed.

Given under my hand on board H.M.Ship "Assistance," in Wellington Channel, this 15th day of February 1854.

EDWARD BELCHER, Captain commanding
Arctic Searching Squadron.

To Commander Pullen, or officer left in
command of H.M.Ship "North Star."

No. 5.—ORDERS to Lieutenant CHEYNE, 15th February 1854.

By Sir Edward Belcher, K.C.B., &c., Captain of H.M. Ship "Assistance," commanding the Arctic Searching Squadron.

HAVING directed Commander Richards to apprise you for duty, you are hereby required to accompany the general division to Assistance Bay, where you will remain and superintend, by proper documents furnished to you by the clerk in charge of H.M.S. "North Star," the completion of provisions up to the moment of separation. As your services then cannot, as far as I can contemplate, be called into play, you will take upon your sledge rations for nine days, make the circuit of Griffith Island, and examine carefully for any traces of the "Intrepid," "Resolute," or any of Captain Collinson's crew, who may have attempted reaching Cape Hotham.

72 rations.

On returning from this duty you will take 320 rations with one of the marquees, and establish your head quarters at Cape Hotham, forwarding all sledges which may pass you (completing your depôt up to 800 rations from them by portions as will be allotted), and reporting by those travelling to the "North Star" your general proceedings.

320 rations.

On the return of Commander Richards he will give you such orders as the service may require, but unless replaced by him you will continue to aid the parties seeking the "North Star" until the arrival of Captain Kellett, who will probably bring up the rear and release you from further duty.

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Proceedings of
Sir Edward Belcher, C.B.

The parties which arrive from "Investigator" or "Resolute" are not on any account to be delayed, but every aid and assistance afforded by your party, even if but two should remain with you (they will of course rejoin immediately).

A very conspicuous mark or cairn should be established before leaving Cape Hotham, and full information left, to be completed by the *last senior officer* before finally quitting it.

Captain Kellett mentions a boat, complete, and some provisions; these should be examined and reported on.

I have directed Commander Richards to furnish you with additional instructions relative to the aid you are to supply between Assistance Bay and Cape Hotham, as well as to any other duties which he may consider you should pursue during the necessary blank which will intervene, until some final intelligence reaches.

Given under my hand on board H.M. Ship "Assistance" this 15th day of February 1854.

EDWARD BELCHER, Captain.

Lieutenant Cheyne, H.M. Ship "Assistance,"
(sent to "North Star").

No. 6.—ORDERS to Lieutenant MAY, 15th February 1854.

By Sir Edward Belcher, Kt., C.B., Captain of H.M. Ship "Assistance," commanding the Arctic Searching Squadron.

HAVING been selected to accompany Commander Richards to Cape Cockburn, on his journey to Melville Island, you are hereby directed to place yourself under his command and obey all orders which you may receive from him on the aforesaid route.

On your separation from Commander Richards he will indicate on this document, to be presented to me on your return, any deviations he considers it necessary to direct, owing to altered views of the service entrusted to him, but should no alteration take place, you will, having left behind at C. Cockburn 243 rations, quit Pt. Frazer with 198 rations, making a direct course for Cape Walker, and grazing the islands Garrett and Lowther, on their western extremes, very carefully looking out for any traces of the visits of any of our western division. From Cape Walker you will make a direct course for the southern end of Griffith Island, and thence on to Assistance Bay—complete to five days—and, calling at C. Hotham, return to the "North Star," and there await further orders.

Examine the islands, and make sketches as to their true form—any harbour, &c. &c.

On arrival at the "North Star" you will be immediately victualled for further service by special orders issued by me either for your return to Assistance Bay or to this ship, as occasion may require.

Committing you and your companions to the protection of the great Disposer of events, and with the earnest prayer that your exertions may be crowned with success, I have only to enjoin the strictest care of your crew.

Given under my hand on board H.M. Ship "Assistance" this 15th day of February 1854, Wellington Channel.

EDWARD BELCHER, Captain.

No. 7. (1st part.)—Sir EDWARD BELCHER, Captain commanding Expedition,
to Commander PULLEN.

LOOKING to the possibility of Captain Collinson's advance by some of the eastern channels, and that he may seek Port Leopold by C. Bunny, C. Rennell, &c., I have deemed it necessary to entrust you with the duty of making the double examination for any traces of our own squadron, and of leaving proper notices at all the leading stations in connection with Port Leopold, which may afford timely notice to any travelling parties, and divert them from seeking Port Leopold towards Cape Cockburn.

You will accompany Commander Richards in the advance as far as Assistance Bay. Before you reach that position you will have obtained some clue as to the proceedings of our western division.

At all events, your line from thence to the south part of Griffith's Island, 30 miles, will cut a traverse which will be satisfactory if it should happen that the "Intrepid" tender took a southerly course. At Cape Bunny, it is possible that Captain Collinson might have touched last season, and may now be with expectation damped at Port Leopold. Our means unfortunately were not adequate to this examination, a question, however, not overlooked by me, and to which Captain Kellett's letter to you pointed. But the arrival of Mr. Kennedy in the autumn of 1842 released me of this anxiety for that year.

But search must be made this season, the last which may possibly be within my province. It must be well and truly done, but at the same time not with any degree of rashness or undue exposure to the men under my command.

At Cape Bunny some trace must be apparent of any visit. This becomes the turning post of that channel, and there, after you will cause your heavy sledge to leave supplies to sustain the traveller across to Assistance Bay, you will deposit my sealed papers there and erect a conspicuous cairn, with every information you may collect for the officer who succeeds. But all letters or notes for me must be

directed on service and sealed. I do not consider the best interests of this expedition advanced by discussion of correspondence between the seniors commanding.

From Cape Bunny you will advance to Cape Rennell, 31 miles, and there undoubtedly if the party missed Cape Bunny some decided mark would be left; still no doubt must exist—no loop-hole left for cavil hereafter. If the state of the ice admits, you will visit Port Leopold, leave behind one of the sealed papers, and return to Cape Rennell, unless it should be your conviction that you could more easily reach the “North Star” (a distance of 40 miles).

The entire distance travelled amounts to 228 miles, about 40 less than you travelled last year to Cape Beecher at a much earlier date. Taking the low average of travelling at six miles, this will occupy 38 days, so that I may expect your important report on the 17th or 18th April, long before we can anticipate any movement of the ice.

If Commander Richards should fall in with traces of “Intrepid,” either at Assistance Bay or at Browne’s Island, you will be guided by communication with him as to making a direct course by the south end of Griffith Island to *Cape Bunny* from Assistance Bay, or from Browne Island to Griffith Island and *Cape Rennell*.

But should Commander Richards thus lead you to avoid Cape Bunny, a most important point, I can only concede it to the *certainty* of two officers in succession, visiting and forming an *adequate depôt* on Cape Bunny.

Upon the subject of journals I must impress upon you the necessity of rendering to me within 48 hours after your return an official account of your proceedings, and as I am pretty well conversant with the materials of notes taken on the spot, those covering 38 days cannot, by anything interesting to me, occupy more than 80 hours, just half the time required for 300 very heavy pages. Your private journal for the information of their Lordships you can embellish on your return; what I require is merely the materials for affording in a despatch the information from an intelligent officer. This with some chiefs is gathered instanter, “*viva voce*” (in warm climates). You will find me at the “North Star” before your return, where I shall probably await the arrival of the vessel from England, and direct the main proceedings.

Before quitting the “North Star,” you will concert with Commander Richards very definite instructions for the officer left in command, and see that he fully comprehends his position.

You will instruct your clerk in charge to draw out definite papers for *victualling* and *depôt* separately, so that the packed depôts shall not be molested.

You will leave for my information and use, *sealed up*, all originals as well as copies of documents entrusted by me *confidentially to you*, for transmission to England. And commending you now to the care of an all-wise Providence, I shall earnestly pray for your success as well as safe return, with those associated with you.

Given under my hand on board H.M.Ship “Assistance,” Wellington Channel, this 15th day of February 1854.

(Signed) EDWARD BELCHER, Captain.

Commander Pullen,
H.M.Ship “North Star,” Beechey Island.

W. J. S. PULLEN, Commander, to Captain Sir EDWARD BELCHER, Kt., C.B., H.M.
Ship “Assistance,” commanding Arctic Squadron.

Reporting Proceedings to Port Leopold and back.

Her Majesty’s Ship “North Star,”
Beechey Island, 28th April 1854.

Sir,

HAVING now so far recovered the use of my sight since my return from the duties you ordered me on, I am enabled to furnish you by this first opportunity of communicating the details of my journey to Port Leopold.

(2.) After Mr. Shellabear leaving me, as before stated in my letter of the 18th instant, half a day’s journey south of Cape Hotham, I travelled over smooth floe, passing over small ridges of apparently young ice forced into hummocks by pressure, and got into the land of North Somerset on a clear lead, at the time going direct for Port Rennell, but, as I before stated, it being hazy at the time, deposited the notice at what I considered the most conspicuous point to the eastward, as shown in my track. In fact I considered I had got to the eastward of the real point.

(3.) I now proceeded eastward along the land, and the travelling rather hummocky and tedious our progress was not so rapid; however at 11.30 A.M. of the sixth, I arrived at Port Leopold.

(4.) My first object was to examine into the state of the provisions, stores, &c., which appeared to me to be in rather a confused state, with many empty casks lying about, which service fully occupied me until noon of the 8th, and on opening some of the casks I found the provisions in a very bad state. The brine in the salt provision casks was in hard and solid masses, and the pork very yellow, one piece of which I boiled was hardly eatable. One cask of bread opened was damp and greatly mildewed; tea, peas, barley, suet, and chocolate good; vinegar, flour, and sugar I

did not open, as the latter can hardly have suffered; but the cask of sugar which Mr. Kennedy speaks of as having been opened by the bears was a short way under the upper surface good. Cranberries, pickles, and lime juice casks open and their contents lying about in all directions. One cask I saw marked on its head "blanket bags," but on turning it over it was found to contain old newspapers, and the number I made on counting was 272 full and 10 empty, making the whole 282, being 22 short of what Sir James Ross's lists gave.

(5.) There was only the skeleton of the frame of the house remaining, *all* the covering, &c., torn down and to pieces, and I could only find sufficient remaining to hang up at one corner, under the lee of which the tent was pitched.

(6.) The coals were all buried under the snow, the coke in bags only partially, but apparently short as to quantity. I had no means of ascertaining. I used some of it for the purpose of thawing and drying our blanket bags, for they were more like two deal boards than anything I can compare them to on reaching that place. In fact I consider it was the means of averting much sickness, all the sleeping gear being in such a state from the severe weather that it was a difficult job to make use of it.

(7.) The preserved meats were all of Mr. Goldner's supply, and I must do him the justice to state that out of 12 or 14 I opened only one was bad. They, however, seemed short of weight.

(8.) The boat appears to be in rather a precarious position, rather too close to the point, upon which there has been forced a great deal of ice, and one piece, 30 or 40 feet high, looks as if it would almost fall into her. It is possible that the point may have given way somewhat. The steam engine is close to, and apparently uninjured.

(9.) When I first saw the open water outside Port Leopold I could hardly conceive that it could really be other than land lightly covered with snow, but on getting close saw immediately what it was. Throwing stones in it showed there was a very light covering of ice at the time forming in the calm still weather, but not sufficient to prevent a seal swimming about, who looked at me with as much astonishment as I did at the large space of dark surface before me. This was the afternoon of my arrival, the sixth; the three following days it blew fresh, so that on Monday, the tenth, the day I came away, being calm and fine, I saw more of it than I had previous, that dense vapour generally lying over it having somewhat dispersed. One of the great northern divers was seen passing over this water flying south.

(10.) I could find no tallow, which we were much in want of; from having had so much wind on our outward journey our stock was all expended but 5lbs. I, however, took a little oil, but what I found in the cask was very far short of what is given in the lists. I also took about 25lbs. of biscuit and a case of pemmican, thinking that I might have to keep well to the westward from seeing so much open water.

(11.) After having removed nearly every cask that I could find, partially clearing the snow out of the boat, copying all notices I found there, copies of which I inclose, leaving your notices and a flag attached to the signal staff still standing, I commenced my return on Monday the 10th of April, keeping close along shore inside the hummocks towards Cape M'Clintock, passing over the narrow neck of land both going and returning. In fact, I hardly think we could have got round Cape Clarence by reason of the water.

(12.) The second day I was detained after 10 A.M. by a heavy gale, which breaking early on the morning of the 12th, I was again able to proceed, but much to my chagrin, not very far. All the morning I had felt very unwell, when, on getting a little beyond Cape M'Clintock at 11.30, I was so ill that I could not move any further, obliged to pitch the tent and get into my bag as fast as possible, just at the time too when a fair wind was springing up. This was the second time I had been so similarly attacked and obliged to stop (very acute rheumatism), and I now gave up all idea of going further west; therefore resolved on making the best of my way to the ship as soon as I recovered.

(13.) All the following day it blew a gale from south, veering occasionally to S.E., causing a very heavy snow drift, when, on the morning of the 14th, it moderated so much, and the wind swerved to the west, being somewhat recovered, that I was enabled to proceed, and make for the northern shores of Barrow Straits. About noon, however, another gale came on, just before I had cleared the first ridge of inshore hummocks, which completely belted the shores of North Somerset, east from Rennell, nearly the whole way to Port Leopold, and we were once more detained until the next morning, which coming in fine, I moved on, and at 6.30 P.M. of the evening of the 17th I got into the land a short way east of Cape Riley, reaching the ship the same evening, as mentioned in my former letter.

(14.) In my journey across to Cape Hotham the ice generally was apparently of young formation, such that would soon break up, except that immediately along the shores of Cornwallis Island as far as I saw, and round Beechey Island. That, especially the latter, and on its southern shore, which I know for certainty to be the heavy stuff driven there by the gale of September 1852, I have seen but little

old ice in Barrow Straits, and coming from Port Leopold, after getting over the first belt and heaviest hummocks, all the remaining journey was smooth floe, crossing narrow belts of small hummocks, occasionally formed of young ice by pressure from either wind or current. Among these hummocks there was quantities of soft snow, such as I found it at the same time last year in those channels between the islands in Wellington Channel.

(15.) Accompanying this I forward a trace of my route, with a copy from my daily notes of the temperatures morning and evening; also a copy of the notices left.

I have, &c.,
W. J. S. PULLEN, *Commander*.

(Signed)

| | | Detention on Route : | Dys. Hrs. | |
|------------|---|---------------------------------------|-----------|--|
| Going. | { | From ship to Cape Hotham | - 2 5 | by gale. |
| | | Cape Hotham to land of North Somerset | - 1 4 | ditto. |
| | | Eastward to Port Leopold | - 1½ 0 | by illness. |
| Returning. | { | At Port Leopold - - - | - 3½ 0 | } gales, and examining into state of provisions. |
| | | Port Leopold to ship - - - | - 1 5 | |
| | | And - - - - - | - 1½ 0 | by illness. |
| Total | | - - 9 6 | | |

Eight to nine hours, including stoppages for lunch, has been my usual travelling daily.

TEMPERATURES taken in travelling to PORT LEOPOLD and back, between the 18th March and 17th April 1854.

| Date. | Generally at | | Remarks. |
|------------------|--------------|--------|---|
| | 8 A.M. | 7 P.M. | |
| 18th March 1854. | — | -23.5 | Wind fresh all night from N.W. |
| 19th " " | -26 | -29.5 | At 5 p.m, gale came on from N.N.W. ; much drift. |
| 20th " " | -31 | -32 | Gale and heavy drift (stopped all day). |
| 21st " " | -28 | -30 | Wind moderate from N.W. |
| 22d " " | -30 | -31 | Fine, wind N.W. |
| 23d " " | -29 | -28 | Strong wind, much drift (stopped all day). |
| 24th " " | -29 | -24 | Strong wind N.N.W. ; no moving until 11 a.m., when the wind lulled, and we were enabled to travel until four, when gale up again. |
| 25th " " | -24 | -27 | Fine morning, strong breeze in afternoon ; wind N.N.W heavy drift. |
| 26th " " | -23 | -28 | Fresh breeze from W.N.W. ; sent Mr. Jenkins back with disabled men ; proceeded, and stopped 4 hours by gale. |
| 27th " " | -34 | -18 | Wind strong N.N.W. crossing Barrow Straits. |
| 28th " " | -28 | -19 | Wind strong from west (stopped all day). |
| 29th " " | -11 | -10 | Moderate W.N.W ; best travelling day yet had. |
| 30th " " | -15 | -11 | Fine morning, light wind from east. |
| 31st " " | -21 | -32 | Got into the land, and deposited notice. |
| 1st April. | -29 | -32 | Fine weather. One man sore eyes. |
| 2d " " | -31 | -23 | Wind light from W.N.W. ; fine. |
| 3d " " | -25 | -27 | Fresh wind from W.N.W. |
| 4th " " | -29 | -17 | Wind light from west. |
| 5th " " | -12 | - 6 | Wind light from N.W. ; stopped half the day by illness also one man. |
| 6th " " | - 2 | -8.5 | Wind light from east, fine weather ; arrive at Port Leopold ; see open water. |
| 7th " " | -11 | -19 | Weather fine, wind light, from N.W. |
| 8th " " | -15 | -17 | Fine weather, wind light from N.W. in the morning ; gale in the evening ; much open water in Port Leopold. |
| 9th " " | -10 | -15 | Gale, wind northerly. |
| 10th " " | - 9 | -17 | Fine weather, wind light from north ; leave Port Leopold. |
| 11th " " | -15 | -11 | Gale from N.W. ; move on till 10 a.m., then obliged to stop. |
| 12th " " | - 9 | + 2 | Fine weather ; move at 11 ; illness again, obliged to stop. |
| 13th " " | + 1 | + 2 | Gale from south and S.E. (stopped all day). |
| 14th " " | + 5 | -10 | Fine morning, wind W.N.W. ; move on till 11 ; gale ; stop again. |
| 15th " " | -12 | - 7 | Fine weather ; move on. |
| 16th " " | - 3 | + 4 | Fine weather. |
| 17th " " | + 9 | — | Hazy weather ; reach the ship in evening. |

(Signed) W. J. S. PULLEN, *Commander*.

Proceedings of
Sir Edward Belcher, C.B.

Commander Pullen, of H.M. Ship "North Star," deposited these notices on the 31st March 1854, when on his way to Port Leopold.

At Cape Bunny there is a large *cache* of provisions, also another sealed notice from Sir E. Belcher. He is at present with his ship, "Assistance," in the Wellington Channel, on eastern shores, in latitude 75° 31' N.

Captain Kellett with "Resolute," S.W., (true) 18 miles off Cape Cockburn.

On the opposite shores large depôts of provisions are three miles west of Allison's Inlet, Assistance Bay, and Cape Hotham.

At Beechey Island a house has been built on the S.E. part, in which is stored a large quantity of provisions, clothing, &c.

The "North Star" is in Erebus Bay. A ship is expected from England this year.

Cape Rennell, 31st March 1854.

Commander Pullen, of H.M. Ship "North Star," arrived here on the noon of the 6th April 1854, and deposited these notices on the morning of the 10th, previous to his departure on return to Beechey Island, where the "North Star" has wintered 1852-53-54.

On the S.E. part of Beechey Island a large house was built, now containing a large store of provisions, &c., brought out by H.M. Steamship "Phoenix," last year.

Sir E. Belcher, in command of the expedition, is at present with his ship "Assistance," and tender "Pioneer," on the east shores of Wellington Channel, in latitude 75° 31' N.

Captain Kellett, with his ship "Resolute" and tender "Intrepid," 18 miles S.W. of Cape Cockburn, with the crew of H.M. Ship "Investigator" on board, they having deserted their ship last year, after being fast bound in the ice, 1851-52-53, in the Bay of God's Mercy, on the north shores of Baring Island or Banks Land, and no hope of getting clear, were discovered last year by Captain Kellett's travelling parties.

A ship will most probably be out from England this year; and from the difference in appearance of ice when finally closing in '53, to what it was in '52, with the long prevalence of N. and N.W. winds this winter, and so much open water as now to be seen here, we may reasonably expect an open and early season in these latitudes, or totally contrary to what it was last year.

Provisions are *en caché* three miles west of Allison's Inlet, Assistance Bay, and Cape Hotham, besides Beechey Island on the north shore.

On this shore at Cape Bunny, besides this place, and those at Admiralty Inlet, left by "North Star" in '49.

No tidings of the missing ones.

Port Leopold, 10th April 1854. "All well."

No. 7. (2d part.)

6th August 1849.

THE signal pole to which the cylinder that contains this paper will be attached was erected by a party from H.M. Ship "Enterprize" and "Investigator," to direct Sir John Franklin, or any party from his expedition, to the depôt of provision left at Whaler Point (the low point of Leopold Harbour). The ships having passed the last winter in that harbour, are now endeavouring to cut out and pursue the object of their voyage by examining Wellington Channel and Melville Island, and will return to Port Leopold before taking a final departure for England, should circumstances admit of doing so; but the present appearance of the ice to seaward, and the extreme backwardness of the season, do not encourage us to hope to accomplish much during the brief period of navigable time now remaining.

The ships will not remain in the neighbourhood later than the middle of September.

6th August 1849.

(Signed.)

JAS. C. ROSS,
Captain H.M. Ship "Enterprize."

THE provisions and stores landed here from H.M. Ships "Enterprize" and "Investigator," being intended for the use of Sir John Franklin and his party, it is earnestly desired that any other persons (not in absolute distress), who may find them will leave them undisturbed, and will return this paper into the cylinder which contains it, as it is intended to inform Sir John Franklin, or any of his party who may arrive here, that the "Enterprize" and "Investigator" having wintered in this port, and having sent parties during the spring in every direction in search of, but without obtaining tidings, of them, are now about to proceed to sea, with the view of con-

tinuing their examination of the North shore of Barrow Strait, as far to the westward as the season may permit, and that they will endeavour to touch again at this port before they shall finally for England.

But the latter part of the plan of operations must greatly depend upon circumstances of weather and season, which at present appears by no means favourable for its successful execution.

(Signed) JAS. ROSS,
Captain H.M.Ship Enterprize.

Port Leopold,
15th August 1849.

(Signed) EDWARD BIRD,
Captain "Investigator."

H.M.Ship "North Star."

Port Leopold, Cape Clarence, 13th August 1850.

THIS paper is placed here to certify that H.M.Ship "North Star," was beset at the east side of Melville Bay on the 29th July last year, and gradually drifted from day to day, until on the 26th of September we found ourselves abreast of Wolstenholm Island, when perceiving the ice a little more loose and the sound perfectly clear, made all sail and pressed her through it, anchoring in the lower part of the sound that evening, and arrived in North Star Bay, Wolstenholm Sound, on the 1st October, where she remained throughout the winter, until the 1st of August 1850, when she got liberated and proceeded to the westward, passing through the pack in the centre of Ross Bay, and reached Possession Bay on the evening of the 8th August 1850, where we left despatches, and proceeded on to this place, where we arrived early on the morning of the 13th August 1850.

(Signed) J. SAUNDERS, Master and Commander.

P.S. The "North Star," not having been able to reach the west side last year, as contemplated by the Admiralty, and being entirely without instructions as to where to land the provisions, she has therefore now called here to see if any instructions had been left for her guidance.

H.M.Ship "North Star," 14th August.

P.S. The season being so far advanced, and the harbour being so full of ice, and there appearing no prospect at present of getting in to land the provisions, I shall therefore proceed and land the provision, either at Port Bowen or Port Neill, according to circumstances, as my orders for returning to England this year are so peremptory.

(Signed) J. SAUNDERS, Master and Commander.

23d August 1850.

THE "Prince Albert" returned here from off Fury Point, having been unable to proceed towards Brentford Bay, in consequence of a barrier of ice extending across Prince Regent's Inlet. She is now about to proceed to Cape Reilly, and perhaps to Cape Hotham, and thence back to Cape York, and Prince Regent Inlet's entrance.

(Signed) CHARLES C. FORSYTH, Commander, R.N.

Port Leopold, 21st October 1851.

THIS notice is left here to inform parties that the "Prince Albert," Lady Franklin's little vessel, is now at Batty Bay, and will pass the coming winter there, and in the course of it will have parties searching along both shores of Boothia Felix for Sir John Franklin and party. A party of five having got separated from her on the 9th September remained here until this date, but will return to rejoin her to-morrow, a party from her under the conduct of M. Bellot, a French naval officer (a volunteer in Lady Franklin's service), having arrived to inform the separated party that the "Prince Albert" was safe in Batty Bay, where she had been supposed to have been carried to Port Bowen. The entire crew of the "Prince Albert," amounting all told to eighteen, are in excellent health and spirits.

The "Prince Albert" carried out a large number of letters and papers for those engaged in the Arctic Expeditions, but has been unable to land them anywhere; they are therefore still on board.

Commander Sanders of the "North Star" landed his cargo of provisions on the eastern shores of Navy Board inlet, immediately within Woolaston Island, where it still remains for the use of those engaged in the search for Sir John Franklin.

While here the party of five from the "Prince Albert" made free with all they found here that could conduce to their comfort, as they were left there with barely what they had on at the time of landing.

(Signed) WILLIAM KENNEDY,
Commanding Lady Franklin's
private Arctic Expedition.

Proceedings of
Sir Edward Belcher, C.B.

THIS is to give notice that Lady Franklin's little vessel, the "Prince Albert," passed the winter of 1851 and 1852 in Batty Bay. In January a party from her visited Fury Beach and found no traces whatever of Sir John Franklin and party, the stores landed there however from the Fury still safe. In the month of February 1852, fourteen hands left the "Prince Albert" again for Fury Beach, where, after some preparations for a long journey southward, they took their final departure on the 29th of March. Their intention was to have gone first to Brentford Bay, and there cross to the westward with a view to strike the supposed western sea of Sir James Ross, and then follow that coast down to the magnetic pole. After however travelling for about 100 miles into the interior in a due west course from Brentford Bay, he found nothing but one uniform level plain which it was supposed might lead to Banks land. As they had no means to enable them to reach that distant point they turned northward, expecting to find a channel leading to the S.W. of Cape Walker up to Cape Walker, which they reached on the 4th May; they found the land continuous, and gave it the name of Prince Albert Land. From Cape Walker they being short of provisions steered for this point, which they reached on the 15th May. During this journey not the smallest trace of Sir John Franklin was found. Cape Walker was carefully examined, but bore no evidence whatever of its having ever been visited by Europeans.

Of the fourteen hands, including officers, which left Fury Beach, eight hands formed a fatigue party as far as Brentford Bay, from which point they returned to the ship. The party that performed the above journey were composed of the following individuals: W. Kennedy, M. Bellot, John Smith, Andrew Irvine, Richard Webb, and Wm. Adamson, with five Esquimaux dogs.

When they reached this point they were all so much affected with scurvy that they had to delay here over a week in order to recruit. They are now, on the 25th May, ready to return to the ship and only wait a change from the present boisterous weather, Regent's Inlet and Barrow's Straits being quite open as far as the eye can reach in the direction of Lancaster Sound. They will proceed in the gutta percha boat by water as far as they can.

After reaching the ship the examination of the bottom of Grinnell Inlet will form a first object; then probably Wellington Channel, that is, provided Sir J. Franklin will not be traced in that direction.

Any one finding this is respectfully requested to send a copy of this notice to Lady Franklin.

Port Leopold, 25th May 1852.

(Signed) W. KENNEDY,
Commanding Lady Franklin's
private Arctic Expedition.

Whaler Point, 17th July 1852.

THIS is to give notice that a party of ten from the "Prince Albert," still in Batty Bay, arrived here yesterday, their object being to take to the ship the gutta percha and jolly boats which had to be left a little south of Cape Seppings, the first on the 28th of May last and the last in October 1851.

Regent's Inlet was found to be open as far as to Batty Bay, but all south of that is still quite sheeted over with ice though evidently breaking up. Batty Bay is still fast, the ice where the ship is anchored being $5\frac{1}{2}$ feet thick. This gives rise to the apprehension that it will be late in the season before the ship can be got out to prosecute her duty. I am happy to say that the entire crew at this date is in good health and spirits, though in May all were more or less affected by scurvy; so far nothing further has been done in the work of search since the date of last notice, but this will be entered into as soon as circumstances permit.

Leopold Harbour is at this date half cleared of ice; Barrow Strait entirely, so far as the eye can reach in the direction of Lancaster Sound up to near Cape Riley. Any one finding this notice will confer a favour by sending a copy to Lady Franklin.

(Signed) W. KENNEDY,
Commanding Lady Franklin's
private Arctic Expedition.

THE highest and southernmost point of this store was found to be 11 feet 11 inches five tenths above the main level of the ocean, deduced from hourly tidal and barometrical observations made during the nine months preceding the 1st of August 1849, on which day the measurement was completed.

(Signed) JAS. C. ROSS,
Captain H.M. Ship "Enterprize."

| Species. | Quantity. | Contained in | | | | |
|----------------------------|-------------|--------------|---------|-------------|--------------|----------------|
| | | Hogds. | Barrels | Half Hogds. | Small Casks. | Irish Tierces. |
| Biscuit - - - - - | 4,988 lbs. | 23 | - | 10 | - | - |
| Salt beef - - - - - | 266-8 „ | - | - | - | - | 7 |
| Pork - - - - - | 640-4 „ | - | - | - | - | 8 |
| Flour - - - - - | 8,936 „ | 17 | - | 2 | - | - |
| Suet - - - - - | 112 „ | - | - | 1 | - | - |
| Peas - - - - - | 14 bush. | - | - | 4 | - | - |
| Sugar - - - - - | 2,000 lbs. | - | 4 | - | - | - |
| Chocolate - - - - - | 769 „ | - | - | 7 | - | - |
| Tea - - - - - | 189 „ | - | 2 | - | - | - |
| Preserved meats - - - - - | 3,036 „ | Tins | - | - | - | - |
| ----- soups - - - - - | 1,534 pints | - | - | - | - | - |
| ----- vegetables - - - - - | 1,742 lbs. | - | - | - | - | - |
| Pemmican - - - - - | 2,000 „ | - | - | 31 | - | - |
| Tobacco - - - - - | 569 „ | - | - | 4 | - | - |
| Soap - - - - - | 401 „ | - | - | 4 | - | - |
| Lemon Juice - - - - - | 74½ gills | - | - | - | 8 | - |
| Pickles - - - - - | 760 lbs. | - | - | - | 7 | - |
| Scotch barley - - - - - | 360 „ | - | - | 2 | - | - |
| Cranberries - - - - - | 230 „ | - | - | - | 5 | - |
| Pepper - - - - - | 16 „ | - | - | - | - | - |
| Salt - - - - - | 16 „ | - | - | 1 | - | - |

Stores, Engineers.

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 rotary engine complete. 1 shaft. 1 pinion for shaft. 1 propeller. 1 boiler complete, with funnel, exhaust pipe, safety valve, lever and weight, gauger filling complete, 2 gauge-cocks, with man-hole door and blow-off pipe. | <ul style="list-style-type: none"> 1 hand-pump. 1 suction-pipe for ditto, and 1 delivery ditto. 1 suction-pipe for pump of engine. 1 deliverer for ditto. 1 main steam-pipe, with regulating valve. 4 feet for holding down boiler. 16 bolts for ditto. |
|---|--|

Spare, contained in a Box.

- | | |
|--|--|
| <ul style="list-style-type: none"> 6 tubes. 1 propeller, sheets steel, dove-tailed. 2 springs for slides. 1 plunger, crank-piece, and roller-wheel for ditto. 1 sheet of vulcanized rubber for steam joints. 1 chipping hammer. 2 flat chisels. 34 files of sorts. 2 cross cut. 1 Memdril for tubes. | <ul style="list-style-type: none"> 3 glass gauger tubes. 1 spring for grease pump. 6 ½-inch bolts and nuts for feed and hand pump joints, joints and slide boxes. 2 ½-inch ditto. 4 ½-inch ditto for funnel. 6 ½-inch screws for joint of feed and hand pumps, steam pipes and water gaugers. 2 ¾-inch bolts and nuts for flange of engine. |
|--|--|

Pipes and Bends.

- | | |
|---|--|
| <ul style="list-style-type: none"> 4 2-inch pieces. 17 1-inch pieces 7 2-inch bends. | <ul style="list-style-type: none"> 9 1-inch bends. 17 1-inch pieces. |
|---|--|

Loose.

- | | | | | | | | | | | | | | |
|---|--|---------------------|----|---|---|---------------------|---|---|----|-----------------------|---|---|---|
| <ul style="list-style-type: none"> 3 stoking irons and 1 plunger for grease pump. 1 spanner for manhole plate. 2 ditto, for 1-inch suck bolts. 2 ditto, ¾ „ „ 2 ditto ¾ „ „ 1 ditto 1½ „ „ 1 ditto 1 „ „ | <ul style="list-style-type: none"> 1 wrench for 1-inch suck cock. 1 ditto ½ „ „ 1 ditto ½ „ „ side spanner. 1 joining, 1 prober for oil pipe at stern. <p style="text-align: right;">cwt. qrs. lbs.</p> <table border="0" style="margin-left: auto;"> <tr> <td>Tallow, white - - -</td> <td>3</td> <td>0</td> <td>5</td> </tr> <tr> <td>Cotton, waste - - -</td> <td>1</td> <td>0</td> <td>2½</td> </tr> <tr> <td>Spunyarn, white - - -</td> <td>0</td> <td>1</td> <td>4</td> </tr> </table> | Tallow, white - - - | 3 | 0 | 5 | Cotton, waste - - - | 1 | 0 | 2½ | Spunyarn, white - - - | 0 | 1 | 4 |
| Tallow, white - - - | 3 | 0 | 5 | | | | | | | | | | |
| Cotton, waste - - - | 1 | 0 | 2½ | | | | | | | | | | |
| Spunyarn, white - - - | 0 | 1 | 4 | | | | | | | | | | |

Proceedings of
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| | | | | | | | |
|-------------|------|------|--------------|-----------------------|---|---|----------------|
| | cwt. | qrs. | lbs. | Needles, sail | - | - | 12 in number. |
| Twine | - | - | 0 0 12 | Oil feeders | - | - | 2 " |
| Hemp, long | - | - | 0 0 14 | Oil cans, large | - | - | 1 " |
| Oil, animal | - | - | 37 gallons. | Tallow kettle coppers | - | - | 1 " |
| Felt | - | - | 20 sheets. | Coke | - | - | 7 tons 2 cwt. |
| Bath Bricks | - | - | 6 in number. | Coal sacks | - | - | 120 in number. |
| Emery paper | - | - | 29 sheets. | White lead | - | - | 50lbs. |

Boatswain's Stores.

| | | |
|-----------------------------|---------------------------|---------------|
| 1 sails, mainsail. | Rope $\frac{1}{2}$ inches | 24 fathoms. |
| 1 " mizen. | " $1\frac{1}{2}$ | 78 |
| 1 " jib. | " $1\frac{1}{4}$ | 20 |
| 1 " foresail. | Thimbles, | 8 in number. |
| 2 " blocks, single 6 inch. | Leads, hand, | 2 in number. |
| 14 " " " 5 inch. | Twine, | 10 lbs. |
| 1 " " double 5 inch. | Needles, sail, | 10 in number. |
| 2 " " " 4 inch. | " boltrope, | 2 " |
| 2 " clump blocks, 4 inch. | Palms, sailmakers, | 6 " |
| Rope, $2\frac{3}{4}$ inches | | 20 fathoms. |

Carpenter's Stores.

| | | | |
|----------|--------------|--------------|--------------|
| Pinnacle | 1 in number. | Boat hooks | 2 in number. |
| Masts | 2 " | Copper pump, | 1 " |
| Bowsprit | 1 " | Stove | 1 " |
| Bumkin | 1 " | Hand screw | 1 " |
| Oars | 20 " | Coals | 2 tons. |

Carpenter's Stores used for House.

| | | | |
|-------------------------------------|--------------|----------------------|--------------|
| *Hand masts, $6\frac{1}{2}$ inches, | 1 in number. | Spars, small | 8 in number. |
| Spars, boom | 2 " | Ice poles | 18 " |
| " middling | 6 " | Swinging boom, spare | 1 " |

H.M. Ship "Investigator,"
Port Leopold, 14th August 1854.

(Signed) EDWARD BIRD,
Captain.

LIST of PROVISIONS and STORES from "ENTERPRIZE."

| Species. | Quantity. | In what Packages. | | | | |
|----------------|---------------------|-------------------|----------|-------------|--------------|----------------|
| | | Hogds. | Barrels. | Half Hogds. | Small Casks. | Irish Tierces. |
| Biscuit | 6,077 lbs. | 41 | - | - | - | - |
| Salt beef | 288-8 " | - | - | - | - | 6 |
| — pork | 640-4 pieces | - | - | - | - | 8 |
| Flour | 7,892 lbs. | 15 | - | 2 | - | - |
| Suet | 112 " | - | - | 1 | - | - |
| Peas | 14 bushs. | - | - | 4 | - | - |
| Oatmeal | 16 galls. | - | - | 1 | - | - |
| Sugar | 1,750 lbs. | 3 | - | 1 | - | - |
| Chocolate | 772 " | - | - | 7 | - | - |
| Tea | 190 " | - | 2 | - | - | - |
| Lemon Juice | 803 $\frac{3}{4}$ " | - | - | - | 8 | - |
| Tobacco | 629 " | 3 | - | 2 | - | - |
| Soap | 470 " | 3 | - | 2 | - | - |
| Preserved meat | 3,192 " | - | - | - | - | - |
| — soup | 2,608 " | - | - | - | - | - |
| — vegetables | 1,826 " | - | - | - | - | - |
| Pickles | 765 " | - | - | - | 7 | - |
| Cranberries | 225 " | - | - | - | 5 | - |
| Pemmican | 1,984 " | - | - | 19 | 12 | - |
| Barley | 120 " | - | 1 | - | - | - |
| Pepper | 13 " | - | - | - | - | - |
| Salt | 16 " | - | - | - | 1 | - |

Stores.

| | | | | | |
|----------------------|---|----------|----------------|---|----------------------------|
| Plank, oak, 4 inches | - | 25 feet. | Mahogany board | - | 108 feet. |
| " " 3 " | - | 10 " | Oakum, black | - | 25 lbs. |
| " " 2 " | - | 18 " | Pitch | - | $\frac{1}{8}$ of a barrel. |
| " elm, 4 " | - | 4 " | Thrums | - | 1 lb. |
| " " 3 " | - | 2 " | Pitch pot | - | 1 in number. |

* Cloth housing, quarter-deck, 1 in number.
" " loop, 1

| | | | |
|---------------------------|---|----|------------|
| Hooks for ditto | - | 1 | in number. |
| Nails, iron, 20 <i>d.</i> | - | 8 | lbs. |
| " " 10 <i>d.</i> | - | 16 | " |
| " " 6 <i>d.</i> | - | 9 | " |
| Caulking gear, sharp | - | 1 | in number. |
| " spike | - | 1 | " |
| " treenail | - | 1 | " |
| " malletts | - | 1 | " |
| Axes | - | 1 | " |
| Compasses | - | 1 | pair. |
| Gimlets, spike | - | 2 | in number. |
| " small | - | 6 | " |
| Lead, sheet | - | 30 | lbs. |
| White paint | - | 10 | " |
| Oil, linseed | - | 1 | gallon. |
| Can for oil | - | 1 | in number. |
| Chalk | - | 4 | lbs. |
| Mineral tar | - | 3 | gallons. |
| Brush, varnish | - | 1 | in number. |
| Fearnought | - | 4 | yards. |
| Iron, rod | - | 10 | lbs. |
| Copper scarp tacks | - | 2 | " |
| Nails, iron, 30 <i>d.</i> | - | 10 | " |
| Rugs and firelocks | - | 1 | " |
| Caulking iron | - | 1 | in number. |
| " meeking | - | 1 | " |
| Ladles, with spout | - | 1 | " |
| Adze, common | - | 1 | " |
| Augers | - | 12 | " |
| " shanks | - | 12 | " |
| Chisels | - | 12 | " |

15th August 1849.

| | | | |
|--------------------------------|---|---------------|------------|
| Files, saw, of sorts | - | 12 | in number. |
| Gongs | - | 2 | " |
| Hammers, claw | - | 2 | " |
| " clench | - | 2 | " |
| " set | - | 1 | " |
| " sheathing | - | 1 | " |
| Hatchets | - | 4 | " |
| Hooks, nail | - | 2 | " |
| Irons, soldering | - | 2 | " |
| Knives, drawing | - | 1 | " |
| Lines, chalk | - | 2 | " |
| Malletts | - | 1 | " |
| Mauls, double head | - | 1 | " |
| " pen | - | 1 | " |
| Planes, jack | - | 1 | " |
| " smoothing | - | 1 | " |
| Housing, cloth | - | $\frac{1}{2}$ | " |
| Coals | - | 2 | tons. |
| Punches, brad and nail | - | 1 | in number. |
| Rules | - | 2 | " |
| Saws, compass | - | 1 | " |
| " cross cut | - | 1 | " |
| " hand | - | 2 | " |
| " whip | - | 2 | " |
| Hand mast $6\frac{1}{2}$ hands | - | 1 | " |
| Spar boom | - | 1 | " |
| " small | - | 3 | " |
| Ice poles | - | 13 | " |
| Capstan bar (broken) | - | 1 | " |
| Bed bottom | - | 1 | " |

Proceedings of
Sir Edward Belcher, C.B.

(Signed) JAS. C. ROSS, Captain.

ABSTRACT.—SCHEDULE OF TRAVELLING OPERATIONS in the Spring of 1854, by the Officers and Crews of H.M.S. "ASSISTANCE" and Tender, from and to their Winter Quarters in Disaster Bay, Wellington Channel. Captain Sir Edward Belcher, Kt., C.B., commanding Arctic Squadron.

| Officer's Name and Period embraced. | Officer's Rank. | Number of Days Absent. | Distance travelled. | | New Coast Line. | | Game procured. | | | | | Miscellaneous. | | REMARKS. | |
|--|-------------------|------------------------|---------------------|-------------------|-----------------|---------------|----------------|----------|-------|--------|--------|----------------|---------------------------|----------|--|
| | | | Geographical. | Statute. | Explored. | Not explored. | Total. | Musk Ox. | Deer. | Hares. | Bears. | Plarmitian. | Pounds of Meat therefrom. | | No. of Cairns built and Records deposited. |
| Geo. H. Richards 22 Feb. } 1854. 3 May } | Commander | 47 | 454 | 522·7 | - | - | - | - | - | - | - | - | 3 | 1 | Track Chart |
| Walter Wm. May 1 March } 1854. 13 May } | Lieutenant | 48 | 471 | 542·16 | - | - | - | - | 1 | - | - | 6 | 2 | - | |
| John P. Cheyne | Lieutenant | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Fras. B. Herbert 22 Feb. } 1854. 3 May } | Mate | 47 | 364 | 421 | - | - | - | - | - | - | - | - | 1 | - | |
| Jas. B. Grove 17 March } 1854. 13 May } | Mate | 39 | 351 | 406 | - | - | - | - | 1 | - | - | 5 | 2 | - | |
| Fredk. W. Pym 17 March } 1854. 13 May } | Act. Mate | 39 | 331 | 383 $\frac{1}{4}$ | - | - | - | - | - | - | - | - | - | - | |
| John H. Allard 8 } May 1854. 18 } | Master additional | 10 | 110 | 128 | - | - | - | - | - | - | - | - | - | - | |
| Fras. B. Herbert 13 } May 1854. 23 } | Mate | 10 | 108 | 124 $\frac{1}{2}$ | - | - | - | - | - | - | - | - | - | - | |
| Walter Wm. May 16 } May 1854. 25 } | Lieutenant | 9 | 54 | 62·11 | - | - | - | - | - | - | - | - | - | - | |
| Jas. B. Grove | Mate | 10 | 114 | 131 | - | - | - | - | - | - | - | - | - | - | |
| Walter Wm. May | Lieutenant | - | - | - | - | - | - | - | - | - | - | - | - | - | |

NOTE.—The number of days are those actually travelling; omitting the periods on board the "Resolute" and "North Star."

12th July 1854.

EDWARD BELCHER,
Captain commanding Expedition.

10.—EXTENSION of CACHES and ADVANCE of SEARCH from the ASSISTANCE Division in 1854.

| Officer and Sledge. | Men. | Rations. | Position to be travelled to. | Rate. | Distance. | Ways. | Expenditure. | Surplus. | Caches where formed. | Rations. | Remarks, &c. | |
|---------------------|------|----------|---|------------------------------------|---|---------------------------------|---------------------------------------|----------------------------|------------------------|----------|---|--|
| Comdr. Richards - | 8 | 320 | To Melville Island - - - | 6 ² | 270 540 | 45 | - | | | | Commander Richards advances to C. Cockburn without disturbing his load. From thence to Dealy I. and back he is doubly provisioned. Distances to travel to Beechey I. 50+270+270+50=640' miles. | |
| Lieut. May - | 11 | 550 | C. Cockburn and back - - - From C. Frazer to C. Cockburn 19 men Back - - - - - 11 - | 6' 6 8 | 28 ⁸ 24 24 | 48 4 3 | - 76 33 | | | | Lt. May is provisioned (together with Commander Richards) by Mr. Herbert up to Cape Frazer. | |
| | | | Deposit at C. Cockburn - - - Expendts to C. Walker and Assis- tance Bay - - - - 11 - | | | | 109 243 | 243 | In cache, C. Cockburn. | 243 | Lt. May then feeds Commander Richards $\frac{24}{6}=4$ ^{m.} 19- ^{men.} 76 His return to Cape Frazer - - - 3 11 23 Leaves en cache, Cape Cockburn - - - 243 | |
| Mr. Herbert (Mate) | 11 | 550 | C. Frazer and back - - - Assistance Bay to C. Rosse 30 - Deposit for return - - 11 - Advance to C. Frazer - 30 - Return - - - - - - - | $\frac{6}{10}$ 6 4 6 9 | 232 38 38 38 38 | 37 6 4 6 4 | - 180 44 180 44 448 | | | | Journey to C. Walker and return to Assistance Bay - - - - - $110 \div 6 = 18 \times 11$ 198 Expended - - - - - 550 Mr. May with 352 rations lightened is allowed the heavy route of 6' as he has to cross Channel—But he is <i>full</i> provisioned (1 lb. 3 oz. per man.) | |
| Mr. Herbert (Mate) | 11 | 550 | C. Frazer and back - - - Assistance Bay to C. Rosse 30 - Deposit for return - - 11 - Advance to C. Frazer - 30 - Return - - - - - - - | $\frac{6}{10}$ 6 4 6 9 | 232 38 38 38 38 | 37 6 4 6 4 | - 180 44 180 44 448 | | | | Mr. Herbert victuals the advance sledges up to C. Frazer. He is completed at Assistance Bay. From Assistance Bay to Pt. Rosse - - - 30 men 6 d. = 180 Pt. Rosse to C. Frazer - - - 30 6 180 Four days deposit and 4 d. return - - - 11 8 88 Left en cache - - - - - 102 Expended - - - - - 550 | |
| Mr. Grove (Mate) | 11 | 550 | To C. Rosse and back - - - Assistance Bay to C. Rosse 11 men Back—light - - - - - | 6 6 10 | 144 38 38 | 24 6 4 | - 66 44 110 550 | 102 | En cache, C. Frazer. | 102 | Mr. Grove completed at Assistance Bay—Advances to Pt. Rosse. Assistance to C. Rosse - - - - - 11 men 6 d. 66 Return - - - - - - - 11 4 44 Leaves en cache, Pt. Rosse - - - 440 Expended - - - - - 550 | |
| Mr. Grove (Mate) | 11 | 550 | To C. Rosse and back - - - Assistance Bay to C. Rosse 11 men Back—light - - - - - | 6 6 10 | 144 38 38 | 24 6 4 | - 66 44 110 550 | 440 | Cape Rosse cache. | 440 | Mr. Grove completed at Assistance Bay—Advances to Pt. Rosse. Assistance to C. Rosse - - - - - 11 men 6 d. 66 Return - - - - - - - 11 4 44 Leaves en cache, Pt. Rosse - - - 440 Expended - - - - - 550 | |
| Comdr. Pullen - | 8 | 320 | North Star to Port Leopold - - - To Assistance Bay - - 8 men C. Bunny - - - - - C. Rennell - - - - - C. M'Clintock - - - - - Port Leopold and back - - - North Star - - - - - | - 6 6 6 6 6 8 | 228 38 38 31 35 44 42 | - 6 6 5 6 6 5 | - 48 48 40 48 48 40 | | | | | Commander Pullen carries just enough to complete his journey satisfactorily and possibly to spare. |
| Aid | 11 | 550 | Complete—Assistance B. to C. Bunny C. M'Clintock - - - C. Hotham - - - - - | 6 6 10 | 38 31 33 | 6 5 3 | 272 66 55 33 154 | 48 left for contingencies. | Deposited C. Bunny. | 396 | Mr. Shellabear will deposit 396 rations, return to Cape Hotham, and be there victualled on to his ship. The final depôt is at Cape Hotham. | |

COPIES of other Orders ordered to be forwarded by Commander Pullen from Beechey Island.

Proceedings of
Sir Edward Belcher, C.B.

By W. J. S. Pullen, Commander of H.M. Ship "North Star."

Memo.

HAVING appointed you for the important duty of watching the tides at the position assigned at the entrance of Wellington Channel, with full confidence in my selection for its full performance, I inclose you herewith for your guidance a copy of the orders I have received from Captain Sir Edward Belcher, K.C.B., commanding the Arctic Squadron, relative to this duty, and which you *will fully* comply with, leaving on this service to-morrow morning, the 24th inst., taking with you a tent, &c., with two men, already allotted and provisioned for three days.

Given under my hand, on board H.M. Ship "North Star," Beechey Island, this 23d July 1854.

(Signed) W. J. S. PULLEN,
Commander.

To Mr. Stephen Court, Acting Master (Supr.),
H.M. Ship "North Star."

EDWARD BELCHER, Captain commanding Arctic Expedition, to Commander PULLEN.

Memo.

I WISH the run of the tides to be particularly watched at a position at least three miles west (true) from the northern flag staff on Beechey Island, *before, on, and after* the 25th at noon.

The observations, weather permitting, to commence at 9 A.M. and terminate at 4 P.M. of the 24th, 25th, and 26th respectively. And the following matters to be embraced :—

1st. The magnetic direction of the flood and ebb courses, reduced to true bearings should the sun be visible, to be taken in the manner presently described.

2nd. The depth of water.

3rd. Whether the deep stray differs from the direction of the upper current beneath the ice.

4th. The temperature of the sea at the A.M. and P.M. extreme periods.

The mode of determining the current line will be by a suspended hand lead attached at a depth of 5 fathoms to a pole spanning the crack or hole, Fig. 1.

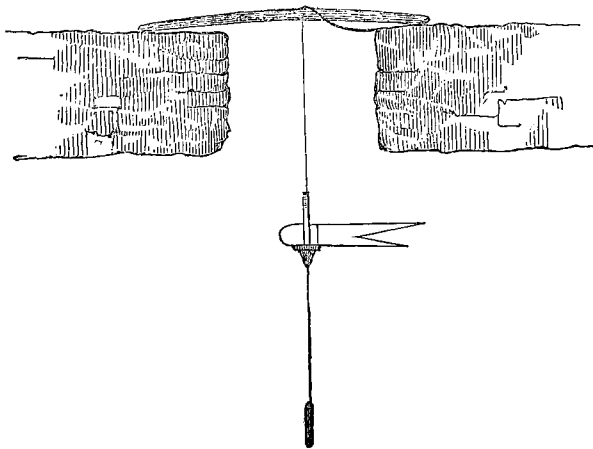


Fig. 1,

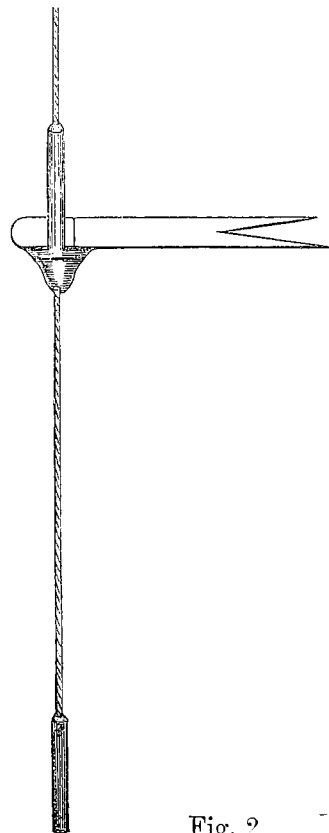
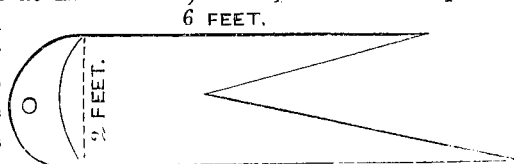


Fig. 2,

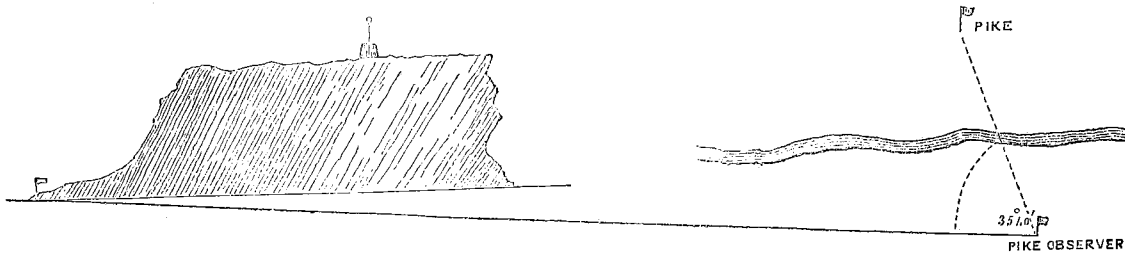
A water vane (similar to those used at mast-heads) of a quarter moon pattern, two feet between the cusps, with a cotton burgee tail, can be easily seen at 6 feet or more beneath the surface. It should beat least 2 feet below the lower level of the floe and traverse on a wooden spindle, as shown above, Fig. 2.



F 3

Proceedings of
Sir Edward Belcher, C.B.

If the position can be obtained in sight of a flag on the northern slope of this Island, we can easily secure the true bearing, if the line of direction be referred to it by sextant as beneath.



The magnetic direction however will be sufficiently exact if carefully observed, and is less likely to be involved in error by reason of two observers.

The officer selected for this duty must be one in whom you have *full confidence*, as the matter at some future period may become subject of severe discussion. I wish therefore to have our facts from the purest sources, beyond mere cavil or assertion.

(Signed) EDWARD BELCHER,
Captain commanding
Arctic Expedition.

To Commander Pullen, H.M. Ship "North Star."

H.M. Ship "North Star," Beechey Island,
26th July 1854.

Sir,

IN compliance with your orders, I have for the last three days, at the times specified, kept a register of the "set" of the tides, &c. in the "Wellington Channel," three miles west (true) from Beechey Island; and have the honour to forward you on the other side hereof a copy of the same.

I have, &c.
STEPHEN COURT, Acting Master.

To Commander W. J. S. Pullen,
H.M. Ship "North Star," Beechey Island.

TIDAL OBSERVATIONS to ascertain the Set of the Current in the "Wellington Channel," Three Miles West (true) from Beechey Island.

| Date. | Time. | Set of Tide. | | | Remarks. |
|-------|-------|---------------|------------|---------------|---|
| | | Magnetic. | Variation. | True. | |
| | 8 | S. 40° W. | 141° W. | N. 79° E. | At 8 a.m., temperature of the sea two feet below the ice, + 29°. |
| | 9 | S. 67° 30' W. | " | S. 73° 30' E. | Current very feeble until noon. Depth of water 68 fathoms, bottom soft, nothing brought up by the lead. |
| | 10 | S. 57° 0' W. | " | S. 84° 0' E. | |
| | 11 | S. 47° 0' W. | " | N. 86° 0' E. | At 1 p.m., crack opening, and current increasing in strength. |
| | 12 | S. 47° 0' W. | " | N. 86° 0' E. | From 2 until 6 (inclusive) current strong, supposed from 1½ to 2 knots per hour. |
| | 1 | S. 67° 30' W. | " | S. 73° 30' E. | At 4, temperature + 29°. |
| | 2 | West. | " | S. 51° 0' E. | At 7 p.m., current began to slacken, and continued slack until 9; set being from N. 79° E. to N. 86° E. (true). |
| | 3 | W. by N. ¼ N. | " | S. 37° 0' E. | At 10 p.m., ice began closing and tide to set N. 37° W. (true), which it continued doing until midnight. |
| | 4 | W. by N. ¼ N. | " | S. 37° 0' E. | |

| Date. | Time. | Set of Tide. | | | Remarks. |
|-------|-------|---------------------------|------------|---------------|--|
| | | Magnetic. | Variation. | Time. | |
| | 8 | N. 47° E. | 141° W. | S. 86° W. | At 7 a.m., current hardly perceptible, and in the same direction as at 8. |
| | 9 | S. 35° W. | " | N. 74° E. | At 10, crack opened to the width of three feet, current very feeble. |
| | 10 | S. 40° W. | " | N. 79° E. | At 8, temperature + 29°. |
| | 11 | S. 40° W. | " | N. 79° E. | At 1.40 p.m., strength of current increasing, and direction steady, at S. 37° E. (true) until 8. |
| | 12 | S. 11° W. | " | N. 50° E. | At 4, temperature + 29°. |
| | 1 | S. 40° W. | " | N. 79° E. | From 8 until 9, current slacking, direction by vane from S. 40° W. (mag.), or N. 79° E. (true) to S. 37° E. (true); strength not sufficient to keep the vane straight. |
| | 2 | W. by S. $\frac{1}{2}$ S. | " | S. 67° E. | |
| | 3 | W. by N. $\frac{1}{4}$ N. | " | S. 37° E. | From 9 until 9.30, N. 79° E. (true) to N. 6° W. (true) very feeble. |
| | 4 | W. by N. $\frac{1}{4}$ N. | " | S. 37° E. | At 11, crack opened to 4 ft. 6 in., current about $\frac{3}{4}$ of a knot per hour; at midnight direction N. 19° W. (true). |
| | 8 | W. by N. $\frac{1}{4}$ N. | 141° W. | S. 37° E. | From 4 a.m. until 6 the crack was closed, and unable to see the vane from its being foul of the ice. |
| | 9 | W. by N. $\frac{1}{4}$ N. | " | S. 37° E. | From 6 until 9 the direction was steady at S. 37° E. (true); at 8, temperature + 29°. |
| | 10 | S. 40° W. | " | N. 79° E. | At 9, current slacking; at 9.30 direction S. 73° 30' E. (true); at 9.45 S. 84° E. (true); at 10 N. 79° E. (true); at 10.30 N. 85° E. (true). |
| | 11 | S. 10° W. | " | N. 49° E. | At 11.30 N. 39° E. (true); current very feeble from 10. |
| | Noon. | S. 47° W. | " | N. 86° E. | At 2, current commencing to run down channel very feeble. |
| | 1 | S. 47° W. | " | N. 86° E. | At 4, temperature + 29° soundings; 68 fathoms, bottom soft; nothing brought up by the lead. |
| | 2 | S. 67° 30' W. | " | S. 73° 30' E. | As far as could be ascertained, the direction of the deep stray does not differ from the upper current. |
| | 3 | W. by N. $\frac{1}{4}$ N. | " | S. 37° 0' E. | |
| | 4 | W. by N. $\frac{1}{4}$ N. | " | S. 37° 0' E. | |

The vane used for determining the set of the current answered its purpose completely, and could be plainly distinguished at a depth of 14 feet.

STEPHEN COURT, Acting Master.

No. 11.—COPY of confidential LETTER to Captain KELLETT.

H.M.S. "Assistance," off Cape Osborn,
1st February 1854.

Sir,

IN my former instructions of October last I had not so well considered matters as at the present moment, and it occurs to me that I have not been so precise or urgent as the nature of their Lordships' intentions require.

We are not now left to our own feelings, our zeal, or our judgment, and we know not what may be the orders which will arrive in July or August; but I can foresee them, and it becomes my duty to meet them in the same spirit.

Taking into consideration therefore that similar orders will be given respecting the next steamer, she cannot be retained beyond the 1st of September. Whatever powers may be left to me to await your extrication, I must send home every soul who is useless here, or whose death may result from that oozing out of fancied zeal which brought them here.

You must therefore read the 13th, 14th, 15th, 16th and 17th paragraphs as definitive orders for *abandonment* to all who are not to stay *behind*, and I see no use (myself) not being in a position to judge, of *leaving a crew*, if the vessel is safely placed.

The facility, or otherwise, of Richards' enterprize will guide you better than anything I can advance. I prefer, if new hands are sent out, that the depôt shall be at Beechey Island and Port Dundas, of which inquire of Richards.

But bear in mind that the lives of all the "touched" must be secured by their presence at Beechey Island before the 1st of September. I may send away "North Star" even *before that date*, with invalids and "Investigators."

Proceedings of
Sir Edward Belcher, C.B.

Under every advantage, I cannot see the prospect of your release past Cape Hotham before the 1st of September. The steamer might (?), but I have some idea that if you abandon it will be at Melville Island, for I can readily imagine the pains and penalties of such a proceeding before reaching a place of *security*; and where indeed such an event might be more than hazardous.

I have not the slightest conception how many might be induced to remain out in any of the vessels, but as far as I can see into the constitutions of those who have been out before, and talk most, I should not think it safe to leave any *volunteers* beyond Beechey Island; not for want of spirit, but from their inability to travel at the requisite moment. This becomes a matter beyond surgical advice; we who have commanded so many years know full well how suddenly, without disease, men droop and will not recover, in fact, make up their minds to die. I have many men fit to travel 40 miles, or to the "North Star," but it would go hard to make them travel from Northumberland Sound, had we been frozen in there all this season. Indeed it is a matter beyond our feelings, and as I can only read their Lordships' instructions to mean that *a crew* was to be left, if I thought proper in September last, if it be their intention (and they will know if it be important by the failure of intelligence from Captain Collinson) fresh volunteers will be sent from England.

Captain Richards may however inform you of my reasons for moving east to Port Dundas before the season closes, as I have strong suspicions that the fate of Sir John is to be sought southerly of Lancaster Sound, and the assistance of the interpreter of the "Investigator" is important.

I do not perceive that you have taken Commander M'Clure under your command. I therefore, to place this matter beyond any possible doubt, inclose to you the requisite order, and you will bear him and officers on your books as "supernumeraries for victuals and wages," but not doing duty (unless by your orders) in which you will be guided by the Admiralty instructions.

Should Captain Collinson fortunately reach, you will pursue the same course, and not, under *any consideration*, risk the *detention* of another season.

These are the views of Government, and having so far explained myself, I will not hamper you with further instructions "than meet me at Beechey Island with the crews of all vessels before the 26th of August."

Trusting to an all-merciful Providence that you may be able safely to effect this, and that we may all meet in health and cheerfulness at Beechey Island,

Believe me, &c.,

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

EDWARD BELCHER,
Captain commanding Arctic Squadron.

No. 8.

SIR EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, reporting his Proceedings to 15th August 1854.

H. M. Ship "Assistance's" Gig,
Northumberland Depôt, Beechey Island,
15th August 1854.

Sir,

IN continuation of my last, of 10th March of this year, I beg to inform you, for the information of my Lords Commissioners of the Admiralty, that in pursuance of the orders therein referred to, Commander Richards left me for Beechey Island on the 22d February, but was unable, by the non-arrival of his supporting sledges, to make good his starting westerly until the 16th March, when he crossed Wellington Channel to Cape Hotham, missing Lieutenant Hamilton advancing with a dog sledge on a similar mission from Captain Kellett to myself; but fortunately meeting with Mr. Court, acting master of H.M.S. "Investigator," proceeding to Beechey Island, he learned from him the position of H.M.S. "Resolute," and having lightened his sledge of extra provision pushed on more easily.

On the 30th March, Lieutenant Hamilton, having been 10 days detained by bad weather at Beechey Island, arrived at H.M.S. "Assistance" with the dog sledge, making a most rapid passage between the "Resolute" and "Assistance."

He was, after being recruited, again despatched to the "Resolute" with my reply.

Captain Kellett then despatched Commander M'Clintock upon the arrival of Commander Richards. He also made his journey much in the same style, thus affording proof that the energies of our officers and men even under this trying service, subject to two winters' imprisonment and

spring travel, for the advance in the face of N.W. gales in March is almost beyond the endurance of the human frame, had not abated. Indeed, Commander Richards and his crew suffered most seriously, particularly in their faces.

In the altered aspect of affairs, the supplies intended to connect the chain of cachettes between Beechey and Melville Islands became somewhat modified; but the documents herewith enclosed will, I trust, satisfy their Lordships that no chance of failure can be expected on the five stations, viz., Cape Hotham, Assistance Bay, a point east of Alison Creek, Cape No. 1. Cockburn, and Dealy Island.

The instructions relating to supplies to be placed to aid Captain Collinson's possible journey by the southern side were also carried into effect by Commander Pullen and other sledge officers visiting, leaving No. 2. notices at Cape Walker, Cape Bunny (and cachettes), Cape Rennell, Griffith Island, and Port Leopold; full particulars were also left of all operations at Cape Hotham, where two whale boats have been left to aid the retreat of any parties arriving after the water has made.

The depôt at Port Leopold was examined in detail by Commander No. 3. Pullen, as per enclosed report. He suffered much from snow-blindness and rheumatism. He reports open water to the eastward of Port Leopold in March last.

Fresh instructions were forwarded by me by which the relief sledges were directed to move on to Cape Cockburn and the "Resolute," and to aid Captain Kellett in the transport of stores and valuables to Beechey Island, which they finally reached on the 28th of May.

On the 19th, Dr. Domville, by very great exertion, succeeded in conveying to Beechey Island a seaman (Thomas Morgan) belonging to H.M.S. "Investigator," in the last stage of disease, but he expired on the 22d.

This journey, a distance of 190 statute miles, was accomplished in 10½ days by the aid of a dog sledge; but I cannot help remarking that it is obvious, from the condition of the patient and the sledge, incumbered also by an attendant invalid, that Dr. Domville performed his journey chiefly if not entirely on foot.

I will now revert to the connection of my communication relative to the western division since June 1853.

Captain Kellett had withdrawn the crew of the "Investigator" that season, and up to the 17th August remained icebound in his winter quarters without the slightest indication of release; but the eventful gale of 17-18th August suddenly came on him.

The ice instantly broke up, and so unexpectedly were the vessels driven to sea, that some important articles of ships furniture were left behind.

The vessels continued drifting to and fro helpless in the pack for 87 days! eventually becoming fixed on the 12th November, 28 miles S.W. of Cape No. 4. Cockburn, in 75 fathoms. The best work made good in 56 days was S. 75 E. 69 miles. I beg to enclose a tracing of this drift.

I make use of these figures to explain more clearly how necessary my definitive orders were to withdraw crews and repair to Beechey Island, as no hope, from her southern position, and cut off from any chance of "land-leads" by the northern shore, could reasonably remain of their extrication this season, in time to obey the positive orders under which I accepted this command, viz.: That the safety of the crews must precede any idea of extricating the ships.

But at the date at which I pen this, when all the ships ought to be out of Lancaster Sound, no such hope could be entertained of release to any western ships or crews.

Mr. Sainsbury, mate of H.M.S. "Investigator," who had been safely brought up to the "Resolute," had so far rallied as to be able to enjoy exercise on shore, and derived amusement from witnessing feats of races and other sports over which Captain Kellett was presiding, when so unexpectedly blown out; but he declined, and finally expired on the 14th November 1853.

I have thought fit to erect here in rear of this house, on a commanding No. 5. terrace, a substantial pillar, on which, stamped on leaden plates, the names

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and particulars relative to all who have died in the execution of their duty in this expedition are recorded. I herewith enclose a copy.

The result of the spring operations of Captain Kellett is comprised in the following :

Commander M'Clintock and Lieutenant Meham continue their western search on Melville, and the newly discovered covering island, named (*pro tem.*) Patrick's Island, in honour of His Royal Highness Prince Arthur William Patrick Albert. No land having been discovered westerly, I think it may safely be inferred, from the reports of these officers combined with those of Commander M'Clure from Banks Land, that the western sea washing that land was that of the Great Arctic Ocean, of which probably North Cornwall is the northern and western outlying island. The increased thickness of the ice on all their western limits fully warrants the assumption of oceanic ice fatal to navigation.

Another party was despatched to the "Investigator," and for reasons presently to be explained and now much to be regretted, omitted to act on orders (or powers) given by Captain Kellett, to try back on the "Investigator's" ground for traces of her consort. They merely returned bringing the crew of the "Investigator."

Upon all these subjects, upon the extraordinary supplies of musk oxen, deer, game, &c., and the satisfactory improvement of the invalids of H.M.S. "Investigator," the letters of Captain Kellett contain such ample information that I fear I should mar their effect by any further attempt at consolidation of their contents.

Fortunately, before my orders had reached Captain Kellett, he had foreseen the importance of making good the search alluded to, and had despatched two officers to visit his depôt at Dealy Island; on to H.M.S. "Investigator," and to search Prince of Wales Inlet, or Strait, for traces of Captain Collinson, depositing the requisite notices of the depôts at Melville as well as on the route to Beechey Island.

That the selection of his officers was judicious is so fully borne out by the result, and expeditious rate of travel, unparalleled in these regions, no man can doubt.

I can assure their Lordships that I should be very sorry to *command* any officers, or men, unless under cases of great emergency, to equal or exceed the feats of those sledge officers and their crews.

No money, honours, or other rewards can compensate for the injury suffered in constitution generally by the insidious winter. Illness followed too closely the journies performed the last two seasons by the crews of the vessels under my command. And my opinion is borne out as to the greater rigour and intensity of climate *here*, by the working crew, our companions here, of the land service expeditions.

But it is, I trust, sufficient for my purpose to assure their Lordships and the country that those men who have executed more than they were expected to complete by their *orders* merit approbation. We simply hope we have done our duty.

Lieutenant Meham and Mr. Krabbé, master of the "Resolute," additional for service in "Intrepid," being selected left H.M.S. "Resolute" on the 3d of April. They reached the "Sailors' Home," Dealy Island, on the 12th, somewhat touched by snow-blindness and sore feet at this early period of the season, with a temperature varying between 6 and 37 below zero.

"The Home" was found in perfect condition, well banked up with snow on the outside, but the interior perfectly free from "drift." (Captain Kellett speaks in high terms of his carpenter, Mr. Deans, who was the architect. His conduct subsequently under me merits also my praise.) A portion of bread in one of the tanks was found to be slightly damaged, and one rum cask about one-fourth short of contents.

They experienced some difficulty in effecting an entry, owing to the door being barricaded by frozen sods, and the necessary implements for work secured *inside*, a caution not lost upon them.

After completing provision and securing "the Home" they proceeded on the 13th, deposited a record on the "sandstone in Winter Harbour," crossed over Port Hearne and travelled about three miles off the land towards Cape Providence.

On the 18th they shaped their course for Cape Russell, the N.E. point of Baring or Banks Land, forming the western point of entrance to Prince of Wales Strait, and changing their hours of travel from day to night in order to avoid the glare of the sun's rays reflected from the snow.

About the centre of the Strait dividing Melville Island from Banks Land they found the floes *old* and of greater extent, and as they approached the southern land fogs frequently prevailed entangling them amongst hummocks and deep snow, which rendered travel laborious and harassing.

On the 24th April the land was indistinctly seen by telescope about six miles distant, and shortly after, on the atmosphere clearing, they found that they had passed through a belt of old ice, and had to contend with a large extent of "young pressed up ice."

On the 25th they reached a low point at the entrance of an inlet, on which they encamped believing it to be Cape Russell, as the high land of Cape Providence on Melville Island was distinctly visible bearing about N. $\frac{3}{4}$ E.

At this position Lieutenant Meham deposited eleven days provisions, and Mr. Krabbé parted company in the prosecution of his instructions, to seek the "Investigator" in the Bay of Mercy, examine her condition, search for records, and on his return to the "Sailors' Home" on Dealy Island to re-examine and separate the damaged bread.

Quitting this cacherie Lieutenant Meham proceeded to the S.W. following the trend of the land, but on the 26th discovered that he was in error. Retracing his steps he took up his cacherie and entered Prince of Wales Strait. He infers from his bearings of Melville Island that the gap laid down by Mr. Wynniatt, mate of H.M.S. "Investigator," was the one he fell into, and therefore should be further west than placed on the chart supplied him (by Commander M'Clure).

He proceeded easily down this strait, finding drift wood (that great luxury of more southern Arctic travellers) in great abundance.

On the 4th of May at midnight he landed on the Princess Royal Islands, where on examining the cairn he was amply rewarded for his exertions by the discovery of the records left by Captain Collinson of H.M.S. "Enterprize," who having entered this strait on the 30th August 1851 passed up to Cape Peel, returned, and after following the west coast of Baring Island as high as 72° 55' N. without being able to effect a passage, returned and wintered 1851-2 in lat. 71° 35' N. and long. 117° W., of which the tracing enclosed will exhibit the winter quarters.

No. 6.

The record intimated that further information of his movements would be found upon an islet in 71° 36' N., long. 119° W.

Taking provisions only for 10 days Lieutenant Meham started that night (morning travelling time) to the southward in quest of further information.

After passing Cape Gordon the beach was found to be thickly marked by the remains of Esquimaux encampments; and on the 9th of May he succeeded in reaching the islet alluded to, where after several hours anxious search he found records deposited 10 feet magnetic north of a small cairn built upon its summit.

By these documents herewith enclosed it appears that a party from H.M.S. "Enterprize" in the sledge "Resolution" had visited Port Hearne, Melville Island, in the summer of 1852 and were compelled to desert their sledges, &c. Point Hearne is the north-western extreme of Parry's winter harbour. Other parties had examined the north and south coasts of Prince Albert's Land.

No. 7.
8 copies,
A, 1 to 5.
B, 1 to 3.

The records further intimate that upon quitting this position (on the 27th August 1852) Captain Collinson contemplated tracing the channel between Wollaston and Prince Albert Land as set forth in his document. Having rebuilt the cairn, deposited charts and records containing full information concerning our movements, as well as complete notices of all the depôts lodged in Barrow Strait route, Lieutenant Meham commenced his return to Melville Island leaving records at every conspicuous point, and finally cleared this strait on the 19th of May, having very minutely searched both shores of the strait.

On the 27th he reached "the Home" at Dealy Island, where he found his orders to return to Beechey Island direct. Mr. Krabbé had revisited "the Home," and preceded him. The party suffered much from snow-blindness, heavy falls of snow, and easterly winds.

Had the permission which Captain Kellett informed me he had given to Lieutenant Pim on his reaching the "Investigator" been followed up, viz. to try back on "Investigator's" ground, what might not have been the result? That perplexing question can be solved only by succour from England.

The anxiety of Lieutenant Meham to communicate his important intelligence can easily be imagined, and newspapers and letters had lost much of their charm. He observes, "it added certainly to their pleasure, but did not at all facilitate sleep."

Onward he pushed, overtook Mr. Krabbé on the 30th near Point Griffith, travelled in company to Cape Cockburn; overtook Lieutenant Hamilton with his sledge and half-famished dogs, and finally taking it, reached Beechey Island at 4.30 on the 12th June, 151 $\frac{3}{4}$ hours from Dealy Island, averaging 61 $\frac{1}{2}$ journies during an absence of 70 days, or 18.8 geographic, equal to 21.7 statute miles, at the drag-rope, a feat I believe, so far as the human constitution and the courage and spirit of the thorough British seaman is concerned, not to be despised. I now turn to Mr. Krabbé.

He reached "the Bay of Mercy" on the 5th of May. The tattered remains of the ensign, pendant, &c. were still flying, and such had been the accumulation of snowdrift on the northern side of the ship, that they were enabled to walk in over her gunwale. There was also a great quantity on her decks, but not sufficient to prevent them from obtaining easily, an entrance by the fore hatchway. The ship's head was N. 30° W. (true), the cable hanging slack under her bow. She was heeled about 10 degrees to starboard, and slightly by the head. No sign of pressure was visible, although the oakum was hanging very loosely out of many of her seams.

Her position was S. 12° E. 1400 yards from the cairn, and 426 yards from the nearest point of the beach, her stern being in 11 fathoms water.

On visiting between decks, everything appeared to be in good order, and the lower deck pretty free from frost, but overhead on the orlop beams there were great accumulations of ice.

The water had leaked so much into the holds during the preceding summer, that they were now full up to the orlop beams forward, and solid ice prevailed from thence to within 10 inches of the beams abaft.

In compliance with his instructions, he removed all useful stores, and on the 11th May, securing the hatches and leaving the ship nearly as he found her, commenced his return to Dealy Island.

He observes, "Both on entering and on leaving the bay I paid marked attention to the state of the ice in it, and I am confident that there was no water made inside a line from Point Providence (Bank's Land), to Point Back during 1853, but that there was open water during that season for two or three miles in width along the whole line, and which finally met and arrested pieces from the pack around the neighbourhood of Cape Hamilton. Along the cliffs of Bank's Land also, there was a belt of ice, varying from two to four miles in width, and terminating in heavy pressure on Point Parker. The pack from five miles north of Cape Hamilton to within 10 miles of Melville Island was somewhat heavier and older than found when crossing further eastward."

Mr. Krabbé reached Melville Island on the 26th May, and returned a day later than Lieutenant Meham, having averaged nearly the same rate of travelling (*per diem*).

Very little game was seen. (Captain Kellett remarks, "too early to see much.") Three deer and four musk oxen were noticed near Cape Hamilton, (on Bank's Land,) and three deer at Cape Providence (Melville Island).

The thaw attended with drizzling rain commenced about the 31st of May, yet, notwithstanding very low temperatures, sore feet, snow-blindness, &c., not a casualty was experienced by any of the travellers.

Lieutenant Hamilton with the dog-sledge was despatched by Captain Kellett on the 8th May, after the receipt of his final instructions, with orders for Lieutenant Meham and Mr. Krabbé at Dealy Island, desiring them to make a direct journey *viâ* Cape Cockburn, to Beechey Island.

He was much crippled on his return by want of food for his dogs, and was as before stated, overtaken by Lieutenant Meham. He reached Beechey Island with Mr. Krabbé.

We had now reduced the journey between H.M.S. "Assistance" and Beechey Island to such simplicity, that the effective crews of "Resolute"

and "North Star" kept up a pretty constant communication, making five days easy travel heavily laden, four days light, or 22 hours courier with dogs.

We thus removed our invalids and weakly hands by degrees, as well as the instruments and valuable stores, replacing our vacancies (amounting to 20) by sound men from the other crews.

The number of invalids now collected on board the "North Star," called for more especial care than the acting surgeon of that vessel. I therefore appointed Dr. D. Lyall, the surgeon of H.M.S. "Assistance," and senior here, to conduct the duties of the hospital established there under the control of the senior officer present, transferring Mr. Ricards (*pro tem.*) to H.M.S. "Assistance."

On the 1st of June, decided operations commenced for cutting out and floating H.M.S. "Assistance." The ice was found to run about 7 feet in thickness near the stern, and 18 feet at the bows—a little ahead 24 feet. The several trials of depths lately had given more water than required to float her; and, from a gauge nailed on her stern post in November last, it was evident that she had been bodily uplifted by the freezing power 15 inches, and instead of being aground, as we had imagined, she had at least one foot water to spare under her heel. The ice, therefore, must have gradually worked off shore (which I believe), or the water has attained a higher level (?).

Before the 6th of July, both the ship and tender were in every respect free, floating on their proper element, and on the 8th equipped for sea.

Four depôt tents had been established at convenient distances for "journies" since the 13th May, connecting us with Beechey Island; but fuel being scarce, at one only, viz. at Baring rendezvous, Cape Bowden, did any one permanently reside. That position was most ably commanded by Serjeant Jeffries, a most upright, worthy, intelligent soldier, whose peculiar services I have thought fit to place before their Lordships in a separate communication.

This rendezvous was provided with two tents, and a store of provision and fuel, equal to the sustenance of 91 men for three days, should necessity call for the withdrawal of the crews of "Assistance," &c. The other tents were adequately provided with blankets, &c., for 12 persons, thus saving the carriage of tent and sleeping gear, cooking apparatus, and other great incumbrances.

The general duties of the ship being thus satisfactorily arranged, and my presence being required at Beechey Island, to decide on further movements should a vessel arrive from England, I left the "Assistance" on the 12th July with six sledges, conveying two boats, instruments, chronometers, and other valuables, and reached Beechey Island on the morning of the 17th about 2 a.m., when I was met by my worthy colleague Captain Kellett, Commanders M'Clure, Pullen, and M'Clintock, and conducted to this house "Northumberland Depôt," where everything had been kindly arranged to ensure my comfort, and from whence I am now writing.

At this present date no sign of open water cheers us, but I have the satisfaction of knowing that on the 6th H.M.S. "Assistance" and "Pioneer" were blown out. The latter grounded, and the engines could not be worked. She was soon got afloat, and my communication, dated 3 a.m. on the 10th, from Commander Richards, places the ship near Cape Grinnell, not far from the spot where the gallant Bellot met his untimely end.

Considering that our northern and western searches have now terminated, I cannot but revert to the matters involved in this service intrusted to my direction. Although it was clearly explained, indeed most emphatically enjoined on me, that the discovery of new land had no part in my proposed duties, but that the most rigorous and extended search for traces of the missing expedition was alone to occupy my mind, still, the one object in the region more particularly visited by me could not be satisfactorily executed without the label of truth impressed on its every feature.

With both views before me, the commanders of parties were directed to make straight courses to the utmost extent of travel from point to point, so far as provision would sustain them forward and back.

On the homeward journey, they, with lighter loads, had time to review eligible lines of research, and the orders given to the return commissariat

sledges filled up all minor gaps until the whole bore the appearance, at least, of a strict survey.

But, secondary to these main instructions, was the effort to trace any communication with the ships under Captain Collinson's command, and to deposit adequate supplies to aid them in retreat at the most eligible positions.

That our efforts have entirely failed in our first and most exciting search rests mainly, I believe, on the conviction that the "Erebus" and "Terror" did not advance westerly or northerly beyond Beechey Island, and it is a matter of no common importance to my mind, and adverse to any *intention* of a northern movement, that not one single *reliable* trace of detached sporting parties has been met with northerly. But on the other hand, *easterly*, at points where we should naturally expect explorers would be averse to proceed, numerous traces of temporary sojourn abound, fatal in my mind to any idea of further western discovery, and specially in the direction of Wellington Channel.

I admit, now that we *know* that navigable channels exist on either sides of Baillie, Hamilton, and Dundas Islands, that it was not unnatural to suppose that the ships might have escaped westerly by that route. But speaking as a surveyor, as a simple navigator, had I travelled from hence to the heights of Capes Osborn, or further north to Cape Hogarth, and beheld from thence, as I have done on the latter and near the former, the clear panoramic view of Wellington Channel, I would not have deemed the Queen's Channel of sufficient importance to risk my vessels *for exploration*, nor of equal value to the Byam Martin Strait, easier of approach, and for every object *attainable*, more secure than the course by Wellington Channel.

I saw no features from the *eastern shores* to warrant any passage, nor is it fair to judge from the very extraordinary season of 1852 that successive years would afford similar facility. *When* H.M. Ship "Assistance" escapes out of Wellington Channel, then I may be able to make further remarks. But this I know, that 1853 and 1854 offered no invitations to the judicious navigator to try his chance, late in the season, merely perhaps to enter the great bay where the "Assistance" spent her dreary winter.

My impression still clings to the escape out of Lancaster Sound, or a fatal issue off Cape Riley, and that traces, if ever discovered, must be sought from the Esquimaux of the southern land (Cockburn Island).

Having thus dismissed our disappointed hopes of traces where we have sought in vain, I arrive at the discovery of the position of H.M. Ship "Investigator," and the present safety of her captain and crew.

However anxious I may be for a similar result with regard to Captain Collinson and party, still I am thankful that the records place him in a region free from the perils of Arctic ice, in which Captain M'Clure considers no ship could endure. He had at the latest account two modes of escape; one, by the road he came; the other—on which I place but little reliance on account of its difficulties—by the land journey to some of the Hudson Bay posts, unless indeed he met Dr. Rae, in which case competent guides would materially alter the face of his difficulties.

But I have not been unmindful of every course which he might adopt. The Melville Island chain is complete and adequately stored. At Cape Bunny, should he take up the Peel Strait, he will find supplies and notices where to find more. At Port Leopold the house is not fit to shelter his people, but I think the materials for sustaining life are not wanting.

Here the house, the position of the provisions, fuel, and stores, offer the home provided for Sir John Franklin, and where possibly I may yet have to prove that another winter can be endured.

Until the month of September is half expended I shall, if detained here, still cling to the hope of his joining us, and of the arrival of steamers adequate to our need, in conveying so many persons to our country without the risk of one bottom.

21st August 1854.—Open water in every direction. The nonappearance of H.M.S. "Assistance," and the opinion here that I ought to decide on the spot as to her future fate compels me to close. If Captain Kellett should be blown out in H.M.S. "North Star," and reach England, I must refer to him for my latest intentions.

I have, &c.

EDWARD BELCHER,
Captain commanding Expedition.

METEOROLOGICAL REGISTER of a Journey from H.M.S. "Assistance" in the Wellington Channel to H.M.S. "Resolute" off Cape Cockburn, and back, between the 22d of February and the 4th of May 1854.

Proceedings of
Sir Edward Belcher, C.B.

| Date. | Temperature. | | Winds. | | Wr. | Remarks. |
|---------|--------------|--------|------------|--------|--------|--|
| | 6 a.m. | 6 p.m. | Direction. | Force. | | |
| Feb. 22 | -35 | -25 | Calm | 0 | b.c. | } Passage from "Assistance" to Beechey Island. |
| 23 | 40 | 37 | Ditto | 0 | b.c. | |
| 24 | 42 | 37 | Variable | 1,2 | b.c. | |
| 25 | 41 | 37 | Northerly | 3,5,7 | q.m. | |
| 26 | 41 | 37 | North | 5,7 | q.m. | |
| 27 | 32 | 30 | North | 3,7 | q.m. | |
| 28 | 18 | 16 | N.N.W. | 7,9 | q.m. | |
| March 1 | - | - | - | - | - | |
| 2 | - | - | - | - | - | |
| 3 | - | - | - | - | - | |
| 4 | - | - | - | - | - | |
| 5 | - | - | - | - | - | |
| 6 | - | - | - | - | - | |
| 7 | - | - | - | - | - | |
| 8 | - | - | - | - | - | |
| 9 | - | - | - | - | - | |
| 10 | - | - | - | - | - | |
| 11 | - | - | - | - | - | |
| 12 | - | - | - | - | - | |
| 13 | - | - | - | - | - | |
| 14 | - | - | - | - | - | |
| 15 | - | - | - | - | - | |
| 16 | -23 | -19 | Calm | 0 | b.c. | |
| 17 | 26 | 18 | S.E. by N. | 1,2,7 | g.q. | } Much snow drift. Confined to tent. |
| 18 | 26 | 28 | N.N.W. | 5,6 | q.m. | |
| 19 | 32 | 31 | N.N.W. | 6,7 | q.m. | |
| 20 | 32 | 32 | N. & W. | 8,9 | q.m. | |
| 21 | 33 | 30 | N.W. | 2,3 | b.c. | |
| 22 | 33 | 30 | N.W. | 2,3 | b.c. | |
| 23 | 31 | 35 | W.N.W. | 5,7 | b.c.m. | |
| 24 | 33 | 31 | W.N.W. | 7,8 | b.c.m. | |
| 25 | 32 | 30 | W.N.W. | 5,6,8 | g.m. | |
| 26 | 31 | 30 | W.N.W. | 5,8 | q.m. | |
| 27 | 30 | 32 | W.N.W. | 7,9 | q.m. | |
| 28 | 31 | 20 | W.N.W. | 7,8 | q.m. | |
| 29 | 18 | 19 | W.N.W. | 3,4 | b.c. | |
| 30 | 27 | 17 | W.N.W. | 2,3 | b.c.m. | |
| 31 | 26 | 25 | N.E. | 3,4 | b.c. | } From Beechey Island to "Resolute" off Cape Cockburn. |
| April 1 | 31 | 21 | N.N.E. | 4,5 | b.c. | |
| 2 | 25 | 22 | N.N.E. | 3,4 | c.m. | |
| 3 | 29 | 20 | S.W.S. | 2,3 | c.m. | |
| 4 | 28 | 17 | W.S.W. | 4,5 | c.m. | |
| 5 | 14 | 10 | W.S.W. | 4 | c.m. | |
| 6 | 20 | 8 | W.S.W. | 4 | c.m. | |
| 7 | - | - | - | - | - | } On board the "Resolute." |
| 8 | - | - | - | - | - | |
| 9 | - | - | - | - | - | |
| 10 | - | - | - | - | - | |
| 11 | - | - | - | - | - | |
| 12 | - | - | - | - | - | |
| 13 | - | -3 | S.E. | 4,5 | q.c.m. | |
| 14 | 14 | 2 | West | 2,3 | b.c. | |
| 15 | 13 | 3 | S.W. | 5 | b.c. | |
| 16 | 3 | 3 | Calm | 0 | b.c. | |
| 17 | +9 | -8 | S.E. | 2,3 | c.m. | } From Cape Cockburn to Beechey Island. |
| 18 | 8 | 1 | S.E. N.E. | 2,4 | c.m. | |
| 19 | 7 | 3 | E.N.E. | 2,4 | c.m. | |
| 20 | 3 | 2 | Easterly | 1,3 | b.c. | |
| 21 | 10 | +7 | E.S.E. | 1,2 | b.c. | |
| 22 | 1 | 4 | E.S.E. | 2,4 | b.c. | |
| 23 | 5 | 4 | Easterly | 1,2 | b.c. | |
| 24 | Zero | -2 | Calm | 0 | b.c. | |
| 25 | +7 | 8 | Westerly | 1,2 | b.c. | |
| 26 | - | - | - | - | - | |
| 27 | - | - | - | - | - | |
| 28 | - | - | - | - | - | |
| 29 | +15 | 2 | S.E. | 2,3 | c.m. | |
| 30 | 19 | -1 | S.E. | 2 | b.c. | } From Beechey Island to "Assistance." |
| May 1 | -6 | 14 | S.E. | - | - | |
| 2 | +13 | 14 | N.E. | 2,3 | b.c. | |
| 3 | - | - | N.N.E. | 1,2 | b.c. | |

G. HENRY RICHARDS, Commander.
G 4

LETTER from Sir EDWARD BELCHER, C.B., enclosing Reports from the several Officers of the "NORTH STAR," containing the Result of their Examinations of the Coast, and Observations in respect to the Traces of the Franklin Expedition on Beechey Island, &c.

H.M.S. "Assistance's" Gig,
Northumberland Depôt, Beechey Island,
18th August, 1854.

Sir,

THE inclination, now that nothing remains to employ the talkative, having given rise to certain observations relative to the search in the immediate vicinity of Beechey Island, I thought it prudent, now that we are fixed to the spot, to call for every document or opinion bearing on the same, in order that their Lordships may not be troubled at some future period with schemes for further search, at least in this locality, on the plea that anything has been left undone.

These reports result from various orders, commencing when I quitted two years since, and terminating with the report of Mr. Court, Acting Master of H.M.S. "Investigator," this day.

I have, &c.

EDWARD BELCHER,

The Secretary of the Admiralty, Captain commanding Arctic Squadron.
London.

(1.)—Mr. STEPHEN COURT to Sir EDWARD BELCHER, C.B.

H.M. Ship "North Star,"

Beechey Island, 18th August 1854.

Sir,

IN pursuance of your orders I left this ship at 1.45 p.m. of August 7th, with a party of six men and the small ice boat victualled for ten days.

Having reached a small distance beyond Cape Riley, the starboard runner of the boat became so much crippled as to cause me to send to the ship for a sledge. At 0.30 a.m. on the 8th, the large boat arrived with two additional hands for my party, and I started with her at 9 a.m., arriving at Cape Ricketts at 6 p.m., with the starboard runner of the boat broken completely off.

On the morning of the 9th, seeing no prospect of proceeding with the boat, I started with one man to examine the shores of Radstock Bay, leaving the remaining seven to remove the boat into a more secure position; I returned to the boat at 1 a.m. of the 10th, and found she had been placed according to my wishes.

At 3 p.m. I proceeded with the whole party towards Cape Hurd, and on the 11th at noon found a notice left by Mr. John Stuart, dated 23d May, 1851.

At 7 a.m. 12th instant, arrived at Cape Hurd, and found notices of the under-mentioned visits, viz.:

| |
|---------------------------------------|
| Captain Pullen, dated 30 August 1852. |
| Lieutenant Cator ,, 21 ,, 1850. |
| Sir E. Belcher ,, 11 ,, — |
| Mr. John Stuart ,, 23 May 1851. |

At 11 p.m. of the 12th arrived at our farthest from the ship, in a small bay on the western side of Maxwell Bay, about 10 miles eastward from Cape Hurd.

During the forenoon of the 13th, I walked around the shores of this small bay to a distance of about five miles from the party, and found traces of a tent having been pitched here before; also the remains of a tree of drift wood much charred with fire, the head of a wooden mallet with the handle broken short off, and a piece of wood supposed to be a part of a stave of a cask.

At 5 p.m. of the 13th, I commenced my return, and arrived at the boat at Cape Ricketts at 10 p.m. of the 15th; and at Cape Riley at 5.30 p.m. of the 16th. Here the ice prevented our coming to the ship until the next morning, when we arrived on board at 8.45 a.m. having found no other traces of any parties than those above mentioned, which I have already forwarded to you.

Traces of Esquimaux huts were discernible at various places along the coast, but none of them apparently of a recent date.

During my outward progress the ice in the offing appeared to be moving slowly to the eastward, but too close for a vessel to penetrate.

From a hill near my farthest, the ice from Cape Felfoot to Cape Hurd appeared slack, with several holes of water among it; and in a direction from Cape Felfoot towards Leopold Island was a large space of open water with no ice visible over it in many places.

On the night of the 13th. the wind shifted, and the weather became too thick for the state of the ice in the offing to be seen, but the few slack places along the land were fast filling up with ice from the westward.

Two ice-boats damaged in succession!!—E. B.
I travelled the same ground twenty-four hours later—no difficulty with my gig!!—E. B.

At noon on the 16th, from the eastern point of Gascoigne Inlet the ice was moving rapidly to the eastward, but had not broken out of the entrance of the inlet.

At 5 a.m. of the 17th, from Cape Riley there was a large space of water extending along the land as far as could be seen, and to the distance of about three to four miles off shore.

I have, &c.

STEPHEN COURT,
Acting Master, H.M.S. "Investigator."

The result, is simply, no search made beyond a resting-place of Commander Pullen in 1852.

E. BELCHER, Captain.

Proceedings of
Sir Edward Belcher, C.B.

(2.)—Mr. WILLIAM T. DOMVILLE to Commander WILLIAM J. S. PULLEN, R.N.

Her Majesty's Ship "North Star,"
Beechey Island, 19th August 1854.

Sir,

IN obedience to the orders of Captain Sir Edward Belcher, C.B., issued in your memorandum of the 15th inst., I have to submit for his information the following account of such traces of Sir John Franklin's expedition, as met with during my absence in charge of a shooting party from Her Majesty's ship "North Star," in July last.

The first traces met with were those discovered by Lieutenant Hamilton and myself two years since, and described in his published letters; these were again minutely examined, but no document could be discovered. They still presented the same appearance, the cooking stones, with the half consumed embers of coal and bone (white whale), exhibiting a freshness that might be ascribed to as few months as to the many years that have elapsed since ignited. The circumstance of bone being mixed with coal might, upon casual observance, lead to the surmise that fuel was deficient, but the remnants of coal and the wooden lining of an old potatoe case being still intact, would appear to negative this. The other traces were at a tenting place, under the high land bordering the north end of Gascoyne Inlet. Here were found two perfect wine bottles, several others broken, a broken six ounce medicine vial (with the broad arrow) which had contained oil, a few iron nails, several pieces of rope yarn, and a piece of tin with Goldner's name and stamp; there also was a small heap of about a dozen pieces of fossil and other remains, granite, &c., the evident debris of a geological collection from the neighbouring hills.

Up Radstock Bay no traces were seen excepting of Esquimaux, which were numerous, but of a remote period. The time of absence of the party was fifteen days; it consisted of ten persons, four officers and six men. The ground thus crossed and recrossed comprised the tract between Radstock Bay, from north to south, and Beechey Island; all were ever anxious, and I believe that not a stone was seen raised upon another, but it was made the object of scrutiny.

I have, &c.

WILLIAM T. DOMVILLE,
Surgeon of H.M.S. "Resolute."

(3.)—W. ELLIOTT to Commander PULLEN, R.N.

H.M. Ship "North Star,"
Beechey Island, 15th August 1854.

Sir,

I HAVE the honour to report, for the information of Captain Sir Edward Belcher, Kt., C.B., that I have examined different parts of this island and the neighbouring vicinity, in my shooting and other excursions, for traces of the expedition under Sir John Franklin since our arrival here in August, 1852, and the only thing I have found was a piece of iron (which I delivered to you at the date of finding it, October 1853,) at the embankment on the north east part of the island.

I have, &c.

W. ELLIOTT,
Clerk in Charge.

(4.)—T. C. PULLEN to Commander W. J. S. PULLEN.

H.M. Ship "North Star,"
Beechey Island, 16th August 1854.

Sir,

IN compliance with your memorandum of the 15th instant, I beg to state that I picked up, on the eastern side of Erebus and Terror Bay, on the 18th August 1853, lying on the shingle beach close to the sea side, apparently dropped there, no cairn having been put up to support it, a boarding pike, painted half white half black, vertically; at one end a piece of board was secured, on which was a hand painted black, with the fore-finger extended. I examined the place for some distance around it, to see if there were any marks to show the ground had been disturbed, but could find none.

I.

H

Proceedings of
Sir Edward Belcher, C.B.

With respect to the search of Beechey Island and shores around it, I think, from the manner it has been searched by parties appointed for that purpose, and during our long stay in this vicinity the number of times the ground has been passed over by those belonging to the ship, it is hardly possible that any cairn or other mark which might lead to any trace of the missing expedition could have escaped observation.

I remain, &c.
(Signed) T. C. PULLEN,
Master.

(5.)—Mr. R. C. SCOTT to Commander W. S. PULLEN.

H.M.S. "North Star,"
Beechey Island, 16th August 1854.

Sir,

AGREEABLY to your memorandum of the 15th instant I beg to furnish you with the following particulars. In compliance with orders I received from Captain Kellett I proceeded on the evening of the 3d July on a shooting expedition to Cape Spencer. The following day whilst going in the direction of Point Innes I came upon the remains of an Esquimaux encampment; it was about three quarters of a mile from Cape Spencer. On examining it I found it to consist of seven huts the roofs of which had fallen in, and had evidently been erected very many years ago. To the northward of this encampment, but adjoining it, was a large circular stone wall between seven and eight feet in diameter and two feet in height, a small portion about three feet in width being left for an entrance; the stones were placed much more regularly and with a regard to symmetry which was not found amongst the Esquimaux huts. There was neither mud nor moss to hold them together, and apparently had been erected recently. The ground around the encampment as well as in it was strewn with the bones of the bear, seal, wolf, fox, and dorekie, and a small *cache* of decayed seal's bones and flesh was found close to one of the huts. The remains of a coal fire and one of Goldner's preserved meat tins were also on the ground, the latter having the names of Dr. Bradford, Commander Pullen, and others, scratched on it, bearing date respectively 1850 and 1853. Amongst the ruins I dug out a small piece of an arrow formed out of bone, with two barbs; also a long, straight, thin piece of bone (about 14 inches in length) sharpened at one end; also a small rough piece of ivory, probably part of the tusk of a walrus, which had apparently been intended as the head of a spear. Outside the circular encampment I picked up a few small pieces of tin varying from an inch to two inches in length and from $\frac{1}{4}$ to $\frac{1}{2}$ inch in breadth. On leaving the encampment I proceeded toward Point Innes, but had not gone far (thirty yards) when I picked up a piece of tin about four or five inches square with the words "H.M.S. Terror" painted on it; the piece had evidently been cut out from Ednard's preserved potatoe tins. I brought with me to the tent the piece of tin and the arrow and the piece of bone, which were sent on board the "North Star" before my return.

I have, &c.
ROBERT CHARLES SCOTT,
Assistant Surgeon addl. H.M.S. "Resolute."

(6.)—Lieutenant JOHN P. CHEYNE to Commander PULLEN, R.N.

H.M.S. "North Star,"
Beechey Island, 8th August 1854.

Sir,

I BEG to state that while stationed at the top of the island during the month of July of the present year, I employed myself in the examination of the hill side under Franklin's cairn, and from the result of that examination have come to the conclusion that nothing is to be found there, as previously supposed by me, or on any other part of the island.

I have, &c.,
(Signed) JOHN P. CHEYNE,
Lieutenant H.M.S. "Assistance."

No. 10.

REPORT of SEARCH of BEECHEY ISLAND and vicinity for TRACES of the
EXPEDITION under Sir JOHN FRANKLIN.

Commander W. J. S. PULLEN to Captain Sir EDWARD BELCHER.

H.M.S. "North Star,"
Beechey Island, 16th August 1854.

Sir,

IN reply to your letter of yesterday's date I have the honour to transmit an account of what has been done here in the service of search for documents or traces of the Franklin expedition since August 1852. And as

my letter of proceedings dated 21st March 1853 accompanying my journal, which I left for you at Cape Beecher, contains full accounts, I have omitted here all details, and beg to state that the importance of this duty has never been effaced from my mind, or that of any of my officers, who as well as the men have been enjoined to keep a good look out on every occasion on visiting the shore.

2. In my visit to Maxwell Bay nothing whatever was found to lead me to suppose that any parties had travelled along its shores as far as I went, nearly to its head on the western side, so that I could fully see it was connected all round, and that there was no probability of parties being able to travel from it to any northern water. From a careful examination of the circles of stones there discovered I was fully convinced that they were nothing more than the remains of old Esquimaux encampments.

3. At Cape Hurd I found other circles of stones still more ancient, a few preserved meat tins, and a piece of a broken stone bottle left by former searchers; also the cairn and your notice left on your way to Beechey Island in 1852.

4. In September 1852 two cairns were discovered on the northern range of this bay, N.E. and S.W. from each other and 170 feet apart. When I first saw these piles I was almost certain that we had found traces, but on taking them down, digging underneath as far as it was possible, over a considerable space too, half way between, and in every direction about, I gave it up, without discovering anything. And on the eastern shores of the bay the very same day another smaller cairn was found, and examined with a like result, other than a small piece of well bleached white line. These cairns I can, therefore, only conclude were erected as surveying marks similar to those that have been put up by me; moreover, that one on the eastern shore of the bay was close to the spot where I was about to fix a position in my survey.

5. On the 25th of January 1853 I commenced digging on the island over all those parts that had been before examined, and feel satisfied that from the manner in which it was done, without any traces resulting, that nothing was intended to be left. The summit of the island too was also strictly examined, in fact, no part bearing on the surface the least semblance of disturbance was passed over without digging and examining by a watch kept almost constantly at it until the 28th February, and from so much snow on the ground little difficulty was found in getting well down under the surface.

6. Nothing more was done until October 1853, every one finding full employment in the intervening time in travelling and getting the ship afloat. Mr. Alston, mate, however, found another cairn on the northern high land with no success, therefore I had no reason to alter my impressions respecting these cairns; and furthermore I do not think anything in the shape of a record was ever intended to be left.

7. On the 10th of October Lieutenant Cheyne arrived, and on his expressing belief that some traces might be found in or about the southern cairn on the summit of this island I gave him orders to search, acquainting me from time to time of the result; and on the 8th of this month I gave him another order in compliance with your orders to me, to which I got the enclosed letter of reply.

8. On or about Point Innes, and as I conjecture on that spot called, by Mr. Penny I believe, a watch-tower I found after turning over some of the stones part of a human jaw-bone very much decayed, and apparently of very ancient date, and within Cape Spencer on the right bank of the stream emptying itself to the northward of the low point I found the remains of an Esquimaux encampment, evidently the one Mr. Scott, the assisting surgeon, so closely examined when stopping there with the shooting party last month. The place was also examined by me at the time of discovery, when the tin marked Dr. Bradford was seen, and the others were marked by my men. Mr. Scott's report I beg to enclose.

9. I have given no orders but verbal to my own officers, leaving it entirely to their sense of the importance of the service, and from Mr. Pullen, master, and Mr. Elliott, clerk in charge, I have received letters, which I also enclose.

10. Lieutenant Cheyne I have given direct orders and as before stated received a reply, and in compliance with your letter of the 15th I issued a general memorandum to all officers on board H.M. Ship under my command on the subject, and having received no letters but those enclosed come to the conclusion that nothing else has been found, or that they think any further traces are to be found in this vicinity.

I have, &c.

W. J. S. PULLEN, Commander.

No. 11.

LETTER from Sir EDWARD BELCHER, C.B. reporting his Reasons for abandoning his SHIP, and detailing his Proceedings to the 28th instant, when he arrived in the "Phoenix" at Cork.

H.M. Ship "Assistance's" Gig, H.M.S. "Phoenix,"
Cork, 28th September 1854.

Sir,

My last despatch was penned at the moment I quitted Beechey Island to return to H.M.S. "Assistance," and under the impression that stress of weather or other fatality might compel the "North Star" to proceed to England in conformity with instructions which I left with Captain Kellett, as may be seen by my closing paragraph.

On the 22d of August, the ice had so far cleared in the Wellington Channel that the extreme edge of the floe could just be discerned from the summit of Beechey Island.

3. My preparation for travel was made, and as it might be necessary to exchange some of the officers of H.M.S. "Assistance," whose constitutions could not, if that vessel should be ultimately frozen in the drifting pack, withstand another winter, the following officers immediately tendered their services, and accompanied me to H.M.S. "Assistance,"

Commander M'Clintock.

Mr. Robert C. Scott, assistant surgeon.

Mr. Court, acting master (Investigator).

Mr. Jenkins, master.

Dr. Domville also volunteered, but I considered his services more important in the "North Star," as Dr. Lyall would be required to accompany me to complete any medical surveys required.

Our party embarked in my gig at 11 a.m. on the 23d August, and after a heavy pull reached Point Innes in four hours, where the supernumeraries, mentioned above, landed and volunteered to walk on by land to Baring Rendezvous, Cape Bowden,

Moving on in the gig, I reached the edge of the floe about eight miles to the southward of the Rendezvous, and was compelled to drag the gig over the floe with five hands assisted by the surgeon and myself, eventually reinforced by Mr. Court, the serjeant, and one man. We reached about 8 p.m. A courier which I had despatched beforehand to H.M.S. "Assistance," "desiring a party to be immediately advanced to my assistance," reached about 8 the following morning, informing me "that the party was halfway between the stations;" he was directed to return and stop them until my arrival, our party moving forward at noon.

In 37 hours from the period of quitting the depôt at Beechey Island I stood on the quarter-deck of H.M.S. "Assistance."

The ice, which on my downward journey in July appeared to be cracking in twelve different fissures between Cape Grinnell and the present position of the ship, and which latterly rendered travel, without the company of a boat, most difficult, had now set close to, and a pedestrian effected his passage with comparative ease.

Over an expanse of 24 miles these cracks had occurred in as many places, but now one solid barrier, cemented in many places by young ice, and the pools on the floe so hardly frozen as to bear both men and sledge, left but little hope of release until too late in the season for any prospect of reaching

Beechey Island or England this year. And it was still a question, if an effort of nature displaced this barrier (as it did with the unfortunate Bellot last year) by a north-west or southerly gale, if any vessel survived the inevitable pressure to which she must be subjected.

The fissures into which the "Assistance" and "Pioneer" had been warped, and where they succeeded in docking, opened and closed occasionally to the extent of 40 feet, but its termination was *inshore* near to Cape Grinnell, and latterly, the dock having ruptured, they had been subjected to "nips" causing the ship to heel occasionally, but the most troublesome piece had eventually passed under her forefoot.

Taking all these matters into consideration, the absolute impossibility of any disruption of the ice without a similar gale to that of August last year, the danger if it did recur, and finally, the risk which the lateness of the season now entailed on hesitation, I considered that I should best fulfil my pledge to their Lordships and my duty to my country, as well as to my crew (for none volunteered to remain out) by withdrawing them and proceeding to H.M.S. "North Star."

The pang of quitting my ship at this late moment, when hope, to our senses, at Beechey Island, had almost ripened into certainty of release, will I trust need no assertion from me.

The objects of the expedition, as far as the powers of ship and crew were concerned, have been I trust carried to the extreme bounds of *reason*, and if they were not pushed further, I must most humbly submit that no fault lies in not being supplied with human beings who could kill me, or my gallant second, Commander Richards.

I have been generally charged with exacting from my followers as much as my frame, impelled with "a Commander's excitement," could endure. I was well supported. But I felt that I could not tax their labour beyond the *true intent* for which I was selected for this command. "To search for Sir John Franklin, on *reasonable* and *reliable sources*," but not to push, for my own reputation or selfish ends, for discovery of new lands where no trace existed, or seemed to promise, without ruining the then jaded frames of my gallant supporters, even with 40 days' provision remaining, and a depôt at my feet.

It was under such circumstances nearly that my final effort *against hope* led me five days journey off into the *bare floe* to complete Buckingham Island and the Victoria Archipelago.

But my duty would not have terminated by a retreat to England, as imagined, had my squadron reached Beechey Island in August last year.

Rumour indeed, to suit some interested purpose, had raised such a calumny. But the correspondence between Captain Kellett and myself, would, I had imagined, have implied that our forces would have been so placed along the western ports of Baffin's Bay, that the possibility of any of the crews having reached Cockburn Island would have been entirely set at rest, for I feel satisfied that no reasonable being of this expedition, with brains free from the delusions of interested motives, will venture to suggest that our unfortunate countrymen ever passed the meridian of Beechey Island after the spring or autumn of 1846.

If any final proof were wanting to seal the improbability of escape until too late to advance westward to positive destruction, let them look to the advance and *immediate sealing* of the "Assistance" in 1852, and the struggle of the "North Star," for release with *three crews* in 1854, from a position *far outside* that *inferred* to have been occupied by the "Erebus" and "Terror."

On the full moon of the 26th August, at 6 a.m., the last of the crew of Her Majesty's Ship "Assistance" quitted the ship. The jack, ensign, and pendant, never to be hauled down, were properly secured; the decks cleaned and inspected, and the cabins put in due order. The last tapping of the caulker's mallet, sealing the aperture to my cabin, found an echo on many a heart as if we had encuffed some cherished object. Our hearts were too full, no cheers escaped, but turning our backs on the ships, we pursued our cheerless route over the floe, leaving behind our home, seeking perhaps merely the change to the depôt at Beechey Island.

I reached Beechey Island, a distance of 40 miles, by floe and sea in 25 hours. The remainder of the crew under Commander Richards, after leaving on the floe a great quantity of luggage which the boats could not carry, arrived about 12 hours later.

Captain Kellett during my absence had so far expedited matters, that by noon (on the 26th August), all had been embarked from Northumberland depôt, excepting the supplies for sixty men for one year; and all the requisite documents having been placed in the house as well as in the pillar, with a large copper plate marked "Post office" we embarked on board Her Majesty's Ship "North Star," slipped our hawsers, and made sail, intending to advance westerly to meet and relieve our boats, *deeply laden*, and to which two additional boats had been already despatched, as Commander Richards had informed me that a party had been compelled to travel by land.

It was about this day last year that H.M.S. "Phoenix" left for England. Some doubted her escape from Lancaster Sound. It was therefore matter of deep anxiety, now that our crews were all collected in one small ship, and many four winters out and not over strong, that we should alone have to buffet the ice of Baffin's Bay.

The day was gloomy, attended with snow and haze, and I had barely taken possession of my cabin, when a steamer towing a barque was reported off Cape Riley.

The "Phoenix" and "Talbot" had arrived barely in time to prevent our missing them, as I should undoubtedly have taken the southern side of Lancaster Sound as affording the better chance of easterly current.

The contents of their Lordships' instructions did not in any manner, under the discretion reposed in me, alter any of the arrangements which I had already made, but having withdrawn provisions to the minimum required by Captain Collinson's party to subsist our crews on short allowance to England, I now directed them to be replaced in excess, and added two life boats, and two of the sledge boats to those already placed there. The "Mary" yacht, refitted by Commander Pullen, is also in readiness, near the outer edge of the ice, very convenient for launching.

I trust, from the contents of my previous despatches, that it will be manifest to their Lordships that I could not entertain any idea of leaving behind any vessel, officer, or crew here to prosecute a duty I trust complete, but on which our united force and well-trained officers had prosecuted their researches to the extreme to which human endurance could be carried, nor could I possibly frame orders, or in my then condition select any officer to carry them into effect without some definite instruction as to the service for which he was to be employed, inasmuch as the only objects to which my attention was directed were "search for Sir John Franklin," and "relief to Captain Collinson, if not heard of."

But I trust that the latter has already reached a place of safety, and that relief from England, taking into consideration the caches laid out, will, under a very mature consideration of the whole circumstances, be better arranged by a steamer direct from England under a proper officer, fully in time to meet any exigency, and unshackled by towing transports.

Had there been any necessity for leaving out a vessel with a steam tender, I most certainly could not, consistent with my conviction of ability, have left any other than those who specially volunteered for any duty I directed, viz:—Captain Kellett, Commanders Richards and M'Clintock. But I fear from the health of the two former, that I should have been compelled to select Commander M'Clintock, an officer well able to carry out all the exigencies of the service, not only to my own satisfaction and the intent of the orders given to him, but I am fully satisfied, much to the satisfaction of their Lordships and the country.

During the detention necessary for the completion of the duties before alluded to, and for which the ships had to be secured to the floe, I caused the tablet sent out to the memory of Monsieur Bellot to be attached to the pillar, of which I have already furnished a description, and now enclose an additional drawing by Monsieur de Bray, and three vollies to be fired by the marines of the "Phoenix," the superior officers of the expedition attending.

Sacred,
To the Memory of
JOHN BOYLE, A.B.
Who died on board
H.M. Ship "Investigator,"
At Baring Island,
April 6th, 1853. Aged 29 Years.

Sacred
To the Memory of
MONSIEUR BELLOT, Lieutenant in the French
Navy, and Chevalier of the Legion of Honour,
who accompanied Mr. Kennedy and Captain
Inglefield on their respective visits to the
Arctic Regions.

While attached to H.M.S.V. "Phoenix,"
under Captain Inglefield, he gallantly volun-
teered to convey Despatches to Captain Sir
E. Belcher, with a sledge crew from H.M.S.
"North Star."

In a heavy gale of wind, on the 18th August
1853, he was drowned by the disruption of the
ice near Cape Grinnell, much lamented by the
Arctic Squadron, and all who had the pleasure
of knowing his value and noble spirit.

Sacred
To the Memory of
WILLIAM CUTBUSH, Private Royal Marine,
H.M. Ship "Assistance,"
A Native of Northiam, Sussex,
Who died on board

On the 27th February 1853,
After a protracted illness from disease of the
lungs.

Aged 34 Years.

He served with credit in his corps for up-
wards of sixteen years and four months,
gaining by his good conduct two badges of
merit, in addition to the Syrian medal. During
twelve months of the above period, he served
in H.M.S. "Assistance," gaining the respect
of Captain and Officers, and beloved by all
who knew him, and died deeply lamented by
his Shipmates.

"Happy are they who die in the Lord."

He lies interred in Northumberland Sound.

Sacred
To the Memory of
ISAAC BARNETT, Captain of the Main Top,
and GEORGE HARRIS, A.B. Seaman,
of H.M.S. "Assistance."

The latter attached to H.M.S. Tender "Pioneer."

ISAAC BARNETT
Departed this life on the 28th January 1854.
Aged 28 Years.

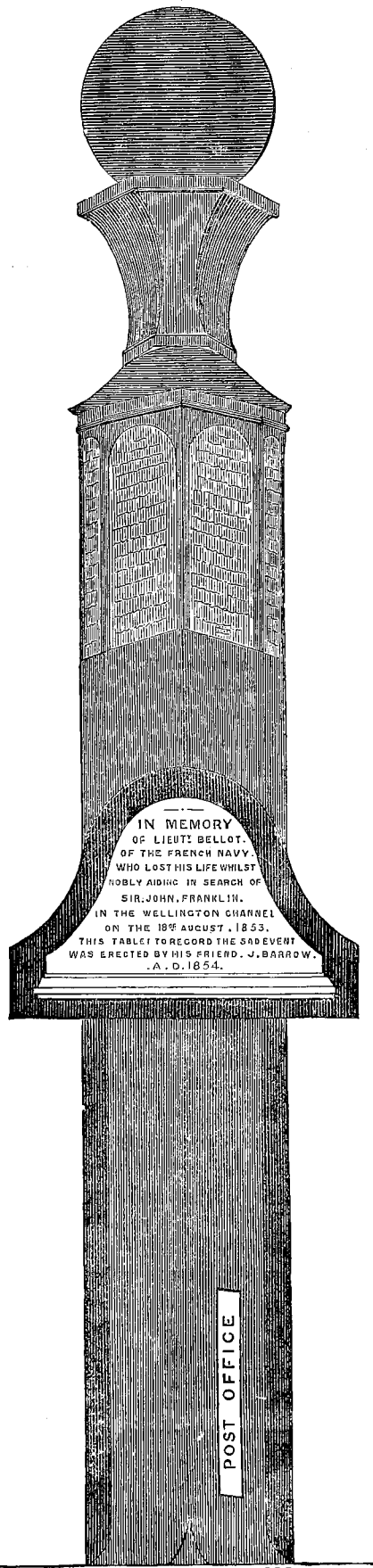
GEORGE HARRIS,
Departed this life on the 9th January 1854.
Aged 30½ Years.

Both fell victims to scurvy, although the
former primarily laboured under scorbutic
affection of the ankle.

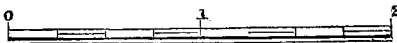
Their remains lie interred on shore at
Disaster Bay, where H.M.S. "Assistance" and
Tender wintered 1853—54.

"Blessed are those who die in the Lord."

Sacred
To the Memory of
JOHN AMES, A.B.,
Who died on board
H.M. Ship "Investigator," at Baring Island,
April 11th, 1853.
Aged 29 Years.



SCALE OF 1 INCH TO 1 FOOT.



Sacred
To the Memory of
THOMAS MORGAN, A.B.
of H.M.S. "Investigator,"
Who died on board
H.M.S. "North Star,"
at Beechey Island,
May 22d, 1854. Aged 34 Years.

Sacred
To the Memory of
MR. H. H. SAINSBURY, Mate,
Late of H.M.S. "Investigator,"
Who died on board
H.M. Ship "Resolute,"
Off Cape Cockburn,
November 14th, 1853.
Aged 26 Years.

Relieved from earthly sorrows,
Which on my heart hath pressed,
I thank the gentle hand divine,
Which lays this heart to rest.

Sacred
To the Memory of
THOMAS MOBLEY, Private Royal Marine,
Who died suddenly on board
H.M.S. "Resolute," at Dealy Island,
October 19th, 1852.
Aged 40 Years.

Also
To the Memory of
GEORGE DROVER, Captain of the Forecastle,
Who died on board
H.M.S. Tender "Intrepid," at Dealy Island,
December 12th, 1852.
Aged 28 Years.

Sacred
To the Memory of
JOHN COOMBS, Stoker,
H.M.S. Tender "Intrepid,"
Who died suddenly, while travelling near
Point Nias, Melville Island,
May 12th, 1853.
Aged 34 Years.

Also
To the Memory of
THOMAS HOOD, Private Royal Marine,
Who died on board
H.M.S. Tender "Intrepid,"
Off Cape Cockburn,
January 2d, 1854.
Aged 36 Years.

Sacred
To the Memory of
JOHN KERR, Gunner's Mate,
Who died on board
H.M. Ship "Investigator,"
At Baring Island,
April 13th, 1853.
Aged 34 Years.

Also
To the Memory of
JAMES WILKIE, Ice Quarter-Master,
Who died on board
H.M.S. Tender "Intrepid,"
Off Cape Cockburn,
February 2d, 1854.
Aged 38 Years.

These matters arranged, fresh notices added to those in the depôt (well secured in a powder case), 15 tons of coal placed ready at the house, one excellent patent cooking range adapted for 70 to 100 men in complete order under a temporary kitchen, a good stove within, and indeed every comfort which I could expect for myself had I *wintered* at this island, all of which had occupied the constant attention of Captain Kellett and myself for the last three months, I directed Captain Inglefield to receive Captain Kellett and myself with my gig, crew, and retinue, on board H.M.S. "Phoenix," and portions of the crews of the other vessels of my squadron having been distributed on board the "North Star" and "Talbot," we again cast off from the floe, shaping a course for Port Leopold. There I intended to leave final records, and to land any further supplies which I might deem necessary.

In this I was disappointed by the ice hanging on that shore, preventing approach within fifteen or twenty miles. I therefore directed the course to be changed for Port Dundas.

My object in seeking that port was to communicate with the natives, and by the aid of Mr. Miertsching, the interpreter of Her Majesty's Ship "Investigator," endeavour to discover if any of this race had any recollection of Sir John Franklin's vessels having quitted Lancaster Sound, or having met with any disaster.

On entering Croker Bay, but a few days before clear of ice and where Captain Inglefield had communicated with the Esquimaux, the ice was found to completely bar further advance, and as Captain Inglefield and his ice-master, Mr. Manson, had given the most discouraging accounts as to the quantity of ice outside the Straits, I deemed it better to take the southern shore and trust to the current known to prevail there by all previous Arctic navigators, to awaiting any opening to the north. At all events, I felt that I could not do better than hang on to the tail of the ice, and take advantage of the first opening.

I was repaid for my decision by clearing the ice that evening, notwithstanding the ice-master and others were adverse.

Captain Inglefield having verbally reported to me that he had visited the depôt left by H.M.S. "North Star," at Navy Board Inlet, and embarked all the provisions, coal, &c., the former of which he had found unfit for consumption, I determined on proceeding there myself, and personally searching the spot and neighbouring ground for traces of visitors, and particularly of the Esquimaux, amongst whom Captain Inglefield had found indubitable traces of the plunder of this depôt.

Our course carried us within the Wollaston Islands, by the west, and round the southernmost the vessels were anchored off the depôt, not to be discovered without infinite difficulty at an earlier or later season, as the stores had been deposited in a ravine which would not reasonably be sought, and where the snow at most seasons would infallibly conceal them. They were not on any projecting point, but really in the bight of the bay.

On landing, we found every coal bag cut longitudinally, and to effect this, I must almost imagine that they had been separately removed, or cut, as some fancied, to prevent their being stolen or carried off in the bags.

Loose staves, hoops, bags, preserved meat tins (severed *longitudinally*) tobacco, flour, and every imaginable supply of food for Arctic service were here mixed in chaotic confusion, leaving the mind but one painful thought, that of the most wanton spoliation of such vast supplies calculated to support these thoughtless children of nature with food, as well as luxuries, for many years.

If all had remained untouched, they might have afforded casual relief to some passing sufferer; but to land more sound provision would have been injudicious, watched as we doubtless were by some of the lurking Esquimaux. I therefore directed Captain Inglefield to embark such coal as could be dug out of the ice, and to complete the vessels with water, of which "Phoenix" and "Talbot" were short, and which at this season, when the springs freeze, it is very difficult to procure.

We were fortunate in accomplishing this and other necessary duties, and ready to move in the morning. But before the vessels could be safely

extricated it came on to blow fresh from the westward, endangering all the vessels. The "Talbot" drove, but was towed into deeper water. The "North Star" parted one cable, which she lost, bringing up eventually by the aid of a tow rope from the "Phoenix," which fouled the bottom. In clearing this she recovered the anchor and cable lost by that vessel in 1850.

Before 8 P.M. the wind moderated and all the vessels were extricated from this dangerous anchorage, and in tow to the eastward.

I was still unwilling to leave this coast before examining Pond's Bay encampment; and, leaving the ships outside under canvass, moved in with the "Phoenix" anchoring within the low point.

Our search was totally unsuccessful as to any visits of our countrymen, or even to any late residence of Esquimaux either on this or perhaps last season. One cask stave with the broad arrow and several preserved meat tins denoted either the visit of a ship of war or of the plunder of the dépôt at Navy Board Inlet, with which this apparently communicates by an inland strait.

But one important fact was here forcibly brought to my mind by the huts at the ravine, viz.: their perfect similarity in construction to those described at Village Point in 1852 and 1853, and seemed to identify that party as belonging to the Pond's Bay emigrants, a portion of whom was recognized by Mr. Manson near and at Dundas Harbour the two last years.

These huts had been deserted many years. In one a human skull, a knife, and iron tinned spoon were found, evidently of European manufacture, and deposited with the head in a dress composed partly of birds and animals' skins.

The water-course was unfrozen, bore a pretty full stream, is outside the point, and was convenient for watering, having a small natural or artificial dock.

The "Phoenix" then steamed out, took "Talbot" and "North Star" in tow, and proceeded southerly.

Had the weather and ice permitted, I should thus have repeated my examinations of the western shores of Baffin's Bay, but many weighty reasons rendered this not only impossible, but dangerous, accompanied by the two sailing ships. The ice had now cleared off shore, but close packed in with the land, and as we advanced southerly still hung more on it.

The "Phoenix" met with a serious disaster, which uncoupled her screw shaft, and bent it, rendering her further services suspicious! Her coal had to be replenished from the "Talbot." Forty-five tons were left at Lievely, and a dog driver, embarked by Captain Inglefield at Upernavick, should be returned to Greenland.

All these matters required me to seek some safe port, otherwise I should have proceeded direct to England.

I directed a course to be shaped for Lievely, and was fortunate enough to thread the middle ice without the slightest difficulty. The breeze increasing as we sighted Greenland prevented the "Phoenix" towing the ships; they were therefore cast off with orders to rendezvous at Lievely, where the "Phoenix" arrived on the 6th September about 4 A.M.

The customary civilities were observed by the authorities in command, and I had the happiness of finding, as all our Arctic expeditions have invariably experienced, the warmest sympathies and attentions to all our wants as well as comforts.

As the provisions embarked from Navy Board Inlet were likely to prove a nuisance as we approached more temperate regions, and learning from the inspector that many families had perished from hunger last winter at some of the settlements dependent on Lievely, I directed a survey to be held on them, and a portion of those condemned to be landed for the use of any distressed Esquimaux. The state in which these poor people eat their food would render that which we should be compelled to throw overboard a luxury.

We were unfortunately detained for the "Talbot" until the 11th, when having received from her and the shore about 115 tons, or all the available coal, and completed water, we quitted Lievely.

The dangers and difficulties to which Her Majesty's ships and crews under our peculiar circumstances were so constantly liable, determined me not to incur further risk or delay by touching at any other port of Greenland. I therefore directed such courses to be steered for reaching England by the northern or southern routes, as appeared to be most conducive to the interests of the Crown, and my regard for the trust confided in me by their Lordships.

The equinoctial gales decided me on seeking Cork as the nearest port for replenishing coal, water, refit, &c.

I gave to Commanders Pullen and Jenkins orders, in the event of separation, to keep to the 60th parallel, and to take eventually the northern or southern course as the winds might render prudent, the senior taking the junior under his command.

We lost sight of our consorts to the southward of Cape Farewell, and I have every reason to expect that they have before this reached the Orkneys.

We reached Cork on the 28th, and, having paid my respects to the Commander-in-chief, left with Captains Kellett and M'Clure for London.

Hoping that my several arrangements will meet the approbation of my Lords Commissioners of the Admiralty.

I have, &c.

EDWARD BELCHER,
Captain commanding the Arctic Expedition.

No 12.

SIR EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, LONDON.

Sir, 49, Charing Cross, 30th September 1854.

I have the honour to transmit for the information of my Lords Commissioners of the Admiralty, copies of the final papers deposited at the depôt Beechey Island, after the additional supplies had been landed from Her Majesty's Ships "Phoenix" and "Talbot."

I have not in my general despatches alluded to one most important particular, bearing on the present supplies of food adapted for the sustenance of the crews of Arctic vessels remaining on board Her Majesty's ships "Assistance" and "Resolute."

All the supplies of preserved meats were expended, and it would by a degree of infinite labour only be possible to convey sufficient from Beechey Island, to sustain crews for the winter, certainly none for any service connected with sledge operations in the spring, without advancing a fresh supply in a vessel to distances *beyond* the stations taken up in advance by Her Majesty's ships "Assistance" and "Resolute"; a matter totally impracticable (*possibly* for years). The idea of further search, (in the dead blank of endless floe,) on the bare idea of landing supplies at Beechey Island, may perhaps much mislead the *non-thinking* people of this country.

I therefore observe that any new *search* must involve a *new expedition*, prepared to advance in three years as far as has already been successfully explored by well trained parties of the squadron under my command.

I have, &c.

EDWARD BELCHER, R.N.,
Captain commanding Arctic Expedition.

ENCLOSURE to SIR EDWARD BELCHER'S Letter of 30th September 1854
Charing Cross.

Copy of Document left behind at the Depôt (Northumberland House), Beechey Island.

THE arrival of H.M. steamer "Phoenix," Captain Inglefield, and "Talbot," Commander Jenkins, enables me to leave further stores, with a copy of my instructions.

I do not deem it necessary, under the latest intelligence, to leave the "Talbot" here, as she would be more endangered than by her return to England, and it did not appear to be the intention of Captain Collinson to make for Melville or Beechey Islands.

I proceed from hence to Port Dundas, within Cape Warrender (if possible).

At Port Dundas records will be left, and should any party proceed by boats next year, they will probably find any relief vessels (which no further intelligence of Captain Collinson's would induce the Government to send) at that position, which is accessible at an earlier date than they can reach this unsafe position.

Natives from the southern shore visit that port; they are great thieves, and have abstracted, or destroyed, the greater part of the stores deposited at Navy Board Inlet. The "Phoenix" has brought away the remainder.

From Port Dundas I proceed to Pond's Bay, where further notice will be left, and from thence by the coast to England.

We are at war with Russia.

The stores in this house have been increased by the addition of the enclosed list.

EDWARD BELCHER,

Captain commanding the Arctic Expedition.

August 26-7, 1854.

LANDED at BEECHEY ISLAND, from H.M. Steam Ship "PHOENIX," the under mentioned Articles of warm Clothing, &c., viz.:

| | | | | | | |
|-----------------------|---|---|---|---|------------|----------------|
| White knitted jackets | - | - | - | - | 8 in No. | |
| Great coats | - | - | - | - | 2 | " |
| Grey jackets | - | - | - | - | 2 | " |
| " trousers | - | - | - | - | 2 pairs. | } in one Bale. |
| " waistcoat | - | - | - | - | 1 in No. | |
| Welsh wigs | - | - | - | - | 15 | " |
| Night caps | - | - | - | - | 41 | " |
| Comforters | - | - | - | - | 506 | " in 3 Bales. |
| Mitts | - | - | - | - | 749 pairs. | 8 " |
| Felt blankets | - | - | - | - | 100 in No. | 5 " |
| Mocassins | - | - | - | - | 150 pairs. | 3 " |
| Seal skin jackets | - | - | - | - | 100 in No. | 4 " |
| " trousers | - | - | - | - | 100 pairs. | 4 " |
| " boots | - | - | - | - | 100 | " 4 Casks. |
| Esquimaux boots | - | - | - | - | 100 | " 4 " |
| Cloth boots | - | - | - | - | 100 | " 5 " |
| Seal skin mitts | - | - | - | - | 105 | " 1 " |
| " caps | - | - | - | - | 105 | " 1 " |

W. J. RICHARDS, Clerk in Charge.

Approved. Landed by my order, EDWARD BELCHER,
Captain and Senior Officer.

LANDED 27th August, 1854, at BEECHEY ISLAND, from H.M.S. "PHOENIX," the under mentioned Stores, viz.:

(By order of Captain Sir EDWARD BELCHER, Senior Officer.)

| | | | | | | |
|--------------------------------|---|---|---|---|---|-------------|
| Life boats | - | - | - | - | - | 1 in No. |
| Sledge cutters | - | - | - | - | - | 2 " |
| Sails for sledge cutters | - | - | - | - | - | 2 " |
| Kettles for travelling parties | - | - | - | - | - | 3 " |
| Spirits of wine | - | - | - | - | - | 40 gallons. |
| Matches, wax | - | - | - | - | - | 50 boxes. |
| " lucifer | - | - | - | - | - | 100 " |
| Oars, boat | - | - | - | - | - | 8 in No. |
| Boat Hooks | - | - | - | - | - | 2 " |
| Staves | - | - | - | - | - | 2 " |
| Tackles, luff | - | - | - | - | - | 1 " |

E. A. INGLEFIELD, Captain.

Approved. EDWARD BELCHER, Captain and Senior Officer.

One Life boat also landed from "Talbot."

No. 1.—Demand or Receipt for Provisions.

| * Landed from H.M.S. "Phoenix," at Beechey Island, the 27th day of August, 1854, from | | | | | | | | | | | | | | | |
|--|-------------|----------|-------------------------------|------------|----------|-----------------|--------------|----------------|----------------|--------------|--------|---------------|------------|------------|-------------|
| Articles. | Quantities. | | Packages. | | | | | | | | | | | | |
| | | | Punchons. | Hogsheads. | Barrels. | Half Hogsheads. | Small Casks. | Irish Tierces. | Irish Barrels. | Lemon Juice. | | Biscuit Bags. | Canisters. | Tin Cases. | Iron Hoops. |
| | | | | | | | | | | Bottles. | Cases. | | | | |
| Biscuits - - | 12656 | Pounds. | 9 | - | - | - | - | - | - | - | - | - | 86 | - | 72 |
| Spirit (strong)- | 36 | Gallons. | - | - | 1 | - | - | - | - | - | - | - | - | - | 8 |
| Sugar - - | 4032 | Pounds. | - | 5 | - | 14 | - | - | - | - | - | - | - | - | 152 |
| Chocolate - - | 180 | Pounds. | - | - | - | - | 3 | - | - | - | - | - | - | - | 12 |
| Tea - - | 503 | Pounds. | in 3 whole and 6 half chests. | | | | | | | | | | | | |
| Salt Pork - - | 3520 | Pounds. | - | - | - | - | - | 11 | - | - | - | - | - | - | 66 |
| Peas - - | 224 | Gallons. | - | - | - | 8 | - | - | - | - | - | - | - | - | 64 |
| Salt Beef - - | 9120 | Pounds. | - | - | 30 | - | - | - | - | - | - | - | - | - | 240 |
| Flour - - | 12768 | Pounds. | - | - | 36 | - | - | - | - | - | - | - | - | - | 288 |
| Suet - - | 336 | Pounds. | - | - | - | - | 4 | - | - | - | - | - | - | - | 32 |
| Pickles - - | 3111½ | Pounds. | - | - | - | - | 22 | - | - | - | - | - | - | - | 132 |
| Cranberries - | 550 | Pounds. | - | - | - | - | 5 | - | - | - | - | - | - | - | 30 |
| Ox-cheek Soup | 2244 | Pounds. | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Preserved Meats | 2976 | Pounds. | - | - | - | - | - | - | - | - | - | - | - | - | - |
| „ Vegetables | 2800 | Pounds. | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Vinegar - - | 26 | Gallons. | - | - | - | 1 | - | - | - | - | - | - | - | - | 8 |
| Lemon Juice - | - | Pounds. | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Pemmican - - | 8557 | Pounds. | - | - | - | - | - | - | - | - | - | - | - | 199 | - |
| Total - | | | 9 | 5 | 70 | 23 | 34 | 11 | | | | | 86 | | 1104 |

Approved.

Dated the 27th day of August, 1854.

E. A. INGLEFIELD, Captain.

W. T. RICHARDS, Clerk in Charge.

* Received or required—as the case may be.

NOTE.—If this Form is used as a Demand, the packages required are to be shown in the proper columns, and the Captain's approval must be inserted.

No. 13.

SIR EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY.

Sir,

Admiralty, in waiting, 30th September 1854.

HAVING submitted the names of the officers belonging to Her Majesty's Navy to the consideration of my Lords Commissioners of the Admiralty, it affords me infinite satisfaction to be able to speak in the highest terms of praise of the conduct of *Monsr. Emilie De Bray* whilst serving more immediately under the command of my gallant coadjutor, Captain Henry Kellett, of H.M. Ship "Resolute," who has already given to him a special letter, the burthen of which is to the effect that his conduct reflects infinite credit on the service of which he is so truly a noble specimen. Like the lamented Bellot he has acquired the warmest sympathies of all who have had the pleasure of his society. I earnestly hope that our sentiments may be made known to his Government, and that his merit may meet with the distinction he so richly merits.

I am, &c.

(Signed) EDWARD BELCHER,
Captain commanding the Arctic Expedition.

No. 14.

Captain W. A. B. HAMILTON to M. DE BRAY, Chevalier de la Legion
d' Honneur, H.M.S.V. "Phoenix," Woolwich.

Sir,

Admiralty, 30th September 1854.

I AM directed by my Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter from Captain Sir Edward Belcher, R.N., dated this day, and to convey to you the expression of their Lordships' admiration of your conduct, which they have not failed to communicate to your Government.

(Signed) W. A. B. HAMILTON.

M. De Bray, of the French
Navy.

No. 15.

Captain W. A. B. HAMILTON to E. HAMMOND, Esq., Foreign Office.

Sir, Admiralty, 30th September 1854.

I AM directed by the Lords Commissioners of the Admiralty to transmit to you herewith, for the information of the Earl of Clarendon, a copy of a letter from Captain Sir Edward Belcher, C.B., speaking in high terms of M. Emilie De Bray, whilst serving under the command of Capt. Kellett.

(Signed) W. A. B. HAMILTON.

Proceedings of
Sir Edward Belcher, C.B.

M. De Bray.

Proceedings of Captain Kellett, C.B., H.M. Discovery Ship
"Resolute."

Proceedings of
Captain Kellett, C.B.

No. 1.

Captain H. KELLETT to Commander ROBERT M'CLURE, H.M. Ship "Investigator," and Surgeons of H.M. Ships "Resolute" and "Investigator."

Survey of Crew of
"Investigator."

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute," and Senior Officer in Barrow Strait.

WHEREAS, from the debilitated state in which that part of the crew of H.M.S. "Investigator" which arrived on board the "Resolute" on the 2d inst., I consider it necessary that a survey should be held on the remainder,

You are hereby required and directed to proceed on board Her Majesty's ship "Investigator," and there hold a strict and careful survey on all the officers, seamen, and marines, on board her accordingly.

The report of your proceedings herein is to be made in duplicate, and contain information under the following heads:—Name,—Rating,—Age,—State of health,—whether fit to undergo the rigour of another winter in this climate,—and whether volunteers or not.

Before deciding on their fitness or otherwise to remain another winter on the ice, the medical officer will duly consider the advantages to be derived from placing the crew on a full scale of provisions (of which for these last 18 months they have had but two-thirds allowance, or less), together with the addition of any game that may be procured, not forgetting also that they have already been three winters in this climate.

And you will perform this service with such care and accuracy that you may be ready, if required, to make solemn declaration to the impartiality and correctness of your proceedings.

Given under my hand, on board H.M. ship "Resolute," Winter Quarters, Dealy Island, this 5th day of May 1853.

(Signed) H. KELLETT, Captain.

No. 2.

Cominander ROBERT M'CLURE to Captain HENRY KELLETT, C.B.

H.M. Ship "Investigator," Baring Island,

Sir, 24th May 1853.

I HAVE the honour to enclose the Report of Survey upon the officers and crew under my command, and also to acquaint you that the different heads to which you have directed the particular attention of the surveying officers have been carefully attended to; also that the letter addressed to me accompanying the order for survey, dated 5th May, 1853, has been read and explained to the crew in a manner, I believe and hope, in strict conformity with your benevolent intentions. The result of the whole, I am sorry to add, has led to the abandonment of the ship, four volunteers only for further service appearing amongst the entire crew. The officers, with one solitary exception, I have the greatest satisfaction in stating, came forward in the most noble and spirited manner to tender their further services; but even this would not raise the amount to the number which I think adequate to work the vessel; consequently I have no alternative but to carry into effect, reluctantly indeed, the painful duty above mentioned.

Proceedings of
Captain Kellett, C.B.
Survey of Crew of
"Investigator."

The other subjects are embraced in the opinion of the medical officers herewith enclosed, and upon which it is not now necessary to offer any observations.

I have also to acquaint you that at present we are busily engaged landing stores and provisions, which I intend shall form a depôt of four months for 66 men. As soon as this duty has been accomplished and the vessel secured so that, should the ice drift out of the bay, it will throw her upon a shoal which is within two hundred yards of our position, where she will remain for ages, a comfortable asylum for any parties that may ever require succour upon this side of the Strait, and make, in combination with the large depôt and house which you have at Dealy Island, the most perfect arrangements for the safety of any requiring succour on either side of these waters, proceed with the remainder of the crew to join you at Dealy Island.

I have, &c.

(Signed) ROB. M'CLURE, Commander.

REPORT OF SURVEY ON CREW OF "INVESTIGATOR."

Her Majesty's Ship "Investigator,"
Bay of Mercy, 23d May 1853.

Sir,

IN obedience to your orders conveyed to us through Commander M'Clure directing a survey to be held on the officers and men remaining on board this ship, with a view of ascertaining their general state of health and efficiency for further service in the Polar Sea, we have the honour to inform you that we have this day held a strict and careful survey accordingly, and beg to state as the result thereof, that their present state of health is such, as renders them utterly unfit to undergo the rigour of another winter in this climate without entertaining the most serious apprehension for the consequence.

There exists in all of them at present, with one or two exceptions, well marked evidence of scurvy and debility in various stages of development with great loss of flesh and strength, as may be seen from the remarks appended to the name of each in the accompanying list, which calls for their departure from these regions as early as possible a matter of urgent necessity, and the adoption of prompt means to insure the same, that they may be placed under the salutary influence of such anti-scorbutic and other agents as are essential for their recovery and ultimate safety.

We are also of opinion that the reduced allowance of provisions on which they have been victualled for a period of nearly twenty months, is one which we consider, and the past experience of others has likewise proved, to be quite inadequate for maintaining the health of the men, exposed to the rigorous influence of this climate.

That it has rendered them less able to generate an amount of animal heat sufficient to resist the intensity of the cold, while it has established a pre-disposition to the attacks of that disease (scurvy) the germs of which now so universally prevails amongst them, with its usual distressing influence on the minds, likewise rendering them highly susceptible of other diseases, and unable to withstand the privations to which they have been exposed, and which are inseparable from Arctic service, is sufficiently obvious, as their present condition but too fully proves.

It is likewise our opinion that from their present state and condition the remedial resources of the ship would be insufficient to establish such a state of health and efficiency as to afford any guarantee against the occurrence of those evils which could not fail to result from the circumstance of remaining in the ship, and exposed to the intense severity of another (the fourth) Arctic winter, after the effects of a sojourn so long as that which has fallen to their lot to have experienced.

We have, &c.

(Signed) ALEXANDER ARMSTRONG,
Surgeon, H.M.S. "Investigator."

(Signed) W. T. DOMVILLE,
Surgeon, H.M.S. "Resolute."

Henry Kellett, Captain, C.B.,
H.M.S. "Resolute."

REPORT of the STATE of HEALTH of the OFFICERS and CREW of Her Majesty's Discovery Ship "Investigator," Robert M'Clure, Esq., Commander, as found on Survey held on board the said Ship in the Bay of Mercy, Baring's Island, this 23d day of May 1853, in accordance with the Orders of Captain Henry Kellett, C.B., of Her Majesty's Discovery Ship "Resolute."

Proceedings of
Captain Kellett, C.B.
Survey of Crew of
"Investigator."

| Names. | Ratings. | Age. | State of Health, and Remarks. | Volunteer or not. |
|-------------------------|--------------------------|------|---|-------------------|
| Robert M'Clure - - | Commander | 45 | Good health, but slight anæmia of the gums. | Vol. |
| W. H. Haswell - - | Lieutenant | 35 | In apparent health, but scorbutic taint manifest from lividity of gums, with line of demarcation. | Vol. |
| Alex. Armstrong, M.D. - | Surgeon - | 33 | Good health. Left inguinal hernia since embarkation. | Vol. |
| Stephen Court - - | Acting Master. | 27 | Good health. | Vol. |
| H. H. Sainsbury - - | Mate - | 25 | General derangement and pulmonic disease. Scorbutic taint. | Unfit. |
| Joseph Cave Paine - - | Clerk in Charge. | 33 | Has been in a very bad state of health from rheumatism, but is now improving. Has been 271 days under treatment. | Vol. |
| George Kennedy - - | Acting Boat-swain. | 39 | Has been 46 days under treatment for scurvy in 1852. Has now tumidity and lividity, with slight suppuration of the gums. General anæmia. | Vol. |
| George J. Ford - - | Carpenter - | 31 | Inguinal hernia on both sides, one of which occurred on board and the other previous; has also varicose veins. In apparent good health, but anæmia of the gums, with line of demarcation very apparent. | Not. |
| William Newton - - | Ice Mate - | 48 | Tumidity and lividity of the gums, painful mastication, and looseness of the teeth, many of which are decayed. Reduced in health and strength. | Not. |
| Michael Flynn - - | Quarter-master. | 35 | Tumidity, lividity, and line of demarcation of the gums, which bleed on mastication of hard food. Has lost flesh, but enjoys fair health and strength. | Not. |
| John Calder - - - | Capt. of the Forecastle. | 34 | Tumidity, lividity, and recession of the gums, which bled on pressure, with general scorbutic taint. Is in apparent, and maintains health. | Vol. |
| Samuel Mackenzie - - | A.B. - | 27 | Has been 63 days on the list for debility in 1852 and 1853. Lividity of gums, with ulcerated edges, which bleed during mastication. Complains now of fleeting pains of body and limbs, with debility on the slightest exertion. | Not. |
| Isaac Stubberfield - - | Ship's cook | 30 | Has been a strong and healthy man up to a few weeks since, but is now losing flesh and strength. General fleeting pains of body and limbs: tumidity and demarcation of the gums. | Not. |
| James Williams - - | Captain of hold. | 33 | Has been 177 days on the list—123 with pneumonia, 36 pleuritis, and 18 with debility. Condensation of left lung, with pleuritic adhesion; lividity and tumidity of gums, with foul and receding edges; slight petechiæ on the legs. General debility. | Unfit. |
| Peter Thompson - - | Captain of fore top. | 30 | Stout, and in apparent health. Lividity and ulceration of the free margin of the gums; suppuration at the base of the teeth, with slight occasional bleeding. | Not. |

Proceedings of
Captain Kellett, C.B.
Survey of Crew of
"Investigator."

| Names. | Ratings. | Age. | State of Health, and Remarks. | Volunteer or not. |
|-------------------------|---------------------------------|------|--|-------------------|
| William Whitefield - | Crs. crew - | 32 | Lividity and ulceration of the margin of the gums, with suppuration at the base. Has lost strength, and had dysentery in a severe form during the past winter. | Not. |
| Henry Stone - - - | Blacksmith | 28 | At present in the list with cynache; general scorbutic taint. | Not. |
| George Olley - - - | A.B. - | 28 | Stout, and in apparent health. Lividity and a fungoid condition of the gums. | Not. |
| Ellis Griffiths - - - | A.B. - | 26 | General debility; and is now under treatment for scurvy. | Unfit. |
| William Carroll - - - | A.B. - | 32 | In apparent health, but states he has lost strength. Tumidity and anæmia of the gums. | Not. |
| James Nelson - - - | A.B. - | 25 | In good health. Has just returned as one of Captain M'Clure's travelling party from Melville Island, which has improved him. Lividity and tumidity of the gums. | Not. |
| John Davies - - - | A.B. - | 31 | Has been 93 days under treatment for scurvy—55 days in 1852, and 38 days in 1853. The gums are now tumid, livid, and suppurating. | Unfit. |
| Cornelius Hullott - - - | Captain's coxswain. | 24 | A man of colour; has been 250 days on the list, chiefly from frost bites. Lividity and tumefaction, with tenderness and suppuration of the gums, which occasionally bleed. | Not. |
| George Brown - - - | Quarter-master. | 32 | A stout healthy looking man, but has all the evidences of a scorbutic taint in the gums. | Not. |
| Henry Sugden - - - | Subordinate officers' steward. | 31 | The only man in the ship who has never been on the list. Scorbutic character of gums, and general debility. | Not. |
| George L. Milner - - - | Gun-room steward. | 32 | In good health, but has slight anæmia of gums. | Vol. |
| John Wilcox - - - | Purser and paymaster's steward. | 30 | Stout and healthy looking, but has tumidity and lividity of gums. | Not. |
| John Woon - - - | Serjeant of Royal Marines. | 29 | Stout and healthy looking. Much improved by travelling to Melville Island. Scorbutic taint in the gums. | Not. |
| James Biggs - - - | Corporal - | 30 | In good health, but tumidity, ulceration, and lividity of gums. | Vol. |
| Elias Bow - - - | Private - | 37 | Severe attack of dysentery, with prostration, during the last winter. Now feels debilitated. Tumidity, lividity, and suppuration of the gums. | Not. |
| Thomas Bancroft - - - | Private - | 32 | Has been 29 days in list for debility in 1852. Has lately lost health and strength. | Not. |
| Thomas Morgan - - - | A.B. - | 35 | Under treatment for scrofula, when scurvy supervened. | Unfit. |
| Henry Bluff - - - | Boatswain's mate. | 34 | At present under treatment for scurvy of an inveterate character, with great loss of flesh and strength. Had formerly a severe attack of dysentery. | Unfit. |

ROBT. M'CLURE, Commander, } H.M. Ship
ALEX. ARMSTRONG, M.D. Surgeon, } "Investigator."

WM. DOMVILLE, M.D. Surgeon, H.M. Ship "Resolute."

Captain HENRY KELLETT, C.B., to Sir EDWARD BELCHER, Kt., C.B.

H.M. Ship "Resolute," in Winter Quarters,
Dealy Island, 8th June 1853.

Sir,

IN continuation of my report of proceedings which I sent to Beechey Island and of which I send you a copy, together with other documents relative to them, I beg to inform you that M. De Bray's auxiliary to Commander M'Clintock arrived on the 18th ultimo, having left with him seventy days provisions on the 2d May in lat. $76^{\circ} 8' N.$ and longitude $116^{\circ} 45' W.$ to the northward of him. All the way from Cape Fisher westerly, he could see land (apparently Islands) about 40 miles off; these he will search on his journey home.

M. De Bray, of the French Navy, arrives.

Unfortunately M. De Bray on his way back, this side of Cape Fisher, lost a man (John Coombs, stoker). He died from disease of the heart. He brought his body across the land by request of his shipmates. Commander M'Clintock speaks in the highest terms of M. De Bray, he says, "he could not have had a better second."

Mr. Nares, auxiliary to Lieut. Meham, arrived on the 1st June; he had a disabled Marine with him, and very properly returned before he had executed all his orders (he started again in three days). He left Lieutenant Meham on 3d May in lat. $75^{\circ} 35' N.$ long. $118^{\circ} 0' W.$ having crossed from Melville Island to Prince Patrick's group or land (whatever it may be). This name I have given it as it was landed and taken possession of on His Royal Highness's birthday. Lieutenant Meham had on that date 45 days' provisions on his sledge, with depôts laid out to bring him back to the ship; he will pass to the southward of this new land and as far west as he can reach. He supposed it to be only a small island of a chain; he could see no land south of him. Both these parties will be back by the 7th July.

Mr. Nares arrives.

On the 5th inst. Commander Richards of H.M.S. "Assistance" reached this ship; he met Lieutenant Hamilton on the 17th May, at the position marked in the chart I sent you, 21 days from this ship. Lieutenant Hamilton goes on for your appointed rendezvous, to bring back the papers deposited there for me by Commander Richards, which I hope will give me some information as to your intended movements, as he can give me none.

Commander Richards arrives.

I have now absent:

- 1st. Commander M'Clintock, and eight men.
- 2d. Lieutenant Meham, and seven men.
- 3d. Lieutenant Pim, and seven men.
- 4th. Lieutenant Hamilton, and seven men.
- 5th. Dr. Domville, and seven men, and
- 6th. Mr. Nares, and four men.

Dr. Domville I fear will not arrive before Commander Richards starts this evening, as he is not yet in sight.

Commander Richards coming here has been most fortunate; he will take direct to you all information relative to this part of the Expedition, and will also finish the Byam Martin Channel, the search of which I have been unable to undertake for want of means. Commander M'Clintock forestalled him to the westward.

My intended movements are as follows:—

1st. Should "Investigator's" crew be found unfit to continue with another winter, I shall proceed at the earliest opportunity with both ships to Beechey Island. Should I find no contrary orders from you then I shall despatch "North Star," and "Intrepid," to England, taking "North Star's" place myself.

2d. Should they be found able to contend with another winter, on the increased allowance of provisions, I shall despatch "Intrepid" the moment water makes, with that portion of "Investigator's" crew now here, and reduce my own to 30 men, and eight officers, with directions to proceed to England, depositing all the provisions and coal she can spare at Beechey Island, if it can be done, without risking another

winter within the Arctic circle, remaining here myself for the result of Commander M'Clure's attempt to cross the Strait in his ship, and finally, to remain next winter in this neighbourhood, if he fails in getting across.

I must congratulate you on the fine position you have been enabled to attain for the search of the coast both east and west of you. I hope that you may have made as extended a search to the eastward as Commander Richards has done westerly. If still unsuccessful in gaining any tidings of the missing, their Lordships will, I think, expect us to search the west coast of Baffin's Bay. This might be well done by placing one ship at Pond's Bay, one at the Clyde River, and one at Exeter Bay; breaking out soon, we could then inquire about the report of the ships seen on the ice off Newfoundland, before our return in the autumn of 1854; but you no doubt have maturely considered all this, only let us finish it and leave no opening or direction within our reach by travelling parties unsearched.

The number of directions I have had to pursue, made my parties in any direction weak; but I feel a great deal will be accomplished by the spirit and enthusiasm of my officers and crew.

By the Beechey Island party I have given directions to Commander Pullen to follow out the tenor of my letter to you of the 7th ultimo, with respect to the equipment and efficiency of the "North Star," should he not receive contrary orders from you.

I have, &c.

Signed) HENRY KELLETT, Captain.

No. 4.

LETTER from Captain KELLETT, C.B., detailing Proceedings up to the 10th February 1854.

H.M. Ship "Resolute," 10th February 1854,
lat. 74° 42' N., long. 101° 22' W.

Sir,

My letter of the 8th June, with the documents accompanying it, will have given you a concise account of my proceedings and intended movements up to that date.

I beg now to transmit papers containing information relative to this part of the expedition, with a report of proceedings since that time.

Dr. Domville arrives.

Commander Richards left "Resolute" on the evening of 8th June, at 4 o'clock, and Dr. Domville arrived on board here at 1 A.M. on the 10th, bringing me the information relative to "Investigator's" crew contained in the accompanying documents. It will be readily seen from them what would have been the result had their Lordships not determined on detaching a portion of this expedition in the direction of Melville Island.

I accompanied Commander Richards on his first march from "Resolute," so that when I received the information of Dr. Domville's arrival, he was too distant for me to overtake him with any party I had to send.

Lieutenant Hamilton returned on the 20th June, after an absence of 54 days. He visited our preconcerted rendezvous, and brought me from it your despatch addressed to the Secretary of the Admiralty, your letter respecting it, and a private letter for myself. Lieutenant Hamilton brought his party in all well.

Lieutenant Meham.

Lieutenant Meham arrived on the 6th July, having been absent 94 days; his party all well, with the exception of one man, who has lost, I fear, the sight of one eye.

Commander M'Clintock.

Commander M'Clintock returned on the 18th July, after an absence of 105 days, the ground being clear of snow, and very heavy; the ravines running with impassable torrents, obliged him to abandon all his equipments on the north side of Melville Island, about two miles distant from the shore of Hecla and Griper Bay. He walked in with his crew, carrying their knapsacks and a few provisions, all safe and well.

The accompanying tracing, with an abstract from my travelling table, will show you the extent of coast *that has been searched* without finding

the slightest trace of men ever having been on it before, and what has been added to our knowledge of the country by the officers and crew of this ship? How ably and zealously they must have done their duty to cover so much ground—1,618 miles *discovered*, and walked over!

Proceedings of
Captain Kellett, C.B.
Commander M'Clintock

The "Erebus" and "Terror" getting through Wellington Channel, will, I have every expectation, have been found by you to the eastward of your position. Had they got westerly, some of our parties would certainly have found them.

I do not think that more can be done west and north of Melville Island than has been done, even if we knew of the existence of land from any position attainable by ships through Lancaster Sound, until we have some other means of travelling.

I have been most successful in procuring game, and that of some size, musk oxen and reindeer, which enabled me to serve 1½ lb. per man per day for some considerable time. This was not obtained without much labour and method. My principal hunting grounds were distant from the ship 12 to 15 miles. I have had five hunting parties away at one time; besides every encouragement and facility was given to sportsmen to hunt the country in the neighbourhood of the ship, *small game*, geese, ducks, ptarmigan, being considered as their property.

Reduced to 1 lb. after breaking out.

You cannot conceive how this good living, exercise, change of scene and prospects, improved the "Investigator's" crew and invigorated my own, who returned to me healthy, but thin and voracious as hawks.

This country, it may be said, teemed with animal life from the middle of May to the middle of October, but I *do not* think that a large party of *Europeans* could support themselves by hunting, even during these months.

The animals soon become shy and scarce, fuel for cooking scarce, and hardly to be obtained at all when the ground is covered with snow.

We have had during the summer, June, July, and August, very mild weather, an unusual quantity of rain but little wind.

It rained in June on 5 days, 9 hours hard, 24 rain, 6 drizzle.

| | | | | |
|--------|----|---|----|---|
| July | 11 | " | 33 | " |
| August | 6 | 6 | 49 | " |

August having arrived with little appearance of a break up, I sent Mr. Nares, mate, with a boat and crew, to report on the practicability of getting along the land in water. He returned in three days, not being able to cross Beverley Inlet, or to get along its shores. Were the land continuous between this and Beechey, the voyage late in the summer might, I consider, be easily and rapidly made. Mr. Nares could see no indication of a break up to seaward. I now began to despair of breaking out at all, the disposal of a part of the crew to save provisions and to give room became an object of serious consideration. I had a large sledge for carrying a boat made, but as it was impossible that a party could have got down to Beechey in time for any ship leaving for England, and that the depôt there would be less able to support the party than this ship at Dealey, I abandoned the project, but determined as soon as all hope was at an end, to send a party of 25 officers and men under either M'Clintock or Meham to "Investigator" to winter, with orders to visit the Princess Royal Islands and Nelson's Head (south end of Baring Island), to deposit at these places records, and to endeavour to find out from the natives whether "Enterprise" had been seen by them. She may get along American Coast, and get into the strait discovered by Sir James Ross, now called Ommanney Inlet.

Mr. Nares.

To show you how suddenly changes take place, the report from the summit of Dealey Island on the morning of the 17th August was, "Little change in the ice; a few more cracks, but of no extent." The day commenced with light southerly wind. We had foot races, wrestling, jumping in bags, &c., on Dealy Island, all hands attending, even my poor invalid mate, Mr. Sainsbury, who had now greatly improved in health and spirits; towards evening the wind began to freshen from the south eastward, and at 8 p.m. blew a strong gale, too much drift to see what was going on outside. A crack that was scarcely observable a day or two before, between us and "Intrepid," at midnight opened out to some feet. I tried to moor the piece to keep us

from jostling. At 2 A.M. (18th) the wind shifted suddenly to the northward, blowing a furious gale; the piece between us and "Intrepid" went out; the old floe breaking off at our sterns, left us fast by our anchors, to a good heavy old floe, and in open water; this soon followed, and away we went driving together until we came up with the ice astern of us, luckily in a hole of water. We held on by the piece as long as we could. It did more for us than we could do for ourselves; slewing, it carried us round on to its weather edge, where we pounded for a few hours, having only a little broken up stuff to fend off the lipper that had now got up. At 6 P.M. we managed to get off, and made sail, running along the land to the eastward slowly, water making as we progressed. At 4 A.M., on 19th we had a block for an hour off Point Griffiths, passed it, and stood along the pack edge in the direction of Byam Martin Island. Here we were stopped. Lanes into the pack, but nothing that I could attempt to take: we beat about for the day with fresh N.W. winds, our water being about seven or eight miles south and east of Griffith's, and a good deal of water to the northward in the Byam Martin Channel. Hoping to get to the northward of the ice driving down the channel and then easterly, I went up in tow. After getting up some distance, the pack approached and appeared to join it ahead; I made fast on its edge in very thick snowy weather. Wind shifting to the eastward of north, shoaling the water suddenly from seventy to twelve fathoms, I was obliged to run into the pack, so as to have ice between me and the shore: we now remained beset driving up and down in thick weather for two days, having very variable soundings. We got into open water again on the 23rd, and ran down the pack edge to the southward and eastward; found it all tight; beat about for the day, and in the evening made fast to a piece of land floe north of Point Griffiths. From that time until 6th September, the winds were constant between south and W.S.W., mostly light, the pack closing right up to the ship and opening for a mile alternately, with leads into it easterly for four or five miles.

On 7th, the wind returned to the N.W. a fine fresh breeze; this I conceived would have been the moment of our release; the pack went off rapidly. After freeing myself from the young ice which now began to make very strong, I ran off to the pack edge and followed it to the south-eastward until it turned up to the westward; from it all was tight and more compact than it was for several days before. I returned to my former position, and sent the master to get soundings along the floe edge we were fast to.

Supposing the season so far advanced that this would have been my winter quarters, there was water along the land to the westward, but at this time last year Skene Bay was closed, and the position under Point Griffiths I considered as safe as my former under Dealy Island; the increased distance would have been no obstacle to my putting in execution my former determination relative to the crews. It blew very hard from the N.W., with heavy drift and very cold, until midnight of the 8th, when it suddenly cleared. No ice in sight; slipped and ran off but hardly got off more than three miles before we were brought up with sludge ice fourteen inches thick, with the pack to the eastward of us, and became perfectly immovable. "Intrepid" was just able to get through it, and after three or four hours she got the ship's head round with wind and steam; we just got back to fast ice before the wind again increased to a strong gale with a heavy drift.

At 9 A.M. of the 10th, the wind again lulled, the drift fell. Leaving the ship fast, with orders to get up provisions sufficient to complete "Intrepid" to a year for 70 men, should I find it, or consider it practicable for her to get down without "Resolute," I left in "Intrepid" steering for centre of Byam Martin Island. We soon got into sludge, but found it much lighter than the day before; we got about half way over, or about eight miles from the ship. Finding that "Intrepid" could get along well through it without steam, we hauled on a wind at noon, and made ship's signal to close. She joined at 4:30 P.M., when all sail was made for south end of Byam Martin. In this direction most water was seen. The direction of the wind our guide, we were brought up about 6; it was impossible to retrace

our steps. We still struggled on, using every means to get into the numerous patches of water about us, at intervals going two or three knots, and bringing up, until 11 p.m., when the stuff packed so heavily on us that both vessels became fixed. At midnight we had a very heavy squall from the N.W., which continued to blow furiously until morning. Land was supposed to have been seen on both beams.

We now went driving, fixed in the young sludge ice, *nearly* in the direction of every wind that blew, still I had hopes that a westerly wind would break it up; innumerable pools of water to be seen all round us, yet with all the means at my disposal, I could not even slew the ship's head round to the northward. Powder only increased our difficulties; filling up every space we cut with saws by detaching the young ice doubled under us some feet below our keel. We continued driving this way until 12th November, pretty quietly except at the spring tides, when we had a little crushing up around us, driving over young floe, (very unpleasant certainly,) with much row and noise, but little danger. We were fully prepared for the worst; sledges lashed, parties told off under their officers, with everything on deck ready for flitting.

What a disappointment to a man's hopes, after breaking out so well and so easily! To get down the strait I certainly thought it easy, but there is nothing certain in this navigation from one hour to the next. Between the 10th September and 12th November we made a *beating* voyage down this strait; we only made westing on two occasions, showing that there is a permanent easterly current, a good example of the way the Great Polynia may be navigated in the winter.

Thus ends my spring and summer proceedings.

Winter had now really commenced. I was anxious to communicate with you, and had a party prepared for the purpose, but it was impracticable the floe was so much broken up, that a boat could not have been taken over it, and there was still so much water or light ice, that it would not have been safe without one; in addition there were only seven travelling hours of light.

On the 14th November, Mr. Sainsbury, mate, whose decline became rapid from the moment we lost hopes of getting down, and the cold weather, died. Poor fellow! the prospect of getting home, coupled with the ability and kindness of my surgeon, was all that sustained him so long.

Death of Mr. Sainsbury.

It now became a matter of great consideration, the victualling so large a number of men in addition to my own crew, after having expended so much in travelling, placing depôts, and feeding increased numbers so as to sustain them in health, and give me the means of saving my ships. The result was, I found, that with a very small decrease of the allowance I could victual all until the end of April, and have for myself (reducing my crew to fifty men) provisions to last me until May 1855, before which time I hope to be released, or be within reach of succour. To have reduced the allowance would, I felt, have been to lose a large portion of the crew their Lordships sent me to assist. Therefore, I *did not* reduce the allowance; besides no reduction I could have made, would have enabled me to stay by my ships during the winter of 1855-56 without being assisted, which may be done yet, if we are so unfortunate this summer as to fail in getting through.

Both vessels.

My intended proceedings, unless I get contrary instructions from you, will be as follows:—

I. To despatch two parties (one men, the other dogs) under Lieutenant Hamilton and Mr. Roche, mate, to Beechey Island, as early as practicable in March; the dogs to be employed, with Mr. Roche as their leader in case you have not reached Beechey, in carrying these despatches to you, and the men to return to me with information.

II. An officer, Mr. Court of "Investigator," accompanies these parties, who I propose shall be sent to Port Leopold with a strong party to survey and arrange the stores there; to leave a chart there of all that has been done, and all information relative to the squadron and depôts of provisions for Collinson; a copy of Mr. Court's survey to be left in the Beechey House. This officer was with Sir James Ross, and will execute this service zealously and well.

Proceedings of
Captain Kellett, C.B.

All amounting to 83 officers
and men.

The officers and crew of the "Investigator," together with the officers of this ship, and the men who are the least able to stand a further winter in this climate, will leave in three divisions for the depôt at Beechey Island, in the month of April, all arriving there by the 1st May.

I will accompany myself the first division, to communicate and receive instructions from you, or should you not be there, to give Commander Pullen instructions for his guidance, after which I shall return to my ship to await the breaking up of the ice.

I will not allow myself to consider the possibility of there being no ship at Beechey, or no resources; even under these circumstances I must endeavour to get the same number away.

I should like much to send a chosen few home by way of America, or right on to "Plover." It is practicable now, I think, with the depôts, &c., laid out.

The employment of my crew until the commencement of the thaw (7th June) is all I have to enter on in the way of proceedings. I hope to be able to visit Dealy Island, Investigator, and Princess Royal Islands, besides getting a little fresh meat from Cape Cockburn in the shape of venison.

The "Investigator's" officers and crew are sixty in number; one commander, one lieutenant, one master, two surgeons, one purser, an interpreter, three warrant officers, and fifty seamen and marines.

I propose to send from "Resolute" for your disposal Lieutenant Pim and my three mates, with twenty-one men. I very reluctantly part with my mates, they are noble young men; I shall deem it a favour if you, as Commander of the Expedition, will acquaint them with my high appreciation of their conduct whilst with me. Mr. De Bray leaves with the good will and good wishes of *all* officers and men, he has done this service much credit, which I shall take an opportunity of stating, in justice to him, in a separate letter.

M. De Bray, of the French
Navy.

The health of the crew during the winter has been better than I could have anticipated; the good effect of the spring feeding manifest. The very superior quality of our provisions of every sort, with the many comforts supplied us, assisted materially in keeping the men in the same condition nearly as when we commenced the winter. We continued to serve out weekly musk ox beef until Christmas Day to the whole crew, retaining sufficient for the *sick*, and those the surgeon considered necessary to place on the diet list. These men, except at the surgeon's express wish, have not had a bit of salt meat the whole winter. Nevertheless, I am sorry to say we have had some losses. Mr. Sainsbury, mate of "Investigator," died on the 14th November, of confirmed disease of the lungs; he, poor fellow, was brought over to me on a sledge; he is the only "Investigator" I have lost.

Samuel Hood and James
Wilkey die.

Samuel Hood, R.M. ("Intrepid") died on the 2d January 1854, and James Wilkey, ice quarter-master, ("Intrepid") died on 2d February 1854. These two men's deaths, no doubt, have been hastened by the severity of the climate, and the trying nature of the labour in travelling they had to perform, acting on already diseased organs and shaken constitutions. I have at present two men very ill; one, seaman of "Investigator," with scrofula, ill these last two years, the other a marine of my own (improving); these are the only two that will not be able to pull their pound down to Beechey.

Send the dogs back for me if you want me quickly (I hope to start my first division on the 1st or 4th of April). The men you will find fine fellows, up to any work you may have for them; only return them to me by the 7th June.

I have now given you all information, and that I may have omitted, Lieut. Hamilton and the paper accompanying this will supply.

Trusting that you may have reached Beechey Island, and all in possession of health,

Capt. Sir E. Belcher, Kt. C.B.

I have, &c.

H.M.S. "Assistance,"
commanding Arctic Expedition.

(Signed) H. KELLETT, Captain.

P.S. My only wants for the ensuing year are preserved meats and tea, travelling pemmican and fuel, hemp soles for boots, and physic.

MEMORANDA.

Proceedings of
Captain Kellett, C.B.

This is a house which I have named the "Sailors Home," under the especial patronage of my Lords Commissioners of the Admiralty.

Here, royal sailors and marines are fed, clothed, and receive double pay for inhabiting it. The first stone was laid on the 1st June 1853; the building completed and ready for occupation on 23d July 1853, under the able direction of Mr. Dean, carpenter of H.M. Ship "Resolute." Dimensions, 40 × 14 feet: the walls are four feet thick, the east wall nine feet high, the western seven; it has taken about one hundred tons of stone to build it. The roof is supported by pillars in the centre, is covered, first with new canvass tarred, then a covering of coal bags, and lastly with new canvass painted white. The accompanying plan shows how the provisions are stowed, and where the drains are dug.

The "Sailors' Home" in
Melville Island.

The provisions left here are sufficient to sustain a party of sixty-six men on full allowance for two hundred and ten days, with stores, ammunition, and fuel.

Should any party of men reach this before the 1st June, they should push on for Beechey Island at once; if after the close of the navigable season (end of September) Wellington Channel remains broken up so late, they should winter here, and start for Beechey Island on the 1st of April; leaving at this time they would have thirty days' provisions for sixty-six men, to carry them to the depôt at Beechey Island, where there is a good house 40 × 25 feet. A sledge with ten men and two officers, under the command of Mr. Roche (mate), left this ship on 7th May, and reached Beechey Island in twenty-four days; he left Beechey Island again on 5th June with one man and five dogs, and arrived here on 19th June (fourteen days).

Several parties crossed this Strait to the Harbour of Mercy, Banks Land, in from twelve to seventeen days.

I consider the best division of the time for travelling, is to travel six hours, camp for rest four hours, then to travel three hours, and rest eleven, travelling by night to avoid snow-blindness.

In the autumn of 1852 (October) a record deposited by a travelling party from H.M.S. "Investigator" was found at Winter Harbour (on the Sandstone) describing her position. She wintered in the Prince of Wales Strait in 1850-51, and reached the Harbour of Mercy in September 1851, passing to the westward of Baring Island.

On 10th March 1853, parties (two), men and dogs, under Lieut. Pim and Dr. Donville, left "Resolute" for Harbour of Mercy, reached it in twenty-seven days, found there the "Investigator," not having broken out in 1852. Her officers and crew have since reached this ship for a passage to England, abandoning the vessel for reason shown in the accompanying documents.

"Investigator," left in Harbour of Mercy, is quite sound and tight; her anchors are so placed that if the ice breaks up she will swing on to a shoal. Provisions, stores, and fuel have been landed from her. She has had but three deaths during her voyage. Her crew is now as healthy as that of this ship.

No information or trace has been found or received of the missing expedition under Sir John Franklin or of H.M. Ship "Enterprise," Captain Collinson, by any of my travelling parties, or by those of Sir Edward Belcher, with whom we have communicated. The result of his search to the North and N.E. is not known here.

The accompanying chart will show the coast line that has been explored, and the discoveries that have been made; the winter quarters of the different expeditions, and the positions where depôts of provisions will be found.

Game is most abundant here and also at Banks Land. Musk oxen, reindeer, ptarmigan, geese, and ducks, with a few hares.

Musk oxen remain all the winter, are easily shot, and generally found on the dry ground in sheltered vallies, from the coast line to four or five miles inland.

Reindeer arrive in the beginning of April, the bucks later, are easily shot. The does are wild after dropping their young in June; they are found, like the oxen, on dry barren ground in sheltered vallies.

Ptarmigan arrive in great abundance first week in May. A pair will generally be found on the sunny side of any large stone near the coast.

Ducks (Eider) Geese (Bunt) arrive the first week in June, and are abundant until the middle of July, near the numerous lakes in this vicinity.

Hares are not numerous here; they resort to the lofty stony headlands and cliffs. To the westward of Winter Harbour they are very numerous, and at Harbour of Mercy as many as 200 have been seen together.

Caution! Musk oxen or reindeer must be cleaned as soon as possible after killing; they will become putrid if left for a night with their entrails in, no matter what the temperature.

The tracing will be found useful, as it gives the best hunting grounds, and the distances with the best routes to them; it is projected on two inches to 6104 feet.

Her Britannic Majesty's ship "Resolute," Henry Kellett, Esquire, C.B., Captain, and her screw steam tender "Intrepid," F. L. M'Clintock, Esq., Commander, wintered S. 82° E. (true) distance 763 fathoms from the cairn on the summit of this island, in 1852-53. Were very healthy; lost three men, not consequent on the climate.

Ship's position, Latitude 74° 56' 5"

" " Longitude 108° 48' 5"

" " Variation 142° 45'

H.W.: F & C. 1h. 38m. p.m.

This season is certainly not an early or open one. We have a good deal of rain but little wind. There are a good many cracks near us, and the ice has some little motion; but not a particle of water to be seen in the offing yet.

Both vessels will leave this the first opportunity for the rendezvous at Beechey Island, where I expect to find Sir Edward Belcher.

H.M.S. "Resolute," Monday, 1st August 1853.

(Signed) H. KELLETT, Captain.

All cairns in this neighbourhood are surveying marks; no records in them.

Provisions on Dealy Island.

LIST OF PROVISIONS landed at DEALY ISLAND from H. M. Ship "Resolute," for the relief of distressed parties visiting it. 21st July 1853.

| Provisions. | Quantities. | In what Packages. |
|-----------------------------------|-------------------|-------------------|
| Biscuits - - - - - lb. | 1,980 | Tanks. |
| Flour - - - - - " | 12,000 | 48 Casks. |
| Rum, concentrated - - - - - gall. | 166 | 3 " |
| Beef - - - - - lb. | 4,840 | 16 " |
| Bacon - - - - - " | *4,679 | 14 " |
| Suet - - - - - " | 112 | 1 " |
| Currants - - - - - " | 200 | 1 " |
| Peas - - - - - gall. | 106 | 3 " |
| Sugar - - - - - lb. | 2,500 | 6 " |
| Chocolate - - - - - " | 926 | 5 " |
| Tea - - - - - " | 200 | 2 " |
| Tobacco - - - - - " | 346 | 2 Cases. |
| Soap - - - - - " | 417 | 4 Casks. |
| Normandy pippins - - - - - " | 600 | Middle Tank. |
| Preserved meats - - - - - " | 3,465 | 4lb. Tins. |
| — vegetables - - - - - " | 2,166 | 4 and 2lb Tins. |
| — potatoes - - - - - " | 2,080 | 11 Casks. |
| — soup, ox-cheek - - - - - " | 868 | Tanks. |
| Mustard - - - - - " | 10 | 1 Case. |
| Treacle - - - - - " | 378 | 1 Cask. |
| Baking powder - - - - - " | 30 | Middle Tank. |
| Onion powder - - - - - " | 66 | 1 Case. |
| Pickles - - - - - " | 204 $\frac{1}{4}$ | 2 Casks. |
| 210 days for 66 men. | | |

* The weight before boiling.

Warm Clothing landed.

| | | | | | |
|-------------------|---|---|---|---|-------------------------|
| Box cloth jackets | - | - | - | - | 66 in No. |
| ———— trousers | - | - | - | - | 66 pairs. |
| Guernsey frocks | - | - | - | - | 122 in No. |
| Knitted drawers | - | - | - | - | 108 pairs. |
| Fishermen's boots | - | - | - | - | 63 " |
| Carpet boots | - | - | - | - | 66 " |
| Boot hose | - | - | - | - | 132 " |
| Mits | - | - | - | - | 143 " |
| Crape | - | - | - | - | 59 $\frac{1}{2}$ yards. |

(Signed) W. H. RICHARDS,
Clerk in charge.

Proceedings of
Captain Keett, C.B.
Provisions in Depôt.

SCALE of Victualling for which Provisions are landed.

| | Flour or Biscuits. | Beef. | Bacon (boiled). | Preserved Meats. | Potatoes. | Vegetables. | Peas. | Sugar. | Chocolate. | Tea. | Rum. |
|-------------|--------------------|-------|-----------------|------------------|---------------|---------------|---------|--------------------|------------|---------------|---|
| 1st day - - | lb. 1 | - | - | $\frac{1}{4}$ | $\frac{1}{2}$ | - | gill. - | oz. $2\frac{3}{4}$ | 1 | $\frac{1}{4}$ | $\frac{1}{2}$ of $\frac{1}{2}$ a gill per diem. |
| 2d day - - | 1 | 1 | - | - | - | $\frac{1}{2}$ | - | $2\frac{3}{4}$ | 1 | $\frac{1}{4}$ | |
| 3d day - - | 1 | - | $\frac{3}{4}$ | - | - | - | 1 | $2\frac{3}{4}$ | 1 | $\frac{1}{4}$ | |

The remaining Provisions are intended to be issued as circumstances may render necessary. The soup might be issued once a week, at $\frac{1}{2}$ lb. per man, in lieu of vegetables or peas.

Dated on board H. M. S. "Resolute," Dealy Island, 21st July 1853.

(Signed) HENRY KELLETT,
Captain.

Provisions in Depôt East Point Fife Harbour.

| | | | | | |
|-------------------|---|---|---|---|-------------|
| Beef | - | - | - | - | 304 pounds. |
| Rum, concentrated | - | - | - | - | 30 gallons. |
| Pork | - | - | - | - | 320 pounds. |
| Sugar | - | - | - | - | 110 " |
| Tea | - | - | - | - | 20 " |
| Lime juice | - | - | - | - | 45 " |
| Flour | - | - | - | - | 250 " |

Provisions in Depôt 7 Miles East of Cape Cockburn.

| | | | | | |
|-------------------|---|---|---|---|---------------------------|
| Biscuit | - | - | - | - | 1,000 pounds. |
| Rum, concentrated | - | - | - | - | 47 $\frac{1}{2}$ gallons. |
| Pork | - | - | - | - | 640 pounds. |
| Sugar | - | - | - | - | 100 " |
| Tea | - | - | - | - | 40 " |
| Flour | - | - | - | - | 250 " |
| Preserved meats | - | - | - | - | 300 " |

Provisions in Depôt East Point Assistant Harbour.

| | | | | | |
|-------------------|---|---|---|---|---------------------------|
| Biscuit | - | - | - | - | 284 pounds. |
| Rum, concentrated | - | - | - | - | 17 $\frac{6}{8}$ gallons. |
| Sugar | - | - | - | - | 50 pounds. |
| Tea | - | - | - | - | 20 " |
| Boiled bacon | - | - | - | - | 216 " |
| Flour | - | - | - | - | 250 " |
| Preserved meats | - | - | - | - | 266 " |

(Signed) H. KELLETT,
Captain.

LIST of ARTICLES deposited upon the North Side of Melville Island on 14th July 1853.

Lat. 75° 30' N. Long. 109° 40' W.

- 1 Sledge with lashings, sheers and drag ropes, complete.
- 4 Cross-bars for Satellite and a few staves.
- 1 coverlet, Macintosh floor cloth lined with blanket.
- 9 felt sleeping bags.

I.

L -

Proceedings of
Captain Kellett, C.B.
Provisions and stores north
side Melville Island.

- 10 pairs of canvas boots
- 1 ammunition bag, containing ammunition.
- 1 tin case of bacon, 52lbs.
- 1 ----- pemmican, 40 ,,
- 1 bag of stearine, 10 ,,
- 2 bottles of onion powder.
- 2 bags of salt.
- 3 tins of Moore's chocolate.
- 1 canvass bag containing 60lbs. of biscuits.

Private clothing.

Geological specimens and specimens of drift wood.

4 gutta percha depôt cases.

The sledge is stowed with all the above-mentioned articles, and the whole covered with the Macintosh cloth.

The top of the cairn on the beach is just visible over a ridge, and bears by compass N. 14° 3' W. $\frac{3}{4}$ of a mile.

At a distance of about two miles from the cairn, and nearly upon the same bearing, the following articles are left.

- 1 cart with drag ropes and lashings, complete.
- 1 tin case of pemmican, 20lbs.
- 1 bag of biscuit, 10lbs.
- 1 ----- bacon, 8 ,,
- 1 ----- wicks and torches.
- 1 ----- stearine, 4lbs.
- 1 can of rum, concentrated, 1 $\frac{1}{4}$ gallon.
- 1 ----- alcohol, 1 $\frac{1}{2}$ gallon.
- 1 bottle of curry powder.
- 1 ----- onion powder.

Tobacco.

2 sets of cooking utensils, complete, except 1 kettle and lamp.

13 tin cases, of sizes.

1 tent for 9 persons, fitted complete.

1 black waterproof cloth.

1 buffalo blanket.

Saw, shovel, pemmican chopper and board, knapsack, and pickaxe.

1 double barrel gun and gear.

1 Macintosh ammunition bag, for present use ammunition.

1 sextant, Cary D 65, 3-inch.

7 water bottles.

The cart is stowed with the above-mentioned articles, and the whole covered with the black floor cloth.

(Signed) F. L. M'CLINTOCK,
Commander.

(Copy.)

Stores on Dealy Island.

GUNNERS' STORES landed in Depôt on Dealy Island, from H.M.S. "Resolute."
July 1853.

| | | | | | |
|---------------------------|---|---|---|---|------------|
| Powder (sporting) | - | - | - | - | 4 lbs. |
| ----- (fine grain) | - | - | - | - | 15 " |
| Cartridge, ball (musket) | - | - | - | - | 500 in No. |
| ----- (blank) | - | - | - | - | 500 " |
| Caps, percussion (musket) | - | - | - | - | 1,000 " |
| ----- (fowling-piece) | - | - | - | - | 1,000 " |
| Rockets (signal) | - | - | - | - | 10 " |
| Port-fires | - | - | - | - | 20 " |
| Blue lights | - | - | - | - | 12 " |
| Maroons, (2 oz.) | - | - | - | - | 20 " |
| Spare nipples (musket) | - | - | - | - | 2 " |
| Wrenches (nipple) | - | - | - | - | 1 " |
| Wads | - | - | - | - | 4 boxes. |
| Paper cartridge (purple) | - | - | - | - | 2 quires. |
| Loose ball | - | - | - | - | 500 in No. |
| Shot, lead (No. 2.) | - | - | - | - | 56 lb. |
| ----- Duck | - | - | - | - | 56 " |
| Rocket sticks | - | - | - | - | 10 in No. |
| Slow match | - | - | - | - | 30 lbs. |
| Hudson Bay guns | - | - | - | - | 2 in No. |
| Tents, marquee complete | - | - | - | - | 1 " |

(Signed) G. F. M'DOUGALL,
Master in charge.

BOATSWAIN'S STORES landed in Depôt on Dealy Island, from H.M.S. "Resolute."
July 1853.Proceedings of
Captain Kellett, C.B.

| | | | | | | | |
|-------------------------------|---|---|---|---|---|---------------|--------|
| Palms (sailmaker's) - | - | - | - | - | - | 1 | in No. |
| Needles (sail) | - | - | - | - | - | 12 | " |
| Twine | - | - | - | - | - | 1 | lb. |
| Rope (2-inch) | - | - | - | - | - | 30 | fms. |
| Spun yarn | - | - | - | - | - | 20 | lbs. |
| Junk (6-inch) | - | - | - | - | - | 4 | fms. |
| Awls (shoemaker's) | - | - | - | - | - | 6 | in No. |
| Hemp | - | - | - | - | - | $\frac{1}{4}$ | lb. |
| Wax | - | - | - | - | - | - | - |
| Old canvass | - | - | - | - | - | 12 | yards. |
| Marling spikes | - | - | - | - | - | 1 | in No. |
| Mallets (serving) | - | - | - | - | - | 1 | " |
| Shovels | - | - | - | - | - | 2 | " |
| Nettle stuff | - | - | - | - | - | 6 | skins. |
| Beeswax | - | - | - | - | - | $\frac{1}{4}$ | lb. |
| Bristles (hogs') | - | - | - | - | - | $\frac{1}{2}$ | oz. |
| Poop housing, complete. | - | - | - | - | - | - | - |
| Union Jack and Halket's boat. | - | - | - | - | - | - | - |

Stores on Dealy Island.

(Signed) G. F. M'DOUGALL,
Master in charge.CARPENTER'S STORES landed in Depôt on Dealy Island, from H.M.S. "Resolute."
July 1853.

| | | | | | | | | | | |
|--------------------|---|---|---|---|--------|---------------------------|---|---|----|-----------|
| Pickaxes | - | - | - | 2 | in No. | Nails (iron) 10d. | - | - | 3 | lbs. |
| Chisels | - | - | - | 3 | " | 6d. | - | - | 3 | " |
| Mallet | - | - | - | 1 | " | 4d. | - | - | 3 | " |
| Plane | - | - | - | 1 | " | 2d. | - | - | 3 | " |
| Saw, (hand) | - | - | - | 1 | " | (tacks) | - | - | 2 | " |
| Mauls, (pen) | - | - | - | 1 | " | Nails (copper boat) | - | - | 4 | " |
| Gimblets | - | - | - | 3 | " | Chalk | - | - | 2 | " |
| Files | - | - | - | 3 | " | Seal oil | - | - | 65 | gallons. |
| Axes | - | - | - | 1 | " | Candles | - | - | 50 | lbs. |
| Adze | - | - | - | 1 | " | Baking and wash-house | - | - | - | - |
| Cotton (for lamps) | - | - | - | 4 | lbs. | stove | - | - | 1 | in No. |
| Nails (iron) 30d. | - | - | - | 4 | " | Rettie's stove and funnel | - | - | 1 | complete. |
| 20d. | - | - | - | 4 | " | | - | - | - | - |

(Signed) WILL. DEAN, Carpenter.

COPY of a NOTICE left on the "Princess Royal" Islands.

Captain M'Clure's Records.

This cairn and staff were erected by a party from H.M. discovery ship "Investigator," that was beset in the ice N.E. 4 miles from it, upon the 18th September 1850, and wintered in the pack with perfect safety.

The N.W. passage was discovered by a travelling party across the ice upon the 26th October 1850, in latitude 73° 31' N., longitude, 114° 14' W.

There is a depôt of provisions, ammunition, and a boat S.W. from this mark upon the east side of the pond.

Driftwood may be obtained upon both shores of the mainland, but is most abundant upon the eastern.

Game is plentiful from the first week of May.

No intelligence whatever has been found which can throw the least light upon the fate of the missing expedition under Sir John Franklin.

Esquimaux are to be met with about ninety miles to the southward upon the eastern shore, who are a friendly and simple tribe.

The eastern shore is named "Prince Albert's" Land.

The western "Baring's" Land.

This strait "The Prince of Wales."

Crew all well and in excellent spirits.

Dated on board H.M. discovery ship "Investigator," frozen in, off the "Princess Royal" Islands, in latitude 72° 50' N., longitude 117° 53' W.
15th June 1851.

(Signed) ROBERT M'CLURE, Commander.

COPY of a NOTICE left in the Bay of Mercy, Baring's Island.

NOTICE.

This mark was erected by the crew of H.M. discovery Ship "Investigator," which entered this bay on the 24th September 1851, and remained until this date, when the crew by the order of Captain Kellett, C.B., of H.M.S. "Resolute," (Melville Island) abandoned the ship.

Proceedings of
Captain Kellett, C.B.

A large depôt of provisions, stores, &c, has been left on shore 1,000 yards south of this 4 months for 66 men).

Depôts have also been left by Captain Kellett at the undermentioned places on the opposite side of these Straits, viz.:

Dealy Island - - - - 210 days for 66 men, with stores, &c., to assist a party wintering out here.
Assistance Harbour - - - 7 men for 91 days.
Cape Cockburn - - - - 14 men for 91 days.
Winter Harbour - - - - 10 days for 70 men.
Point Hotham - - - - 2 casks of biscuit.

A depôt consisting of three months provisions for sixty-six men, stores, boat, &c., was left on the "Princess Royal" Islands in the "Prince of Wales" Strait, in latitude 72° 47' N., longitude 117° 34' W., by the "Investigator," in March 1851.

Given under my hand on board H.M. discovery ship "Investigator," Bay of Mercy, Baring's Island, latitude 74° 6' N., longitude 117° 54' W., 1st June 1853.

(Signed) ROBERT M'CLURE,
Commander.

Stores on Princess Royal
Island.

LIST of PROVISIONS, STORES, &c., landed on the "Princess Royal" Islands, from H.M. Discovery Ship "Investigator," on the 3d Day of March 1851.

Flour - - - - - 5,688 lbs.
Preserved meat - - - - - 2,238 "
Salt pork - - - - - 1,920 "
Preserved potatoes - - - - - 1,344 "
Sugar - - - - - 392 "
Chocolate - - - - - 324 "
Rum - - - - - 26 gallons.
A whale boat and gear complete, ammunition, &c.

Provisions and
stores left on board
"Investigator,"
Bay of Mercy,
Baring's Island.

LIST of PROVISIONS, SLOPS, STORES, &c., landed and remaining on board H.M. Discovery Ship "Investigator," in the Bay of Mercy, Baring's Island, abandoned by the Crew on the 3d day of June 1853.

| Articles. | Quantity landed. | Remaining on board. | Articles. | Quantity landed. | Remaining on board. |
|----------------|------------------|--|-----------------------------------|------------------|---------------------|
| Biscuit - - | 1000 lbs. | 3836 lbs. | Serge frocks - | 50 No. | 24 No. |
| Rum (con.) - | 26 gall. | 52 ² / ₂ galls. | Blue cloth No.2, for jackets - | 64 yds. | 10 yards. |
| " (mixed) - | — | 36 ¹ / ₂ " & ullage. | Flushing - - | 25 " | — |
| Brandy - - | 20 gall. | 30 ¹ / ₂ " & ullage. | Boots - - | 7 pair | 9 pair. |
| Wine - - | — | 28 " & ullage. | Shoes - - | 15 " | 17 " |
| Salt beef - - | 608 lbs. | 304 lbs. & ullage. | Blue clothjack- ets, No. 2 - | 49 No. | — |
| Salt Pork - | 1600 " | 320 " & ullage. | Blue cloth trou- sers - - | 11 pair | — |
| Preserved meat | 3000 " | 4652 " | Duck - - | 150 yds. | 174 yards. |
| Flour - - | 6420 " | 960 " & ullage. | Stockings - - | 40 pair | 26 pair. |
| Suet - - | 112 " | 112 " & ullage. | Mits - - | 150 " | 114 " |
| Peas - - | 10 b. 4 g. | 3 bl. 4 gall. & ullage. | Caps - - | 30 No. | 12 No. |
| Potatoes - - | 784 lbs. | 112 lbs. & ullage. | Blue Serge - - | — | 74 yards. |
| Sugar - - | 1000 " | 500 " & ullage. | Shirts - - | — | 59 No. |
| Chocolate - - | 435 " | Ullage. | Beds - - | — | 31 " |
| Tea - - | 126 " | Ullage. | Black silk hand- kerchiefs - | — | 122 " |
| Oatmeal - - | — | Ullage. | Flushing jack- ets - - | 30 No. | 12 " |
| Vinegar - - | — | 30 galls. | Badge 1st class | — | 20 " |
| Tobacco - - | 484 lbs. | 1118 lbs. | Ditto, 2d " | — | 20 " |
| Soap - - | 349 " | 385 " | Wrappers - - | 13 No. | 44 " |
| Pickles - - | — | 1100 " & ullage. | | | |
| Carrots - - | — | 194 " | | | |
| Lemon juice - | — | 345 " & ullage. | | | |
| Blankets - - | 32 No. | 11 No. | | | |
| Flannel - - | 230 yds. | 584 yards. | | | |

Presents.

| | | | | | |
|-----------------------|---------|---|-----------------|---------|---------|
| Box cloth jackets | 11 No. | — | Boothose - | 8 " | — |
| Ditto trou- sers - | 12 pair | — | Comforters - | 22 No. | — |
| Guernsey frocks | 21 No. | — | Box cloth boots | 25 pair | — |
| Do. drawers | 3 pair | — | Seal skin " | 27 " | 6 pair. |
| | | | " caps | 20 No. | — |

| Articles. | Quantity landed. | Remaining on board. | Articles. | Quantity landed. | Remaining on board. |
|----------------------------|------------------|---------------------|----------------------------|------------------|---------------------|
| Sealskin gloves | 47 pair | — | Boats and gear (complete) | 6 " | — |
| Sea boots - - | 9 " | — | Topmast - - | 1 " | — |
| Welsh wigs - - | 12 No. | — | Jibboom - - | 1 " | — |
| South-wester - | 1 " | — | Handmast - - | 1 " | — |
| Green crape - | 30 yds. | 100 yards. | Spars, small - | — | — |
| Needles, thread, &c. | — | — | Chest of Carpenters' tools | 1 No. | — |
| Carpet boots - | — | 3 pair. | Mahgny. plank | — | — |
| Musket ball cartridge | 200 No. | — | Deals, ordinary | — | — |
| " blank - | 1000 " | — | Grindstone - | 1 No. | — |
| Caps, percussion | 1000 " | — | Boats' coppers- | 2 " | — |
| Caps, percussion, musket - | 1500 " | — | Anchors, boat | — | — |
| Shot - - | 112 lbs. | — | Pumps - - | — | — |
| Paper, white - | 4 qrs. | — | Cross-cut saw | 1 No. | — |
| Muskets, percussion - | 4 No. | — | Empty casks - | 100 " | — |
| Fowling piece, (double) - | 1 " | — | Quarter-deck housing - | 1 " | — |
| | | | Laboratory tent | 1 " | — |
| | | | Coals - - | 7 tons. | — |

(Signed)

ROBERT M'CLURE,
Commander.

RETURN of PROVISIONS on board Her Majesty's Ship "Resolute" and Steam Tender "Intrepid" 1st March 1854. Provisions left on board "Resolute" and "Intrepid."

| Provisions. | Quantities. | Anticipated Expenditure to 1st May 1854. | Probable Remains on 1st May 1854. | Number of Days will last 50 men. |
|------------------------|-------------|--|-----------------------------------|----------------------------------|
| Biscuit - - - - lbs. | 10,150 } | 6,176 | 22,724 | 454 |
| Flour - - - - " | 18,750 } | | | |
| Beef - - - - " | 14,560 } | 2,640 | 11,920 | 319 |
| Pork - - - - " | 5,400 } | 1,760 | 9,308 | 248 |
| Bacon - - - - " | 5,668 } | | | |
| Boiled bacon | 1,198 | — | — | — |
| Preserved meats | 2,186 | 880 | 1,306 | 35 |
| — soup, ox cheek | 3,094 | 880 | 1,114 | 56 |
| Pemmican - - - - " | 929 | 529 | — | — |
| Dried cod - - - - " | 404 | — | 404 | — |
| Haddock - - - - " | 292 | — | 292 | — |
| Portable soup | 700 | 100 | 600 | — |
| Potatoes - - - - " | 3,696 | 696 | 3,000 | 160* |
| Vegetables - - - - " | 4,400 | 880 | 3,520 | 141 |
| Dried carrots | 875 | 110 | 765 | 61 |
| — cabbage - - - - " | 693 | 110 | 583 | 48 |
| Peas - - - - bush. | 38 | 9 | 29 | 106 |
| Rum, concentrated | 580 | 150 | 430 | 410 |
| Brandy - - - - " | 94 | — | 90 | — |
| Wine - - - - " | 68 | 12 | 56 | — |
| Burton ale - - - - " | 250 | — | 250 | — |
| Sugar - - - - lbs. | 5,500 | 1,385 | 4,115 | 514 |
| Chocolate - - - - " | 1,792 | 280 | 1,512 | 509 |
| Tea - - - - " | 138 | 64 | 74 | 189† |
| Lemon juice - - - - " | 2,081 | 514 | 1,567 | 501 |
| Cranberries - - - - " | 1,580 | 140 | 1,440 | — |
| Dried apples - - - - " | 847 | 60 | 787 | — |
| Normandy pippins | 330 | — | 330 | — |
| Dates - - - - " | 160 | — | 120 | — |
| Pickles - - - - " | 2,300 | 514 | 1,786 | 551 |
| Rice - - - - " | 400 | 110 | 290 | 15 |
| Maccaroni - - - - " | 875 | 70 | 805 | — |

* Two issues weekly.

† At half allowance.

Proceedings of
Captain Kellett, C.B.

| Provisions. | Quantities. | Anticipated Expenditure to 1st May 1854. | Probable Remains on 1st May 1854. |
|-------------------------------------|-----------------|--|-----------------------------------|
| Treacle - - - - lbs | 340 | - - | 340 |
| Suet - - - - - " | 1,526 | - - | 1,526 |
| Currants - - - - - " | 700 | - - | 700 |
| Oatmeal - - - - - bush. | 2 $\frac{1}{2}$ | - - | 2 $\frac{1}{2}$ |
| Vinegar - - - - - gall. | 108 | - - | 108 |
| Tobacco - - - - - lbs. | 2,500 | - - | 2,500 |
| Soap - - - - - " | 2,500 | - - | 2,500 |
| Chocolate, paste - - - - - " | 27 | 12 | 15 |
| sweet - - - - - " | 110 | - - | 110 |
| Milk, solidified - - - - - " | 180 | 55 | 125 |
| Moore's - - - - - can. | 477 | - - | 477 |
| Herbs - - - - - bott. | 50 | - - | 50 |
| Chillies - - - - - lbs. | 8 | - - | 8 |
| Pepper, black - - - - - " | 24 | 4 | 20 |
| cayenne - - - - - " | 10 | - - | 10 |
| Yeast - - - - - " | 9 | - - | 9 |
| Salt - - - - - " | none. | - - | - |
| Essence malt - - - - - " | 1,080 | - - | 1,080 |
| hops - - - - - " | 6 | - - | 6 |
| spruce - - - - - " | 6 | - - | 6 |
| Mustard - - - - - " | 550 | 30 | 520 |
| Seed, mustard and cress - - - - - " | 25 | - - | 25 |
| Baking powder - - - - - " | 130 | 20 | 110 |
| Onion powder - - - - - " | 280 | 30 | 250 |
| Essence coffee - - - - - bott. | 32 | - - | 32 |

Approved, HENRY KELLETT, Captain.

W. H. RICHARDS, Clerk in charge.

No. 5.

Boats on Cape Hotham.

COPY of a RECORD deposited at CAPE HOTHAM per Order of Captain Sir EDWARD BELCHER, C.B., Commanding the Arctic Squadron, addressed to Captain HENRY KELLETT, C.B.

These boats were placed at Cape Hotham for the purpose of affording any distressed parties the means of crossing Wellington Channel, after the breaking up of the ice.

Should any party arrive here this season before the disruption of the ice, and find it dangerous to cross, Captain Sir Edward Belcher, C.B., Commanding the Arctic Expedition, recommends crossing over farther to the northward to Cape Bowden, in which direction he believes safe travelling will be found and ample provision in depôt there, to bring any parties that may reach it on to the general rendezvous at Beechey Island.

The crews of H.M. Ship "Resolute" and tender "Intrepid," and the crew of "Investigator," are on board "North Star," now at Beechey Island.

H.M. Ship "Assistance" and her tender "Pioneer" are impact in the ice about fifty miles north of Beechey Island, on the east side of Wellington Channel.

Notice of the depôt at Assistance Bay has been left at Cape Hotham previously.

Two whale boats now at Cape Hotham were forwarded there by order of Captain Sir Edward Belcher, C.B.

(Signed) HENRY KELLETT, Captain,

Senior Officer at Beechey Island.

Beechey Island, 22d June 1854.

LETTER from Captain KELLETT, enclosing Report from Lieutenant MECHAM, of his Visit to the Princess Royal Islands, and to the Mouth of the Prince of Wales Straits, where the "Enterprize" wintered 1851-52, and forwarding the Records left by Captain Collinson, bearing date 27th August 1852.

Sir, Beechey Island, 12th June 1854.

I BEG to acquaint you that Lieutenant G.F. Meham, of Her Majesty's Ship "Resolute," under my command, arrived here this morning at 5 o'clock, from the Princess Royal Islands, at which place he found traces of Captain Collinson.

The records he brings with him are herewith enclosed. Those marked A, were found at the Princess Royal Island, and those marked B at a small island at the mouth of Prince of Wales Strait, in latitude $70^{\circ} 36'$. longitude $119^{\circ} 5' W$. A copy of a report from Mr. Krabbé, Master of the steam tender "Intrepid," is also forwarded.

Lieutenant Hamilton and Mr. Krabbé may be expected to arrive here to-night, all well.

I have, &c.

HENRY KELLETT, Captain.

COPY of ORDERS to LIEUTENANT MECHAM to proceed to the Princess Royal Islands, Prince of Wales Strait.

By Henry Kellett, Esq., C.B., Captain of H.M.S. "Resolute."

Taking command of H.M. Sledge "Discovery," manned with seven men, and under your orders Mr. Krabbé, Master, with his sledge and crew of seven men, both being equipped for this service, you will proceed to the Sailor's Home on Dealy Island, where you will re-victual both sledges by the scale on the back hereof, for a period necessary to perform the following service. Lieutenant Meham's orders.

The object of your journey is to gain intelligence of "Enterprise," failing in that to leave information for her.

Being victualled, and the Home secured, you will proceed to the Princess Royal Islands, where you will deposit the accompanying record; also one of those with which you are supplied at any eligible place you may reach: Cape Peel and Russell if possible, returning to the ship without fail on or before the 10th June.

You will direct Mr. Krabbé to place a depôt for you at Cape Russell, having performed which service he is to proceed in execution of my orders to him of which he is in possession.

On your return you will look for orders at Dealy, and you will note on the record you leave there the quantities of provisions you take from that depôt.

I have not entered into any details of your journey, feeling confident you will perform this service with credit to yourself.

Given under my hand on board H.M.S. "Resolute," in winter quarters in Barrows Strait, Cape Cockburn, N.E. b. N. 28 miles, 1st April 1854.

(Signed) HENRY KELLETT, Captain

SCALE OF VICTUALLING.

| | | | | | | |
|-------------------|---|---|---|---|--------------------|--|
| Preserved meat | - | - | - | - | $\frac{3}{4}$ lb. | } Per man per day $\frac{1}{2}$ gill con. rum from Dealy. |
| Biscuit | - | - | - | - | 1 lb. | |
| Boiled bacon | - | - | - | - | $\frac{1}{2}$ lb. | |
| Rum, concentrated | - | - | - | - | $\frac{1}{2}$ gill | |
| Potatoes | - | - | - | - | 2 ounces. | |
| Chocolate | - | - | - | - | 1 " | |
| Sugar for do. | - | - | - | - | 1 " | |
| Tea | - | - | - | - | $\frac{1}{4}$ " | |
| Sugar for do. | - | - | - | - | $\frac{1}{2}$ " | |
| | | | | | every other day. | |

(Note.)—Courses and distances marked in the margins are those made good according to track in the accompanying chart.

COPY of ORDERS deposited in Dealy Island House, for the Guidance of
Lieutenant MECHAM, on his Arrival there.

By Henry Kellett, Esq., C.B., Captain of H.M.S. "Resolute."

Having received orders to proceed to Beechey Island for further instructions with the crews of both vessels under my orders, you will, on the receipt of this order, use every exertion to reach Beechey Island with all despatch, so that your men may be exposed as little as possible to the ill effects of travelling after the thaw has commenced.

For this purpose I have placed at Cockburn a complete depôt for twelve days, which is ample to Beechy.

You will, therefore, on no account lose time by attempting to reach the ships; they will be by that time abandoned, and their hatchways securely sealed. Your messmates will have packed such articles as they think you value or would be useful, which will be either taken on to Beechey or placed under the boat at Cape Cockburn left for your use.

You will not forget to leave at Dealy Island full information relative to your present expedition.

The depôt at Dealy Island I am anxious should be as little broken into as possible. Rum is not to be touched at all, as it may be required for travelling fuel. Fuel to bring you to Cape Cockburn will be sent up to Dealy Island. In case of having game the preserved meats are not to be touched at all, but under any circumstances half pound of that article per man per day is all that is to be taken.

Given under my hand on board H.M.S. "Resolute," in Barrows Straits, the 8th day of May, 1854.

(Signed) HENRY KELLETT, Captain.

PROCEEDINGS of Lieutenant MECHAM to Prince of Wales' Strait.

H.M.S. "North Star,"
Beechy Island, 14th June 1854.

Sir,

Captain Collinson's records.

I HAVE the honour to inform you that I left the ship on the 3rd April, in command of the sledge "Discovery," having under my orders Mr. Krabbé, with the sledge "Newton."

On the fatigue party leaving us, shaped our course to W.N.W., and travelled over heavy hummocks of pressed-up young ice, following the best leads to the northward until the 5th, when we gained a perfectly level floe, about 30 miles N.W. of the ship. Passed one mile south of Cape Gillman, and arrived at Melville Island on the 8th, and at the Sailors' Home, Dealy Island, on the 12th. Off Point Griffiths we remained a day encamped, on account of the disabled state of many of the men from snow-blindness, sore feet and ankles.

The house we found in perfect condition, well banked up with snow on the outside, but the interior entirely free from drift. The upper part of the bread in tank No. 1 was slightly damaged, and one rum-cask about one quarter empty.

After provisioning the sledges, we proceeded on the 13th to the westward, deposited a record on the stone at Winter Harbour, crossed over Point Hearne, and travelled about 3 miles off shore towards Cape Providence. On 18th shaped our course for Cape Russell on Baring Island, and gradually changed to night travelling. About 8 miles south of Cape Providence entered the first range of heavy hummocks, composed of young ice; through this we travelled about 5 miles, when we met old floes, generally surrounded by heavy ridges of pressed-up young ice. About the centre of the strait we found the floes old and of larger extent; and as we neared the south shore we were constantly entangled, during dense fogs, amongst most intricate hummocks and deep snow, which made the travelling most laborious.

On the 24th April the land was indistinctly seen with a glass about 6 miles; and soon after, on the weather clearing, found that we had passed the old ice, and a large extent of pressed-up young floes lay before us.

On the 25th encamped off a low point at the entrance of an inlet which I supposed to be Cape Russell, as the high land near Cape Providence was distinctly seen, bearing N. $\frac{3}{4}$ E. Here I deposited 11 days' provisions in depôt, and dispatched Mr. Krabbé to the westward, in the execution of your orders; I also directed him on his return to Dealy Island to examine the bread, and remove as much of the damaged part as possible. After leaving the depôt the land trended to the S.S.W. along which we steered.

On the 24th, during a heavy northerly breeze, we came to very old ice, deeply covered with snow, most unlike that described in Prince of Wales' Strait. The high land on each side terminates abruptly, beyond which there appeared to be an extensive plain swelling across the bottom. This mistake obliged us to go on half allowance of provisions, pick up our depôt, and follow the land to the westward. In two journies we opened the Prince of Wales' Strait; this, together of the bearing of Melville Island, satisfied me that the land must be laid down too far to the eastward. When south of Cape Russell, I deposited our depôt, and proceeded to the S.W., about 2 miles off shore. Although the ice was considerably pressed up, the snow was hard, and travelling tolerably good. Landed occasionally to obtain drift-wood, which was in great abundance about the low points. On 4th May, at midnight, arrived at the Princess Royal Islands, and at the cairn found a document stating that Her Majesty's ship "Enterprise" had in 1851 passed up the strait to Point Peel, returned, and after following the west coast of Baring Island to lat. $72^{\circ} 55' N.$, had wintered in 1851-52 in lat. $70^{\circ} 35' N.$, long. $117^{\circ} 40' W.$; also that information of her movements would be found upon an islet in lat. $71^{\circ} 36' N.$, long. $119^{\circ} W.$ Provisioned the sledge for ten days, and started that night to the southward in quest of further traces. After passing Point Hay found the beach thickly strewed with Esquimaux encampments.

On the 9th arrived at the islet; and, after several hours, found records ten feet magnetic north of a small cairn built upon the summit.

These stated that the "Enterprise's" parties had visited Point Hearne, on Melville Island, and had examined the north and south shores of Prince Albert Land. Upon her leaving this, 27th August 1852, intended to pursue a channel between Wollaston and Prince Albert Land. For particulars I beg to refer you to the accompanying records. Rebuilt the cairn; deposited charts, and every information relative to our proceedings; also records of depôts, &c.

Taking into consideration the date of these notices, and my remaining resources, I determined to return with all despatch to the ship. Arrived at the island on the 13th; provisioned the sledge, and deposited records, &c. The whale-boat I found in perfect condition; but the sugar, and two cases of potatoes, soddened with wet; the cocoa also damaged. These I removed to the rise above the depôt.

After leaving the island dispatched the sledge along the south shore of the strait, and travelled along the north side, accompanied by one man with the small one; deposited records at Point Russell, and rejoined the sledge on the 17th; found them all ready to start, having built a cairn; deposited records, and, having no fuel of any kind, had collected sufficient drift-wood to last us to Dealy Island. On 19th May we cleared the strait and travelled direct for Cape Providence. The ice, for ten miles off Cape Russell, we found of last year's formation, without a crack. After crossing a barrier of very old hummocks came to a lead over old floe, over which we travelled fifteen miles, and then entered heavy hummocks of young ice; through these we travelled thirty miles, and on the 23d cleared them, about seven miles S.E. of Cape Providence.

Very heavy falls of snow, and strong easterly winds, checked our progress very much, and caused snow-blindness throughout the party.

On 27th arrived at Sailors' Home, Dealy Island, and found orders to proceed to Beechey Island; also that Mr. Krabbé had left on the 26th, and Lieutenant Hamilton on the 21st. The heaps of papers, letters, and news of all kinds, which our shipmates contributed, added much to our pleasure but little to our rest.

Deposited records, notices, &c., of our proceedings, and, after provisioning, and securing the house, started at midnight to the eastward. Walked overland to Skene Bay, but found no traces of large game. The light rain and warm weather, softened the snow very much, and pools of water were seen on the land about Point Ross. On 30th overtook Mr. Krabbé near Point Griffiths; travelled together, and reached most intricate hummocks twenty miles east of Cape Gillman, which were most tiresome, owing to the sloppy state of the snow. The weather then became much colder, which checked the thaw and improved the travelling. On 5th June arrived at Cape Cockburn depôt. Finding that I was somewhat lighter than Mr. Krabbé, together with the importance of reaching the ship as soon as possible, I informed him of my intention to travel independently. Left everything secure and proceeded on our journey; passed over very decayed ice inside Moore Island, and overtook Mr. Hamilton off Cape Capel. His dogs were very much fagged, but I hoped, by giving them a few good feeds of damaged pemmican, to enable him to push on a dog in advance of me to the ship; but the favourable winds allowed us to keep well up, and on the 11th June we encamped together near Cape Hotham. During the last three journies we crossed several cracks open in the ice, varying from 6 to 12 feet in width. On the evening of the 11th, the dogs being fresh, I left Lieutenant Hamilton in charge of my sledge; proceeded with the dogs across Wellington Channel, and arrived on board the "North Star," at 4 30 a.m. of the 12th, kindly welcomed by all hands.

For the detail of my journey I beg to refer you to my journal.

Throughout the journey we have all enjoyed good health; but the men are much reduced by their exertions, and all complain of sore ankles, feet, &c. Although travelling land well known by us as being well stocked with animals, we have only seen six reindeer, seven musk oxen, besides small game, and have only procured one reindeer, three hares, and thirty ptarmigan, which obliged us to be satisfied with one meal a-day.

In conclusion, allow me to bring before your notice the most excellent behaviour of the men. Circumstances have compelled us to travel frequently upon reduced rations; but throughout I have never heard a murmur, and they have evinced such a spirit and zeal in the performance of their work, that, in spite of the tedium connected with travelling, they have voluntarily performed distances which, under ordinary circumstances, I would not have ordered them.

I have, &c.

(Signed)

G. F. MECHAM, Lieutenant.

Captain H. Kellett, Beechey Island.

Abstract of journey:—

| | | | | | | |
|---|----|---|---|-------|----------|---------|
| Number of days outward journey | - | - | - | - | - | 37 |
| Number of days homeward journey | - | - | - | - | - | 33 |
| Number of days absent | - | - | - | - | - | 70 |
| Number of journeys lost by detention | - | - | - | - | - | 8½ |
| Number of complete journeys made | - | - | - | - | - | 61½ |
| Distance travelled by large sledge | - | - | - | 1,107 | Geogr. | 1,279 |
| Distance travelled by small sledge | - | - | - | 50 | Statute. | 57·5 |
| | | | | 1,157 | | 1,316·5 |
| Average distance of each journey made by large sledge | 18 | | | | | 20 |
| Total distance ÷ 61½, number of journeys | - | - | - | 18·8 | | 21·7 |
| Total distance ÷ Number of days absent | - | - | - | 16·5 | | 19 |

Records deposited, seven in number.

Charts of discovery, positions of depôts, &c., four in number.

(Signed)

G. F. MECHAM, Lieutenant.

RECORDS OF CAPTAIN COLLINSON.

Latest Records of Captain Collinson, found by Commander Meham, dated August 27, 1852, Ramsay Island, Lat. 71° 39' N., Long. 119° 5' W.

Proceedings of
Captain Kellett, C.B.
Captain Collinson's Records.

COPY of a RECORD found on Princess Royal Islands on 4th May 1854.

A 1.

H.M.S. "Enterprise"
30th of August 1851. Lat. Long.

Commander.

Whoever finds this paper is requested to forward it to the Secretary of the Admiralty, London, with a note of the time and place at which it was found.

(The same notice in the French, Spanish, Danish, Dutch, and Russian languages.)

This post was erected by Her Majesty's ship "Investigator," who wintered in the pack off it in 1850, and then pursued her way to the eastward. It was visited on the 30th August 1851 by the "Enterprise," who pursued the same course.

Provision Depôts.

| | Lat. N. | Long. W. |
|--|---------|----------|
| Norton Sound - - - - - | 63° 28' | 161° 45' |
| Grantley Harbour - - - - - | 67 18 | 166 15 |
| Chamesso Island - - - - - | 66 13 | 161 46 |
| Sea-horse Island - - - - - | 70 54 | 159 2 |
| Second River south of Cape Smyth - - - - - | 71 11 | 156 51 |
| Point Separation - - - - - | 67 42 | 134 2 |
| Cape Bathurst - - - - - | 70 35 | 127 34 |
| Cape Parry - - - - - | 70 5 | 123 5 |
| Cape Krusenstern - - - - - | 68 30 | 114 01 |

This post was visited by travelling parties from Her Majesty's ship "Enterprise," one of which traced the north coast of Prince Albert's Land, and found a deep inlet or strait eighty miles to the south-eastward of the mark erected by the "Investigator" at the north end of the straits. Another party, which has not yet returned, went across with orders to reach Melville Island if possible.

We have taken thirty pounds of preserved meats, a case and a half of potatoes, a cask of sugar, half a cask of cocoa, and seven gills of rum.

29th May 1852.

(Signed) R. COLLINSON.

A 3.

COPY of RECORDS found on Princess Royal Islands, May 4, 1854.

Her Majesty's ship "Enterprise" reached the east end of Prince of Wales' Strait on the 30th of August 1851, and found the ice closely packed off the mouth of it; and not having found a cove on either side near the mouth of the strait where she could winter, she will be found near the south-west end of Baring Island; or, if there is no harbour there, in the Bight of Prince Albert Land, 70 miles south of this island.

All well on board.

(Signed) RD. COLLINSON, Captain.

A 4 and A 5.

The following was in duplicate :

Provision Depôts.

| | Lat. N. | Long. W. |
|--|---------|----------|
| Norton Island - - - - - | 68° 38' | 161° 15' |
| Grantley Sound - - - - - | 68 38 | 166 15 |
| Chamesso Island - - - - - | 66 13 | 161 46 |
| Second Sea-horse Island - - - - - | 73 54 | 159 2 |
| Second River south of Cape Smyth - - - - - | 71 11 | 156 31 |
| Point Separation - - - - - | 67 42 | 134 2 |
| Cape Bathurst - - - - - | 70 35 | 127 34 |
| Cape Parry - - - - - | 70 5 | 123 35 |
| Cape Krusenstern - - - - - | 68 30 | 114 1 |

H.M.S. "Enterprise," August 1851.

M 2

Her Majesty's ship "Enterprise" rounded Point Barrow in the pack on the 26th of July; got into open water on the American shore on the 30th, along which she proceeded until the 21st of August, when two islets were discovered E.N.E. of the Pelly Islands. Cape Parry was seen on the 26th; and on the same evening a bold bluff in lat. 71° N. and long. 122° W. Standing to the N.E. along this shore, she entered a strait on the 29th, in which, on the following morning, in $72^{\circ} 55'$ and $125^{\circ} 10'$, two islets, with a beacon on the largest, were discovered. Here we found a boat, with 37 casks of provisions deposited by the "Investigator," which vessel had wintered in the pack four miles E.N.E. of the islands. During the autumn a travelling party from her reached the northward of the strait, in lat. $73^{\circ} 32'$ N. and long. 115° W. The last date from her is June the 1st, when all were well. Travelling parties had been exploring north and south; the latter had fallen in with the natives, who are described as an inoffensive people.

| | | |
|--|-----------|---------------------|
| Captain M'Clure named the southern shore | - | Prince Albert Land. |
| North | - - - - - | Baring Island. |
| Strait | - - - - - | Prince of Wales. |
| Islets | - - - - - | Princess Royal. |

The "Enterprise," proceeding up the strait, which varies from ten to twenty miles in width, reached the north end of it on the 31st; and on the southern side found a cylinder deposited by "Investigator's" travelling party, dated on board of her the 21st of April. Finding the entrance blocked by ice, she returned along Baring Land; rounded the Cape Erebus (discovered on the 26th) on the 2nd of September; and on a low point in lat. $72^{\circ} 1'$ N. and long. $125^{\circ} 10'$ W. a cask, with intelligence of "Investigator," was found, dated August the 18th, 1851. She left Prince of Wales' Strait on the 16th, all well. The "Enterprise," proceeding northerly, landed on an islet in lat. $72^{\circ} 55'$ N. and long. $125^{\circ} 10'$ W., and deposited twenty days' provision for eight men. Not finding any place suitable for winter quarters, returned to where she now lays, in lat. $71^{\circ} 39'$ N. and long. $117^{\circ} 39'$ W., east side of the entrance of Prince of Wales' Strait.

H.M.S. "Enterprise," Winter Quarters;
 Lat. $71^{\circ} 35'$ N., $117^{\circ} 39'$ W.

We arrived here on September 14, and were frozen in finally on October 24; in the interval several natives visited the ship, eventually leaving us on November 9; they are a quiet people, but have little to spare. Needles, knives, and saws are the articles most in request. Tobacco not wanted.

Throughout almost the whole of the winter we have obtained hares and ptarmigan. The weather has been mild; the monthly average never being below -20° .

Little or no sickness has occurred, and we are in a fit condition for hard work. Travelling parties will start early in April; one following the coast southerly; the other will proceed through the Prince of Wales' Strait and then divide, one portion making for Melville Island, the other examining the north shore of Prince Albert Land, in search of the missing expedition.

Provisions are deposited at the following places:

West of Point Barrow—

| | | | |
|-------------------|----------|---------------------|----------|
| Lat. 71° | $10'$ N. | Long. 126° | $50'$ W. |
| 70 | 54 | 159 | 2 |
| 66 | 13 | 161 | 46 |
| 65 | 18 | 166 | 15 |
| 63 | 28 | 161 | 15 |

In Barrow Strait—

| | | | |
|-------------------|----------|--------------------|------------------------|
| Lat. 73° | $50'$ N. | Long. 90° | $48'$ W. |
| 73 | 30 | 80 | 45 |
| 6 | 30 | 114 | 1—four bags were left. |

In this neighbourhood—

| | | |
|---|-------------------|-----------------------|
| Lat. 72° 56' N. | Long. 125° 10' W. | |
| 72 50 | 117 55 | —a boat and 37 casks. |
| Pemmican deposited on American shore in 1848— | | |
| 1 bag in Lat. 67° 42' N. | Long. 134° 0' W. | |
| 70 35 | 127 0 | |
| 70 5 | 123 25 | |

Proceedings of
Captain Kellett, C.B.
Captain Collinson's Records.

Intelligence respecting the movements of the "Enterprise" will be deposited on an islet 10 feet magnetic north of a mark in lat. 71° 49' N., long. 119° W., subsequent to the return of the travelling parties.

15th day of 4th month, 1852.

(Signed) RD. COLLINSON, Captain.

(Copy.)

B 3.

COPY of a RECORD found on Ramsay Island.

(Captain.)

The provisions on Princess Royal Islands were safe on May 29, except what our travelling parties consumed.

The "Enterprise" sleigh searched the north coast of Prince Albert's Land, ninety miles to the eastward of the beacon erected by the "Investigator" on the south side of Prince of Wales' Strait. Here we found a deep inlet or mouth of a strait; no drift wood was seen, but the ice evidently broke up annually. No signs of the missing expedition.

The "Resolution" sledge parted company on May 4 for Melville Island, and has not yet returned.

(Signed) RD. COLLINSON, Captain.

"Enterprise" sleigh, ten miles east of Baring Island, June 5, 1852.

I shall proceed southerly along Prince Albert's Land immediately I am extricated.

R. C.

(Copy.)

B 3.

From Ramsay Island.

The "Victoria" sleigh travelled along Prince Albert's Land from Port Wollaston. It trends to the south-south-east until you get in the latitude of 70° 40' N., and then there is a deep inlet or strait, up which we travelled 130 miles. No signs of the missing expedition.

(Signed) C. F. JAGO.

H.M.S. "Enterprise," Lat. 71° 35' N.
June 17, 1852.

THE "Resolution" sleigh has not yet returned from Melville Island.

On this spot.

(Signed) C. F. JAGO.

Whoever finds this paper is requested to forward it to the Secretary of the Admiralty, London, with a note of the time and place at which it was found.

(The same notice in the French, Spanish, Dutch, and Russian languages.)

Her Majesty's ship "Enterprise" rounded Point Barrow in the pack on July 26; got into open water on the American shore on 30th, along which she proceeded until August 21, when two islets east-north-east of the Pelly Islands were discovered. Cape Parry was seen on 26th, and on the same evening a bold bluff, in lat. 71° N., and long. 122° W.; standing to the north-east along this shore, she entered a strait on 29th, in which, on the following morning, in lat. 72° 55' N. and long. 125° 10' W., two islets, with a beacon on the largest, were seen. Here we found a boat with 37 casks of provisions deposited by the "Investigator," which vessel had wintered in the pack four miles east-north-east of the islands; during the autumn a travelling party from her reached the north end of the strait, in lat. 73° 22' N. and long. 115° W.; the last date from her is June 1, when all were well. Travelling parties had been exploring north and

south; the latter had fallen in with the natives, who are described as an inoffensive people.

Captain M'Clure named the southern shore Prince Albert Land; north, Baring Island; strait, Prince of Wales; islets, Princess Royal.

The "Enterprise" proceeding up the strait, which varies from ten to twenty miles in width, reached the north end of it on the 31st, and on the southern side found a cylinder deposited by "Investigator's" travelling party, dated on board of her on the 21st April. Finding the entrance blocked by ice, she returned along Baring's Land, rounding the Cape Erebus ("Investigator's," discovered on the 26th), on 2nd September, and on a low point in $72^{\circ} 01'$ (Point Kellett of "Investigator") and $125^{\circ} 10'$, a cask, with intelligence, dated "Investigator," August 18, 1851, was found. She left the Prince of Wales's Strait on the 16th, all well. The "Enterprise," proceeding northerly, landed on an islet in lat. $72^{\circ} 55' N.$, and long. $125^{\circ} 10' W.$, and deposited twenty days' provisions for eight men. Not finding any place suitable for winter quarters, returned to where she now lays in lat. $71^{\circ} 35' N.$, and $117^{\circ} 39'$ east side of the entrance of Prince of Wales's Strait.

(Copy.)

B 1.

(From Ramsay Island.)

H.M.S. "Enterprise," 27th August 1852.

(Captain)

Latitude $71^{\circ} 39' N.$, Longitude $199^{\circ} 5' W.$

We left our winter quarters at the eastern end of this bay on the 5th instant, but have been prevented by the ice from making any progress until this day.

(Signed) R. COLLINSON, Commander.

Whoever finds this paper is requested to forward it to the Secretary of the Admiralty, London, with a note of the time and place at which it was found.

(A similar notice in the French, Spanish, Danish, Dutch, and Russian languages.)

It is my intention to pursue the channel separating Wollaston from Prince Albert's Land, the entrance to which is in latitude $70^{\circ} 30'$; hitherto the ice has been close in with the shore, in latitude $71^{\circ} 5'$, nor have we been able to turn its western edge by pursuing a westerly route along the south face of Baring's Land.

All well.

Provisions are deposited at the following places:—

West of Point Barrow—

| Lat. | Long. |
|---------------------|----------------------|
| $71^{\circ} 10' N.$ | $156^{\circ} 50' W.$ |
| 70 54 | 159 02 |
| 66 13 | 161 46 |
| 65 18 | 166 15 |
| 63 28 | 161 45 |

In Barrow Straits—

| | |
|-------|-----------------------------|
| 73 50 | 90 18 |
| 73 30 | 80 45 |
| 68 30 | 114 01—four bags were left. |

In this neighbourhood—

| | |
|-------|----------------------|
| 72 56 | |
| 72 50 | —a box and 37 casks. |

Pemmican deposited on the American shore in 1848.—

| | |
|-------------------------------------|--------------------------------|
| 1 bag, Latitude $67^{\circ} 12' N.$ | Longitude $134^{\circ} 00' W.$ |
| " 70 35 | 127 34 |
| " 70 05 | 123 25 |

Her Majesty's Ship "Enterprise" rounded Point Barrow in the pack July 26, 1851, and gained open water in shore on the 30th along which she proceeded, seeing the Pelly Islands August 21st, Cape Parry 26th, and a bold bluff (Cape Erebus) in latitude $71^{\circ} S. 02' N.$, and longitude $122^{\circ} 50' W.$ Entering a strait on the 29th two islets in latitude $72^{\circ} 50' N.$, and longitude $118^{\circ} 4' W.$ were seen, on one of which a boat and 37 casks of provisions were

found, having been placed there by Her Majesty's Ship "Investigator," which vessel wintered in the pack four miles north-east of the islands. A party from her reached the north-eastern end of the Strait, in latitude $73^{\circ} 32' N.$ and longitude $114^{\circ} 15' W.$, during October. Captain M'Clure named the south shore Prince Albert's Land, the north Baring's Land, the island Princess Royal, the strait Prince of Wales. The "Enterprise" reached the north end of the strait September 1851, the mouth of which was blocked by ice, coming back through the Prince of Wales's Strait. Cape Erebus was rounded on the 3d, and a low point in $72^{\circ} 04' N.$, and $125^{\circ} 48' W.$

Then finding no place on the west coast suitable for winter quarters, we returned to Prince Albert's Land, and wintered latitude $71^{\circ} 35' N.$ and longitude $117^{\circ} 35' W.$ in a southerly direction, and passing through Prince of Wales's Strait a deep inlet or strait was traced as far as latitude $72^{\circ} N.$ and longitude $113^{\circ} 30' W.$ A third party reached Point Hearne on Melville Island, where sleigh and footmarks were seen. The last party, in consequence of the hummocky condition, were compelled to leave their sleigh in lat. $73^{\circ} 44' N.$ and longitude $114^{\circ} 30' W.$, and returned to the ship after an absence of 74 days. A party of natives remained with us until November and returned in May: they are harmless.

Fish are to be obtained from the lakes by the seine.

COPY of ORDERS to Mr. F. J. KRABBÉ, Master of H.M.S. "Resolute," to proceed to Bay of Mercy, Banks Land.

Orders to Mr. Krabbé.

By Henry Kellett, Esq. C.B., Captain of H.M.S. "Resolute."

Taking command of H.M. Sledge "Newton," manned with seven men, and provisioned for twelve days, you will leave this ship on 1st April next, (weather permitting) and proceed in company with Lieutenant Meham as long as he requires your services, placing for him a depôt in the position he requires it, and proceed to the depôt in the Bay of Mercy.

In the cairn left there you will deposit the record which you will receive from me, as well as one of your own, describing the position you find "Investigator" in, the state of the depôt, and any information that might be useful to a party visiting that bay.

From the "Investigator" you will bring back the articles of medical stores mentioned in the accompanying list.

You will be most careful that those of your crew who enter that vessel are never out of *your* sight; that her hatches are closed as before, and that everything is left undisturbed; but should "Investigator" be found in such a position that the provisions on board her would be spoiled or destroyed, you will endeavour to place them, as well as the stores most useful to a retreating party, in safety on the shore.

The quantities of provisions you take away from any depôt are always to be noted on the records you deposit.

Having performed this service you will return to your ship (touching at Dealy Island) by the 10th June.

The zeal and ability with which you have performed all duties committed to your charge, both in last voyage and whilst under my command, give me great pleasure in being able to place this important service under your guidance.

Given under my hand, on board H.M.S. "Resolute," in Barrow Strait, Cape Cockburn, N.E. b. N. 28, 27th March 1854.

(Signed) H. KELLETT, Captain.

COPY of ORDERS deposited in Dealy Island House, for the Guidance of Mr. KRABBÉ, on his Arrival there.

By Henry Kellett Esq., C.B., Captain of H.M.S. "Resolute."

Having received orders to proceed to Beechey Island for further instructions with the crews of both vessels under my command, you will, on the receipt of this order, use every exertion to reach Beechey Island with all despatch, so that your men may be exposed as little as possible to the ill effects of travelling after the thaw commences.

Proceedings of
Captain Kellett, C.B.

For this purpose I have placed at Cape Cockburn a complete depôt for twelve days, which is ample to take you to Beechey.

You will, therefore, on no account lose time by attempting to reach the ships; they will by that time be abandoned, and their hatchways securely sealed. Your messmates will have packed such articles as they think you value, or would be useful, which will be either taken on to Beechey, or placed under the boat left at Cape Cockburn for your use.

You will not forget to leave at Dealy Island full information relative to your present expedition.

The depôt at Dealy Island I am anxious should be as little broken into as possible. Rum is not to be touched at all, as it may be required for travelling fuel. Fuel to bring you to Cape Cockburn will be sent to Dealy Island. In case of having game, preserved meat is not to be touched at all, but under any circumstances half a pound of that article per man per day is all that is to be taken.

Given under my hand on board H.M.S. "Resolute," in Barrow Strait,
8th May 1854.

(Signed) H. KELLETT, Captain.

Mr. Krabbé will deposit the medicines he was directed to bring back from the "Investigator" in one of the cases left in the house; leave a Six's thermometer there also, and bring on the rest. As his crew's clothing will be left at Cape Cockburn, he will leave there also all clothes and stores that he can spare.

(Signed) H. KELLETT.

Proceedings of Mr. Krabbé.

PROCEEDINGS OF MR. F. J. KRABBÉ, Master, whilst detached in charge of a party from H.M.S. "Resolute," to Harbour of Mercy, Banks Land, 3d April and 13th June 1854.

H.M.S. "North Star," Beechey Island,
14th June 1854.

Sir,

IN compliance with your orders of 27th March 1854, I took charge of the sledge "Newton" manned with seven men from "Intrepid," and proceeded from H.M.S. "Resolute" under your command, in company with Lieutenant Mecham, on 3d April 1854, towards Dealy Island, at which place we arrived on the 12th April. The house and cairn were found to be in perfect order, with very little drift, either inside or out of the former; one of the tanks of biscuit was however slightly damp and mildewed in one corner, apparently caused by the waste valve having admitted damp. We completed provisions at this depôt to 22 days, with additional 11 days for discovery as depôt, and proceeded westward on 13th, still in company, passing near Cape Providence, and thence to Cape Russell. At the former place it was found necessary to change into night travelling as quickly as possible, as several men at both sledges were suffering from snow-blindness. Hitherto the floe had been good for travelling, nearly all being last year's ice, but about 10' south of Cape Providence heavy packs of old and new ice were met, and continued with us until arriving within a few miles of the opposite land.

The difficulty of steering through this pack ice and continuous thick weather threw us eastward of our course, so that in making Point Peel in thick weather it was mistaken for Point Parker, and the depôt deposited sixteen miles east of it, on the night of 25th April, when I parted company with Lieut. Mecham, and proceeded along the beach westward. But at 6 A.M. 27th, the weather being still very thick, and the coast line not agreeing with the chart, I waited for it to clear, and placed the crew on two-thirds provisions. The next day I saw that we were at Prince Albert's Land, when I proceeded N.W. at once for Cape Russell, and thence with new ice nearly the whole way to the Bay of Mercy, and finally arrived on board the "Investigator" at 10.30 P.M. of 5th May.

I saw the ship from Point Back, and when within four or five miles could plainly see with naked eye the stacked spars on the beach, but the cairn I could not see so quickly; the former will, however, be always efficient marks for the depôt.

The tattered remains of the ensign and pendant were still flying, and an accumulation of drift on the northern side of the ship was sufficient to enable me to walk in over her gunwale; there was a good deal on her decks also, but not to prevent our easily getting at the fore hatchway.

The ship's head was N. 30° W. true, her cable hanging slack under her bow. She was heeled about 10° to starboard, and slightly by the head; there were no signs of pressure about her, although the oakum was hanging very loosely out of most of the seams. She was S. 12° E. 1,400 yards from the cairn, and 426 yards from the nearest point of beach, her stern being in 11 fathoms water.

On going below I found all things in good order, and the lower deck pretty free from frost, but over head, on orlop deck, there were great accumulations.

On examining the hold, I found she had leaked during the preceding summer so much that she was now full to the orlop beams forward, and within 10 inches of them abaft.

I, therefore, at once determined on clearing her of all useful stores, in compliance with your orders; and for this purpose, as also to repair kettles, dry tents, furniture, &c., I brought my crew on board. I commenced work on 6th May, and completed landing by the 9th (as per enclosure No. 1) the stores and provisions, leaving, however, all the spirits, wine, coals, &c. (according to account, 3,300 lbs. preserved meat), firmly frozen in the holds; the ullages of slops and 18½ cwt. biscuit I placed in the lower deck cabins, also small ullages of provisions. On 9th I packed 16 days' provisions for my own sledge. During this time I had personally packed the medicines, as per list given with your orders, as also a few botanical and zoological specimens, thermometers, &c. The medicines were eventually left at Dealy Island House.

On the 10th I was employed in clearing the ship, securing holds, &c., and the crew were allowed a few hours for repairing their own clothes.

I deposited the record you gave me in the cairn, with an additional one of my own, a copy of which I enclose (No. 2), and at 6 P.M., 11th May, I left the ship on my return, having secured the hatches, and seen the ship in every respect precisely as I had found her.

Both in entering and on leaving the bay, I paid marked attention to the state of the ice in it, and am confident there was no water made inside a line from Point Providence to Point Back during 1853, but there was open water during that season for two or three miles in width along the whole line, which finally met and arrested pieces from the pack around the neighbourhood of Cape Hamilton.

Along the cliffs of Banks Land also there was a belt of new ice from two to four miles wide, terminating in heavy pressure on Point Parker.

The pack, from 5' north of Cape Hamilton to within ten miles of Melville Island, was somewhat heavier and older than found on crossing further eastward.

I arrived at Melville Island a little to westward of Cape Dundas on 19th May, after passing over nothing but new ice; arrived at Dealy House at 0.30 A.M. on 26th May, where I received your orders to proceed to Beechey Island at once.

I re-examined the biscuit tank in accordance with Lieut. Mecham's orders, but did not think it advisable to clear it, as the waste that would be incurred would be more than the loss of the few pounds damaged. The valve hole I carefully greased inside.

P.M. On 26th, I took twelve days' provisions, reduced to the scale given in your last order, and at 9.30 proceeded with all possible despatch for Beechey Island. When off Point Griffiths, at 4 A.M. of 30th, I was joined by Lieutenant Mecham and his party, and from thence we proceeded in company to Cape Cockburn depôt, where we arrived at 2 A.M., 5th June, and picked up our provisions. By this time the thaw had fairly come on, having begun almost suddenly with drizzling rain on 31st May.

The men's feet were of course very tender, but with the aid of flannel bandages we were prevented having any serious cases.

Proceedings of
Captain Kellett, C.B.

In consequence of a communication from Lieutenant Mecham, we proceeded independently to Beechey Island, and arrived on board this vessel at 4.30 A.M. on 13th June.

Although most anxious to procure game, and having been to both the places generally considered as having the greatest abundance, one musk ox, one hare, and nineteen ptarmigan, comprise the list of those shot. Three deer and four musk oxen were seen near Cape Hamilton.

In conclusion, I cannot but speak with the highest satisfaction of the conduct of my crew, who have all suffered more or less painfully from snow-blindness and sore feet, but still continued their work as heartily as I could have wished.

I have &c.

To Captain H. Kellett, C.B., (Signed) F. J. KRABBÉ, Master.
H.M.S. "Resolute."

Records deposited.

"Resolute's" record, chart, and one from myself; in cairn at Bay of Mercy.

Record in cairn built on Cape Hamilton.

Record in box in Dealy Island House.

Abstract.

| | | | | | |
|---------------------------------------|---|---|---|-----|--------|
| No. of days absent | - | - | - | - | 71 |
| Days employed on board "Investigator" | - | - | - | 5½ | } 13½ |
| All other detentions | - | - | - | 8 | |
| Number of marches | - | - | - | - | 57½ |
| | | | | | Miles. |
| Distance travelled | - | - | - | 866 | 1,001 |
| Average length of marches | - | - | - | 15 | 17¼ |

(Signed) F. J. KRABBÉ, Master.

Enclosure No. 1.

Provisions, Bay of Mercy.

LIST of Provisions and Stores landed in the Bay of Mercy from H.M.S. "Investigator," May 1854.

| | | | | | | |
|---|---|---|---|---|--------------|-------------------------|
| Biscuit | - | - | - | - | 1,232 pounds | 12 casks. |
| Salt beef | - | - | - | - | 304 | " 1 " |
| — pork | - | - | - | - | 200 | " 1 " |
| Suet | - | - | - | - | 112 | " 1 " |
| Flour | - | - | - | - | 720 | " 3 " |
| Tobacco | - | - | - | - | 750 | " 5 cases. |
| Sugar | - | - | - | - | 473 | " 1 cask. |
| Tea | - | - | - | - | 50 | " 1 " |
| Preserved meat | - | - | - | - | 1,150 | " stowed between casks. |
| Flannel | - | - | - | - | 230 yards | 1 bale. |
| Duck | - | - | - | - | 70 | " 1 " |
| Serge | - | - | - | - | 80 | " 1 " |
| Mitts | - | - | - | - | 100 pairs | 1 " |
| Flushing jackets | - | - | - | - | 15 in No. | 1 " |
| Tent gear | - | - | - | - | | Contents unknown. |
| Maindeck and forecastle housing clothes | - | - | - | - | 1 of each | |
| Sails, courses, main | - | - | - | - | 1 in No. | |
| — royals | - | - | - | - | 1 in No. | |

(Signed) F. J. KRABBÉ, Master.

Enclosure No. 2.

Copy of a Record deposited in Bay of Mercy.

THE party which deposited this arrived here on 5th May 1854, from H.M. Ship "Resolute," Captain H. Kellett, C.B., and will leave to rejoin her on 11th May. On visiting the ship she was found to have moved a little from her former position, probably 400 yards S.E.) Her head was N. 30°, W. heeling 10° to starboard. She was S. 12°, E. 1,400 yards from this cairn, and 426 yards from the nearest point

of beach, with 11 fathoms water under her stern. The water was frozen in solid below fore and aft to the height of the orlop deck; the available stores were therefore all landed as per list on the other side of this. The remaining biscuit, ullages of slops, &c. were all put in lower deck cabins. There are probably buried in the two meat rooms 3,300 lbs. preserved meat. The rum, wine, and coals are also buried. A cask of flour and a cwt. tin of preserved potatoes could not be found.

The depôt at Dealy Island House was found in excellent order, except a little biscuit spoiled by damp, and no one had visited it since August 1853.

The crew of "Investigator," wintered on board "Resolute" and "Intrepid" 1853-54; they were to leave for Beechey Island in April 1854.

The "Enterprise" has not been seen or heard of by us since leaving Hong Kong in 1851.

(Signed) F. J. KRABBÉ, Master.

ACCOUNT of PROVISIONS remaining in Depôt for the Relief of distressed Parties in the Arctic Regions.

PROVISIONS remaining in Depôt from those placed in the Princess Royal Islands by H. M. S. "Investigator" on 3rd March 1851. Visited on 13th May 1854 by Lieutenant G. F. Meham, of H.M. Ship "Resolute." Provisions on Princess Royal Island.

| | | |
|--|-----------|-----------------------|
| Flour | - - - - - | 5,688 |
| Preserved meat | - - - - - | 1,816 |
| Pork (unboiled) | - - - - - | 1,920 |
| Preserved potato | - - - - - | 896 |
| Sugar | - - - - - | about 130 damaged. |
| Chocolate | - - - - - | 240 slightly damaged. |
| One whale boat, 30 feet, with gear complete. | | |
| A proportion of ammunition and medical stores. | | |

PROVISIONS, &c., remaining in Depôt at the Bay of Mercy on the 5/10 May 1854, when visited by Mr. Frederick J. Krabbé, Master of H.M. Ship "Resolute," landed from H.M. Ship "Investigator," in May 1853; also the Remains on board that Ship, abandoned at the same place. Provisions on board "Investigator."

| Articles. | On Shore. | On Board. | Articles. | On Shore. | On Board. |
|--------------------|------------------|------------------|-----------------|-----------|-----------|
| Biscuit - - lbs | 2,232 | 2,420 | Potatoes - lbs. | 764 | 112 |
| Rum - - galls. | None. | 36 | Sugar - - " | 1,473 | None. |
| Do. concentrated " | 20 | 52 $\frac{3}{4}$ | Chocolate - " | 435 | Ullage. |
| Brandy - - " | 20 | 30 $\frac{1}{4}$ | Tea - - " | 176 | None. |
| Wine - - " | None. | 28 | Oatmeal - gall. | None. | Ullage. |
| Beef - - lbs. | 912 | None. | Vinegar - - " | None. | 30 |
| Pork - - " | 1,800 | None. | Tobacco - lbs. | 1,234 | 368 |
| Preserved meat " | 4,150 | 3,350 | Soap - - " | 349 | 385 |
| Flour - - " | 7,140 | 210 | Pickles - - " | None. | 1,100 |
| Suet - - " | 224 | None. | Carrots - - " | None. | 194 |
| Peas - - bush. | 10 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | Lemon juice " | None. | 345 |

Clothing.

| | | | | | |
|------------------------|-----|-------|----------------------|-----------------|-----|
| Blankets - No. | 32 | 11 | Wrappers - No. | 13 | 44 |
| Flannel - - yds. | 460 | 354 | Box cloth jackets " | 11 | — |
| Serge frocks - No. | 50 | 24 | " trowsers prs. | 12 | — |
| Blue cloth - yds. | 64 | 10 | Guernsey frocks No. | 21 | — |
| Flushing jackets No. | 70 | None. | Knitted drawers prs. | 3 | — |
| Boots - - prs. | 7 | 9 | Boot hose - - " | 8 | — |
| Shoes - - " | 15 | 17 | Comforters - No. | 22 | — |
| Blue cloth jackets No. | 49 | — | Box cloth boots prs. | 25 | — |
| " trowsers prs. | 11 | — | Seal skin boots " | 27 | 6 |
| Duck - - yds. | 220 | 54 | " caps No. | 20 | — |
| Stockings - prs. | 40 | 26 | " gloves prs. | 47 | — |
| Mitts, worsted - " | 250 | 14 | Sea boots - - " | 9 | — |
| Caps, worsted - No. | 30 | 12 | Welsh wigs - No. | 12 | — |
| Shirts - - " | — | 59 | Sou-westers - - " | 1 | — |
| Serge - - yds. | 80 | — | Green crape - yds. | 30 | 100 |
| Beds - - No. | — | 31 | Carpet boots - prs. | — | 3 |
| Black silk } " | — | 122 | Needles - No. | } a proportion. | |
| handkerchiefs } | — | | Thread, &c. - lbs. | | |
| Badges - - " | — | 40 | | | |

Proceedings of
Captain Kellett, C.B.

Stores, Ammunition, &c.

| Articles. | On Shore. | On Board. | Articles. | On Shore. | On Board. |
|------------------------------------|-----------|-----------|-------------------------------|--------------------------|-----------|
| Musket ball } cartridge - } No. | 200 | — | Tool chest - No. | 1 | — |
| Do. blank do. - „ | 1,000 | — | Mahogany board ft. | about 50 | — |
| Caps, percussion „ | 2,000 | — | Deals, ordinary No. | 10 | — |
| Shot - - lbs. | 112 | — | Grindstone - „ | 1 | — |
| Paper, white - qrs. | 4 | — | Boats' coppers „ | 2 | — |
| Muskets, per- } cussion - } No. | 4 | — | Boats' anchors „ | { not known | — |
| Fowling pieces „ | 1 | — | Pumps - - „ | do. | — |
| Boats with gear „ | 6 | — | Saws, cross cut „ | do. | — |
| Topmast - „ | 1 | — | Empty casks - | 100 | — |
| Jib-boom - „ | 1 | — | Quarter-deck } housing - } | 1 | — |
| Hand-mast - „ | 1 | — | Tents' labo- } ratory - } | 1 | — |
| Spars, small - „ | 6 | — | Coals - - tons. | 7 | — |
| Housing main- } deck - } | 1 | — | Tent gear - - } | quantity not known | — |
| Housing main- } forecastle - } | 1 | — | Main course - No. | 1 | — |
| Royal sail - „ | 1 | — | | | |

Provisions at Dealy Island.

PROVISIONS, &c., remaining in Depôt at Dealy Island House on 27th May 1854,
from those landed from H.M. Ship "Resolute" in July 1853.

| Provisions. | Quantity. | In what Packages. | Provisions. | Quantity. | In what Packages. |
|----------------------|-----------|-------------------|--------------------|-----------|--------------------|
| Biscuit - - lbs. | 1,424 | tanks | Soap - - lbs. | 417 | 4 casks |
| Rum concentrat gall. | 146 | 3 casks | Normandy pippins „ | 600 | tank |
| Flour - - lbs. | 12,000 | 48 „ | Preserved meat - „ | 3,021 | 4lb. tins. |
| Beef - - - „ | 4,840 | 16 „ | „ vegetables „ | 2,166 | { 4 & 2lb. tins |
| Bacon - - - „ | 4,320 | 14 „ | „ potatoes „ | 2,000 | 11 casks |
| Suet - - - „ | 112 | 1 „ | „ soup, ox-cheek „ | 868 | tank |
| Currants - „ | 200 | 1 „ | Mustard - - „ | 10 | 1 case |
| Peas - - - gall. | 106 | 3 „ | Treacle - - „ | 378 | 1 cask |
| Sugar - - lbs. | 2,440 | 6 „ | Baking powder „ | 30 | tank |
| Chocolate - - „ | 885 | 5 „ | Onion powder - „ | 66 | 1 case |
| Tea - - - „ | 192 | 2 „ | Pickles - - „ | 204½ | 2 casks |
| Tobacco - - „ | 346 | 2 cases | | | |

Clothing.

| Clothing. | Quantity. | In what Packages. | Clothing. | Quantity. | In what Packages. |
|-----------------------|-----------|-------------------|----------------------|-----------|-------------------|
| Box cloth jackets No. | 66 | 3 casks | Knitted drawers prs. | 108 | 3 casks |
| „ trowsers prs. | 66 | 3 „ | Fisherman's boots „ | 63 | 3 „ |
| Guernsey frocks - No. | 122 | 3 „ | Carpet boots - „ | 66 | 3 „ |

| Warm Clothing. | Quantity. | In what Packages. |
|------------------------|-----------|-------------------|
| Boot hose - - - - prs. | 132 | 3 casks |
| Mitts, worsted - - - „ | 143 | 1 „ |
| Crape - - - - yds. | 59½ | 1 „ |

Gunner's Stores.

| | |
|-------------------------------------|----------------------------------|
| Powder, sporting - - 4 lbs. | Spare nipples - - - 2 in No. |
| Ditto, fine grain - - 15 „ | Wads - - - - 4 boxes. |
| Cartridge ball, musket - 500 in No. | Paper, cartridge - - 2 quires |
| Ditto, blank ditto - 500 „ | Spare nipples, musket - 2 in No. |
| Caps, percussion ditto - 1,000 „ | Loose ball, Adam's - - 500 „ |
| Ditto, fowling-piece 1,000 „ | Shot, lead, No. 2. - - 56 lbs. |
| Rockets, signal, ½ lb. - - 10 „ | Ditto, duck - - - 56 „ |
| Sticks for ditto - - 10 „ | Match, slow - - - 30 „ |
| Portfires - - - 20 „ | Hudson bay guns - - 2 in No. |
| Bluelights - - - 12 „ | Tent marquee, complete - 1 „ |
| Maroons - - - 20 „ | Lignum vitæ - - - 500 lbs. |

Boatswain's Stores.

| | | | |
|--------------------------|-------------------|------------------------|----------------------|
| Palms, sailmakers' - - - | 1 in No. | Bristles, hogs' - - - | $\frac{1}{2}$ ounce. |
| Needles, sail - - - | 12 ,, | Wax, shoemakers' - - - | a proportion. |
| Twine - - - | 1 lb. | Canvas, old - - - | 12 yds. |
| Rope, 2 inch - - - | 30 fathm. | Marling spikes - - - | 1 in No. |
| Spun yarn - - - | 20 lbs. | Mallets, serving - - - | 1 ,, |
| Rope junk, 6 inch - - - | 4 fathm. | Shovels, iron - - - | 2 ,, |
| Awls, shoemakers' - - - | 6 in No. | Nettlestuff - - - | 6 skeins. |
| Hemp ditto - - - | $\frac{1}{4}$ lb. | Beeswax - - - | $\frac{1}{4}$ lb. |

Carpenter's Stores.

| | | | |
|-------------------------|----------|--|-----------|
| Pickaxes - - - | 2 in No. | Nails, iron, 2d. - - - | 3 lbs. |
| Chisels - - - | 3 ,, | " Copper boat - - - | 4 ,, |
| Mallet - - - | 1 ,, | Chalk - - - | 2 ,, |
| Plane - - - | 1 ,, | Stoves, Rettie's complete } with funnel - - - } | 1 in No. |
| Saw, hand - - - | 1 ,, | Nails, copper tacks - - - | 2 lbs. |
| Mauls, pen - - - | 1 ,, | Halkett's boat complete - - - | 1 in No. |
| Gimlets - - - | 3 ,, | Small whale boat, 14 feet - - - | 1 ,, |
| Files - - - | 3 ,, | Candles - - - | 50 lbs. |
| Adzes - - - | 1 ,, | Oil, seal in one cask - - - | 60 galls. |
| Axe - - - | 1 ,, | Coals - - - | 8 tons. |
| Cotton for lamps - - - | 4 lbs. | Sledges - - - | 2 in No. |
| Nails, iron, 30d. - - - | 4 ,, | Baking stove, complete } with funnel - - - } | 1 ,, |
| " 20d. - - - | 4 ,, | A few empty casks for firewood. | |
| " 10d. - - - | 3 ,, | A proportion of medical stores. | |
| " 6d. - - - | 3 ,, | | |
| " 4d. - - - | 3 ,, | | |

PROVISIONS remaining in depôt on East point of Fife Harbour, in June 1853, Provisions at Fife Harbour.
from those placed there by H.M. Ship "Resolute," on 7th September 1852.

| | |
|-------------------------|---------------|
| Beef - - - | - 304 pounds. |
| Rum, concentrated - - - | - 30 gallons. |
| Pork - - - | - 320 pounds. |
| Sugar - - - | - 110 " |
| Tea - - - | - 20 " |
| Flour - - - | - 250 " |

PROVISIONS remaining in depôt 8 miles east of Cape Cockburn, in June 1854, Provisions at Cape Hotham.
landed from H.M. Ship "Resolute," between 29th August 1852 and 15th May 1854.

| | |
|--|-----------------------------|
| Biscuit - - - | - 1,315 pounds. |
| Rum, concentrated - - - | - 47 $\frac{2}{3}$ gallons. |
| Preserved meat - - - | - 990 pounds. |
| Boiled bacon - - - | - 486 " |
| Chocolate - - - | - 84 " |
| Sugar - - - | - 121 $\frac{1}{4}$ " |
| Tea - - - | - 39 $\frac{1}{2}$ " |
| Pork (not boiled) - - - | - 636 " |
| Flour - - - | - 250 " |
| Tallow candles for fuel - - - | - 100 " |
| Ice boat light, complete - - - | - 1 in No. |
| Sledge complete with canvas boat - - - | - 1 " |
| Halkett's boat, complete - - - | - 1 " |

PROVISIONS remaining in depôt at Assistance Harbour, in June 1854, from those
placed there by H.M. Ship "Resolute," on 16th August 1852.

Provisions in Assistance
Harbour.

| | |
|-------------------------|---------------|
| Biscuit - - - | - 244 pounds. |
| Rum, concentrated - - - | - 16 gallons. |
| Sugar - - - | - 44 pounds. |
| Tea - - - | - 19 " |
| Boiled bacon - - - | - 216 " |
| Flour - - - | - 250 " |
| Préserved meat - - - | - 226 " |

Proceedings of
Captain Kellett, C.B.

Provisions in depôt.

REMAINING in depôt from that deposited by parties from H.M.S. "Assistance," and
"North Star," in the spring of 1854.

At the before-mentioned place, Assistance Harbour.

| | | | | | | |
|-----------------------|---|---|---|---|---|---|
| Biscuit | - | - | - | - | - | 2,411 pounds. |
| Rum, concentrated | - | - | - | - | - | 48 ² / ₂ gallons. |
| Preserved meats | - | - | - | - | - | 2,137 pounds. |
| Pemmican | - | - | - | - | - | 195 " |
| Boiled bacon and pork | - | - | - | - | - | 188 ¹ / ₄ " |
| Preserved potato | - | - | - | - | - | 298 ¹ / ₄ " |
| Tea | - | - | - | - | - | 73 ¹ / ₂ " |
| Sugar | - | - | - | - | - | 185 " |
| Chocolate paste | - | - | - | - | - | 5 " |
| Pepper | - | - | - | - | - | 5 ² / ₂ " |
| Mustard | - | - | - | - | - | 10 ² / ₂ " |
| Salt | - | - | - | - | - | 21 ¹ / ₀ " |
| Cayenne pepper | - | - | - | - | - | 1 ¹ / ₁ " |
| Tobacco | - | - | - | - | - | 64 " |
| Onion powder | - | - | - | - | - | 2 ² / ₂ " |

At Cape Hotham, Barrow Strait.

| | | | | | | |
|--|---|---|---|---|---|--|
| Biscuit | - | - | - | - | - | 190 pounds. |
| Rum, concentrated | - | - | - | - | - | 32 ² / ₂ " |
| Preserved meat | - | - | - | - | - | 66 " |
| Pemmican | - | - | - | - | - | 38 " |
| Preserved potato | - | - | - | - | - | 43 " |
| Tea | - | - | - | - | - | 10 " |
| Sugar | - | - | - | - | - | 29 ¹ / ₁ " |
| Mustard | - | - | - | - | - | 2 " |
| Pepper | - | - | - | - | - | 1 ² / ₂ ounces. |
| Salt | - | - | - | - | - | 3 ¹ / ₂ pounds. |
| Cayenne pepper | - | - | - | - | - | 5 ¹ / ₄ ounces. |
| Tobacco | - | - | - | - | - | 9 ² / ₁₀ pounds. |
| Onion powder | - | - | - | - | - | 5 ² / ₄ ounces. |
| Whale boats, 25 feet, with gear complete | - | - | - | - | - | 2 in No. |
| Cutters, 25 feet, with gear complete | - | - | - | - | - | 1 " |
| Marquees, complete | - | - | - | - | - | 1 " |

At Cape Bunny, Barrow Strait.

| | | | | | | |
|-----------------------|---|---|---|---|---|-----------------------------------|
| Biscuit | - | - | - | - | - | 666 pounds. |
| Rum, concentrated | - | - | - | - | - | 16 gallons. |
| Preserved meat | - | - | - | - | - | 98 pounds. |
| Boiled bacon and pork | - | - | - | - | - | 268 ² / ₂ " |
| Pemmican | - | - | - | - | - | 426 " |
| Preserved potato | - | - | - | - | - | 108 ¹ / ₀ " |
| Tea | - | - | - | - | - | 21 ² / ₂ " |
| Sugar | - | - | - | - | - | 55 ¹ / ₄ " |
| Chocolate paste | - | - | - | - | - | 37 ² / ₂ " |
| Mustard | - | - | - | - | - | 31 ² / ₂ " |
| Pepper | - | - | - | - | - | 2 " |
| Salt | - | - | - | - | - | 7 ¹ / ₂ " |
| Cayenne pepper | - | - | - | - | - | 1 ⁰ / ₀ " |
| Tobacco | - | - | - | - | - | 23 ² / ₂ " |
| Onion powder | - | - | - | - | - | 1 ¹ / ₂ " |

North of Barlow Inlet, Wellington Channel.

| | | | | | | |
|-----------------|---|---|---|---|---|---------------------------------------|
| Biscuit | - | - | - | - | - | 103 pounds. |
| Rum | - | - | - | - | - | 2 gallons. |
| Pemmican | - | - | - | - | - | 220 pounds. |
| Flour | - | - | - | - | - | 18 " |
| Bacon | - | - | - | - | - | 25 " |
| Sugar | - | - | - | - | - | 6 pounds. |
| Chocolate paste | - | - | - | - | - | 10 " |
| Milk | - | - | - | - | - | 10 pints. |
| Spirits of wine | - | - | - | - | - | 4 gallons. |
| Tea | - | - | - | - | - | 1 ¹ / ₂ pounds. |

Cape Rescue, Wellington Channel.

| | | | | | | |
|----------|---|---|---|---|---|------------|
| Biscuit | - | - | - | - | - | 70 pounds. |
| Pemmican | - | - | - | - | - | 79 " |

Point Lovell, Wellington Channel.

| | | | | | | |
|-----------------|---|---|---|---|---|-------------------|
| Pemmican | - | - | - | - | - | 40 pounds. |
| Chocolate paste | - | - | - | - | - | 2 " |
| Portable soup | - | - | - | - | - | $3\frac{3}{16}$ " |

Proceedings of
Captain Kellett, C.B.
Provisions in depôt.

Cape Lady Franklin, Wellington Channel.

| | | | | | | |
|-------------------|---|---|---|---|---|--------------------------|
| Biscuit | - | - | - | - | - | 408 pounds. |
| Preserved meat | - | - | - | - | - | 428 " |
| Boiled bacon | - | - | - | - | - | 184 " |
| Preserved potato | - | - | - | - | - | 24 " |
| Maccaroni | - | - | - | - | - | 10 " |
| Chocolate paste | - | - | - | - | - | 51 " |
| Tea | - | - | - | - | - | $8\frac{1}{2}$ " |
| Sugar | - | - | - | - | - | $25\frac{1}{2}$ " |
| Rum, concentrated | - | - | - | - | - | $12\frac{2}{3}$ gallons. |
| Pepper | - | - | - | - | - | $1\frac{3}{16}$ pounds. |
| Mustard | - | - | - | - | - | $2\frac{1}{2}$ " |
| Salt | - | - | - | - | - | $2\frac{1}{4}$ " |
| Onion powder | - | - | - | - | - | 4 " |
| Lemon juice | - | - | - | - | - | 16 " |
| Tobacco | - | - | - | - | - | $4\frac{9}{16}$ " |

Mount Beaufort, Northumberland Sound.

Lat. $76^{\circ} 52'$ N. Long 97° W.

| | | | | | | |
|-------------------|---|---|---|---|---|--------------------------|
| Biscuit | - | - | - | - | - | 300 pounds. |
| Preserved meat | - | - | - | - | - | 300 " |
| Boiled bacon | - | - | - | - | - | 158 " |
| Tea | - | - | - | - | - | $12\frac{1}{2}$ " |
| Sugar | - | - | - | - | - | $31\frac{1}{4}$ " |
| Preserved potato | - | - | - | - | - | 25 " |
| Pepper | - | - | - | - | - | $14\frac{1}{8}$ " |
| Mustard | - | - | - | - | - | $1\frac{1}{2}$ " |
| Onion powder | - | - | - | - | - | 2^s " |
| Salt | - | - | - | - | - | 3^p " |
| Tobacco | - | - | - | - | - | $10\frac{1}{2}$ " |
| Rum, concentrated | - | - | - | - | - | $10\frac{1}{2}$ gallons. |

Point Loney, Southern entrance to Northumberland Sound.

| | | | | | | |
|-------------------|---|---|---|---|---|------------------|
| Biscuit | - | - | - | - | - | 56 pounds. |
| Preserved meat | - | - | - | - | - | 40 " |
| Chocolate paste | - | - | - | - | - | $3\frac{1}{2}$ " |
| Tea | - | - | - | - | - | $0\frac{1}{8}$ " |
| Sugar | - | - | - | - | - | $5\frac{1}{4}$ " |
| Pepper | - | - | - | - | - | 0^s " |
| Mustard | - | - | - | - | - | 0^s " |
| Rum, concentrated | - | - | - | - | - | $1\frac{6}{8}$ " |

Cape Majendie, near Cape Beecher, Wellington Channel.

| | | | | | | |
|-------------------|---|---|---|---|---|-------------------|
| Biscuit | - | - | - | - | - | 315 pounds. |
| Rum, concentrated | - | - | - | - | - | 10 gallons. |
| Pemmican | - | - | - | - | - | 220 pounds. |
| Dog pemmican | - | - | - | - | - | 210 " |
| Boiled bacon | - | - | - | - | - | 168 " |
| Tea | - | - | - | - | - | 7 " |
| Sugar | - | - | - | - | - | 21 " |
| Lemon juice | - | - | - | - | - | 7 " |
| Salt | - | - | - | - | - | 4 " |
| Pepper | - | - | - | - | - | 2 " |
| Preserved potato | - | - | - | - | - | 56 " |
| Tobacco | - | - | - | - | - | $11\frac{1}{4}$ " |

Finally at Beechey Island (Northumberland Depôt), twelve months for sixty-three men, as per reports on final departure.

21st August 1854.

EDWARD BELCHER,
Captain commanding Arctic Squadron.

ABSTRACT—SCHEDULE of Travelling Operations 1852-53, by the Officers and Crews of H.M.S. "Resolute" and Tender "Intrepid" Captain Henry Kellett, C.B., being the Western Branch of the Arctic Searching Expedition, under Captain Sir Edward Belcher, Kt., C.B., 1852-53-54.

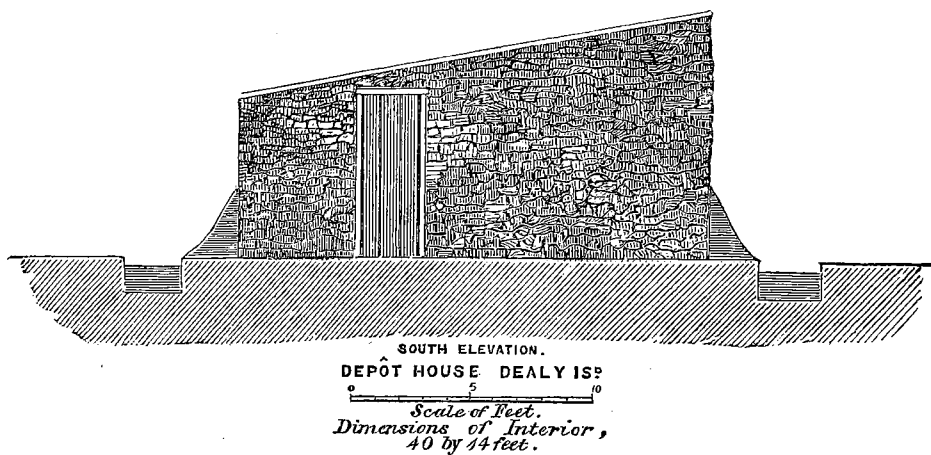
| Officers' Names. | Rank. | Days absent. | | | Distance travelled, Geograph. Statute. | | | New Coast Line, Geograph. Statute. | | | Game procured travelling. Autumn 1852. Spring 1853. | | | | | | | | Quantity of Meat in lbs. | | | Miscellaneous. | | Remarks. | | | | |
|---------------------|-----------------------------|---------------|---------------|--------|--|---------------|--------|------------------------------------|---------------|--------|---|-------|--------|--------|------------|--------|--------|---------|--------------------------|---------------|---------------|----------------|-------------------------------------|----------|---|---|-----------------------------------|---|
| | | Autumn, 1852. | Spring, 1853. | TOTAL. | Autumn, 1852. | Spring, 1853. | TOTAL. | Explored. | Not Explored. | TOTAL. | Musk Oxen. | Deer. | Hares. | Bears. | Ptarmigan. | Geese. | Ducks. | Plover. | Lemmings. | Autumn, 1852. | Spring, 1853. | TOTAL. | Cairns built and Records deposited. | | Charts of late Discoveries, with Positions of Depôts. | | | |
| Henry Kellett, C.B. | Captain | — | 7½ | 7½ | { — 50 50 — 58 58 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| F. L. McClintock | Commander | 40 | 105 | 145 | { 225 1,148 1,373 260 1,325 1,585 | 700 | 68 | 768 | — | 7 | 7 | 1 | — | 22 | 5 | 2 | — | — | — | — | 1,629 | 1,629 | 22 | 4 | — | — | — | |
| George F. Meham | Lieutenant | 23 | 94 | 117 | { 184 1,006 1,190 212 1,163 1,375 | 680 | — | 680 | — | 3 | 7 | 16 | — | 5 | — | 4 | 2 | * | — | 185 | 1,275 | 1,460 | 26 | 4 | — | — | — | |
| Bedford Pira | Lieutenant | 17 | 62½ | 79½ | { 175 550 725 202 635 837 | — | — | — | — | 1 | — | 2 | — | 6 | — | — | — | — | — | 188 | 196 | 384 | — | — | — | — | — | |
| R. V. Hamilton | Lieutenant | 16 | 68 | 84 | { 168 675 843 194 780 974 | 170 | — | 170 | — | 1 | — | — | — | 2 | — | — | — | — | — | 168 | 136 | 304 | 4 | 1 | — | — | — | |
| Geo. F. McDougall | Master | — | 19 | 19 | { — 205 205 — 237 237 | — | — | — | — | — | 2 | 1 | — | 8 | — | 7 | 2 | * | — | — | 154 | 154 | 1 | 1 | — | — | — | |
| William T. Domville | Surgeon | — | 76½ | 76½ | { — 640 640 — 739 739 | — | — | — | — | 6 | — | 30 | — | 3 | — | — | — | — | — | — | 1,239 | 1,239 | 1 | — | — | — | — | |
| Richard Roche | Mate | — | 78½ | 78½ | { — 900 900 — 1,039 1,039 | — | — | — | — | 6 | 1 | 2 | 5 | 14 | — | — | — | — | — | — | 1,086 | 1,086 | — | — | — | — | 2 of the 5 bears were young cubs. | |
| George S. Nares | Mate | 25 | 69 | 94 | { 184 665 849 212 768 980 | — | — | — | — | 1 | — | 12 | — | 2 | — | 5 | — | — | — | 2 | 304 | 306 | 2 | — | — | — | — | |
| Emile De Bray | { Ensigne de Vaisseau. } | 17 | 45 | 62 | { 175 381 556 202 440 642 | — | — | — | — | — | 1 | 1 | — | 5 | — | — | — | — | — | — | 73 | 73 | 5 | — | — | — | — | |
| William H. Richards | { Clerk in Charge. } | — | 5½ | 5½ | { — 80 80 — 92 92 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 | 2 | — | — | — | — | — | |
| | | TOTALS | | | { 1,111 6,330 7,411 1,282 7,276 8,550 | — | — | 1,618 | — | 2 | 3 | 2 | — | 15 | — | — | — | — | 543 | 6,094 | 6,637 | 61 | 10 | — | — | — | — | |
| | | | | | | | | | | 26 | 26 | 65 | 5 | 159 | 15 | 18 | 4 | | | | | | | | | | | |

* Lemmings innumerable.

ABSTRACT of edible Animals procured by H.M.S. "Investigator," Commander R. M'Clure, and "Resolute," and Tender "Intrepid," Captain H. Kellett, C.B.

Proceedings of
Captain Kellett, C.B.

| Ships, Date, and Position. | Musk Oxen. | Deer. | Hares. | Ptarmigan. | Wild Fowl (all sorts). | Remarks, &c. |
|--|------------|-----------|------------|------------|------------------------|---|
| "Investigator," 1851, Prince of Wales Straits | 5 | 0 | 33 | 302 | 28 | About 9,000 lbs. issued up to time of leaving. |
| "Investigator," 1852-53, Bay of Mercy "Resolute," 1852-53, Dealy Island | 2 112 | 112 24 | 145 161 | 249 684 | 202 372 | Issued 13,302 lbs. exclusive of travelling parties, &c. |



Captain HENRY KELLETT, C.B., to the SECRETARY OF THE ADMIRALTY,
LONDON,

13, Salisbury Street, Strand,
14th November 1854.

Sir,

M. DE BRAY, the French Officer ordered by their Lordships to be borne on the books of H.M.S. "Resolute," employed on Arctic service, has applied to me for a certificate of his losses by the abandonment of that ship.

M. De Bray, of the French Navy.

Deeming the Board of Admiralty *my* proper medium of communication on that subject, I beg leave to certify that M. De Bray, similar to the other officers of H.M.S. "Resolute," was only permitted to take from her sufficient (warm) clothing for his present use, amounting to 40 lbs. in weight, and that the remainder of his equipment was, by him, unavoidably abandoned.

I take this opportunity of stating to their Lordships my estimation of M. De Bray's conduct whilst serving under my command.

M. De Bray, by his personal exertion, his ability, and the zeal he always manifested in the performance of every service he was appointed either to second or in command, has done credit to the distinguished service to which he belongs.

His amiable disposition, and desire to please by the exercise of his manifold accomplishments, have won for him the esteem of both officers and men.

I have, &c.

HENRY KELLETT, Captain, R.N.
(late of H.M.S. "Resolute.")

Proceedings of
Captain Kellett, C.B.

Captain W. A. B. HAMILTON to LORD WODEHOUSE, Foreign Office.

My Lord,

Admiralty, 24th November 1854.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter from Captain Kellett, late of H.M.S. "Resolute," relative to the losses sustained by M. De Bray, the French officer ordered by their Lordships to be borne on the books of that ship, and bearing testimony to the zeal and ability which M. De Bray always manifested in the performance of every duty entrusted to him; and I am to request that you will move the Earl of Clarendon to forward the same, for the information of the French Government.

I have, &c.

(Signed) W. A. B. HAMILTON.

E. HAMMOND, Esq., to the SECRETARY OF THE ADMIRALTY.

M. De Bray of the French
Navy.

Sir,

Foreign Office, 19th December 1854.

WITH reference to your letter of the 24th ult., enclosing a copy of a letter from Captain Kellett, late of H.M. Ship "Resolute," stating the zeal and ability displayed by M. De Bray, while on board that ship during the late Arctic Expedition, I am directed by the Earl of Clarendon to acquaint you that a copy of Captain Kellett's letter was communicated by Her Majesty's Ambassador at Paris to the French Minister for Foreign Affairs; and I now transmit to you a copy of the answer which has been returned by that Minister to Lord Cowley, expressing his thanks for Captain Kellett's approbation of M. De Bray.

I have, &c.

(Signed) E. HAMMOND.

M. DROUYN DE LHUYS to Lord COWLEY.

M. l' Ambassadeur,

Paris, le 14 Décembre 1854.

VOTRE Excellence a bien voulu me transmettre le 2 de ce mois, au nom de son gouvernement, copie d'une lettre par laquelle le Capitaine Kellett, ancien commandant du vaisseau de S.M.B. "Resolute," a rendu compte aux Lords de l' Amiraute de l' honorable conduite tenue à bord de ce bâtiment par M. de Bray, officier Français, pendant l' expédition dans l'océan Arctique.

J'ai l' honneur de remercier votre Excellence de la communication de ce document qui contient un témoignage flatteur des services rendus à bord du "Resolute" par un officier de la marine impériale. Je me suis d'ailleurs empressé de le mettre sous les yeux de M. le Ministre de la Marine et des Colonies.

Agréez, &c.,

(Signé)

DROUYN DE LHUYS.

Proceedings of Captain M'Clure, H. M. Discovery Ship
"Investigator."

Proceedings of
Captain M'Clure.

No. 1.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY.

H. M. Discovery Ship "Investigator," Bay of Mercy,
Baring's Island, 1st June 1853.

Sir,

SINCE closing my narrative on the 5th April, I beg to report that a circumstance has occurred in the most unexpected arrival of Lieutenant Pim, of Her Majesty's Ship "Resolute," upon the afternoon of the 6th with two men and a dog sledge, despatched by Captain Kellett, C.B., upon this service of mercy, as surprisingly early as the 10th of March, which has altered much the plan for sending that portion of my crew to England which I had mentioned to you in my previous letter. I cannot even faintly convey to you the mingled feelings of astonishment, joy, and gratitude, which the sudden appearance of these strangers created amongst us; sufficient to remark that as the news flew throughout the ship with electric rapidity the whole crew were in commotion, the sick, forgetful of their maladies, leaped from their hammocks, the artificers busily engaged making sledges dropped their tools, the despondency left the healthy, as all with eager impulsive curiosity rushed to the only hatchway that was open, to be assured by actual observation such really was the case, and the deep heartfelt welcome which greeted those strangers will, I feel convinced, never pass from their recollection. In consequence of the purport of the despatches received from Captain Kellett, I deemed it preferable to communicate with him personally than by letter, and with that intention left the ship on the 8th, arriving upon the 19th on board the "Resolute." Under Cape Bounty I overtook Dr. Domville who had accompanied Lieutenant Pim, but unfortunately one of the sledges breaking in the rough ice of Barrow's Strait, the arduous and unpleasant duty of transporting back to Cape Dundas the provisions for an extended searching party devolved upon him. He was now returning to the ship having performed the above service. He preceded our party and gave the intelligence of our approach, when Captain Kellett with those of his officers and crew, comprising also the "Intrepid's" who were not travelling, came to meet us, with that true unmistakeable cordial welcome which can only be fully appreciated by those who have been existing in similar situations to our own. Having entered into all the arrangements which our position peculiarly required, upon the evening of May the 5th took our departure, accompanied by Dr. Domville with a sledge, reaching this Bay on the 21st. Upon the following morning I read a letter addressed to me from Captain Kellett to the crew, relative to their services, and calling for volunteers to further continue in the country with the chance of being able to extricate the ship, or with the option of quitting her at once, which latter would not be considered discreditable to them. I gave them until the next day to consider the proposition, when in accordance with directions in the above-mentioned letter they would be surveyed by the Medical Officers; their final decision would then be required. The result, I regret to add, produced only four, as named in the margin*, besides the officers, who, I am happy in having the opportunity of stating, tendered their services and were desirous of remaining, with the solitary exception of one person. Had I been aware that at the last moment he would have failed, I certainly should not have discharged the carpenter's mate. In consequence of there not being a sufficiency of hands to work the ship the only alternative that remained was to abandon her, which it is my intention to do (reluctantly indeed) as soon as the stores and provisions have been landed to form a depôt, which articles are enumerated in the accompanying lists, and securing the vessel with one bower backed by the stream, the

* John Calder (C. F. Castle).
John Davies (Q. Mr.)
Geo. Milner (G. R. Steward)
James Biggs (Corporal).

Proceedings of
Captain M'Clure.

former in two, the other in one, fathom water, having one hundred and sixty fathoms of chain, which will, from her sheltered position, hold her against the ice, and throw her upon a mud bank, where she may remain for ages, and possibly become a home for other wanderers through these dreary seas; and, in combination with the extensive depôt and large house left at Dealy Island by Captain Kellett, will make both sides of these straits, when taken in conjunction with the stores upon the Princess Royal Islands, as completely provisioned as could be desired, and remove every apprehension for the safety of any who may still be detained in or making for their shores.

I have, &c.

ROBT. M'CLURE,
Commander.

LIST of Provisions, Slops, Stores, &c., landed from H.M. Discovery Ship "Investigator," Robert M'Clure, Esq., Commander, in the Bay of Meroy, Baring's Island, this 1st day of June 1853.

| Articles. | Quantity. | Articles. | Quantity. |
|-----------------------------|------------|---------------------------|-----------|
| Biscuit - - - - | 1,000 lbs. | B. C. trowsers, No. 2 | 11 pr. |
| Rum (con.) - - - - | 26 gall. | Duck - - - - | 150 yds. |
| Brandy - - - - | 20 " | Stockings - - - - | 40 pr. |
| Salt beef - - - - | 608 lbs. | Mits - - - - | 150 " |
| Salt pork - - - - | 1,600 " | Caps - - - - | 30 No. |
| Preserved meat - - - - | 3,000 " | Flushing jackets - - - - | 25 " |
| Flour - - - - | 6,420 " | Wrappers - - - - | 13 " |
| Suet - - - - | 112 " | Box cloth jackets - - - - | 11 " |
| Peas - - - - | 10b. 4g. | " " trowsers - - - - | 12 pr. |
| Sugar - - - - | 1,000 lbs. | Guernsey frocks - - - - | 21 No. |
| Chocolate - - - - | 435 " | " " drawers - - - - | 3 pr. |
| Tea - - - - | 126 " | Box cloth boots - - - - | 25 " |
| Potatoes - - - - | 784 " | Carpet " - - - - | 3 " |
| Tobacco - - - - | 484 " | Sea " - - - - | 9 " |
| Soap - - - - | 349 " | Seal-skin " - - - - | 27 " |
| Blankets - - - - | 32 No. | " " gloves - - - - | 47 " |
| Flannel - - - - | 230 yds. | " " caps - - - - | 20 No. |
| Serge frocks - - - - | 50 No. | Boothose - - - - | 8 pr. |
| B. C. No. 2, for jackets | 64 yds. | Comforters - - - - | 22 No. |
| Flushing - - - - | 25 " | Welsh wigs - - - - | 12 |
| Half boots - - - - | 7 pr. | South-wester - - - - | 1 " |
| Shoes - - - - | 15 " | Green crape - - - - | 30 yds. |
| B. C. jackets, No. 2. - - - | 49 No. | | |

Gunner's Stores.

| | | | |
|-----------------------------|---------|-----------------------------|----------|
| Musket ball cartridge - - - | 200 No. | Shot - - - - | 112 lbs. |
| " blank " - - - | 1,000 " | Paper, white - - - - | 4 qrs. |
| Caps, percussion - - - | 1,000 " | Fowling-piece, double - - - | 1 No. |
| " musket - - - | 1,500 " | Muskets, percussion - - - | 4 " |

Carpenter's Stores.

| | | | |
|------------------------------|-------|----------------------------|---------|
| Boat and gear (complete) - - | 6 No. | Boats coppers - - - - | 2 " |
| Topmast - - - - | 1 " | Anchors - - - - | 2 " |
| Jibboom - - - - | 1 " | Pumps - - - - | - |
| Handmast - - - - | 1 " | Cross-cut saw - - - - | - |
| Small spars - - - - | - | Empty casks - - - - | 100 No. |
| Chest with tools - - - | 1 No. | Quarter-deck housing - - - | 1 " |
| Mahogany plank - - - | - | Laboratory sent - - - | 2 " |
| Ordinary deals - - - | - | Sundries - - - - | - |
| Grindstone - - - - | 1 No. | | |

ROBERT M'CLURE,
Commander.

COPY of NOTICE left at the Bay of Mercy.

(Notice.)

Proceedings of
Captain M'Clure.

THIS mark was erected by the crew of H.M. Discovery Ship "Investigator," which entered this bay on the 24th September 1851, and remained until this date, when the crew, by the order of Captain Kellett, C.B., of H.M. Ship "Resolute," (Melville Island,) abandoned the ship.

A large depôt of stores has been left on shore nine miles S.W. of this (four months for 66 men).

Depôts have also been left by Captain Kellett at the under-mentioned places on the opposite side of these straits, viz.,

Dealy Island - - 210 days for 66 men with stores, &c., to assist a party wintering out here.

Assistance Harbour - 7 days for 91 men.

Cape Cockburn - 14 ,, for do.

Winter Harbour - 10 ,, for 70 men.

Point Hotham - - 2 casks of biscuit.

Given under my hand on board H.M. Discovery Ship "Investigator,"
Bay of Mercy, Baring's Island, 1st of June 1853.

(Signed) ROBT. M'CLURE, Commander.

A depôt consisting of 3 months provisions for 66 men, stores, boat, &c. was left on the Princess Royal Islands in the Prince of Wales Strait, in Lat. 72° 47' N., Long. 117° 34' W., by the "Investigator" in March 1851.

No. 2.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship "Resolute," Dealy Island,
25th June 1853.

Sir,

IN accordance with my letter of the 1st instant, acquainting you that it was my intention to quit Her Majesty's Ship "Investigator" as soon as circumstances would allow, I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty that that disagreeable duty was carried into effect upon the evening of the 3d, when she was left with her colours flying, the hatchways and skylights all covered and battened down, and every precaution taken to prevent moisture from penetrating between decks; she was perfectly water-tight and serviceable.

We reached this upon the evening of the 17th; our arrival was expected, Dr. Domville having preceded us a few days with the intelligence, consequently every arrangement that kindness could suggest was made for our reception and comfort, so that without the slightest confusion each officer was at once domiciled in his allotted cabin and every man appointed to his respective berth, either here or in the "Intrepid," and in a few minutes all were apparently as much at home as if in their own ship.

I have much satisfaction in being able to state that in the march across the straits the health of the crew appeared to revive, and under the present bountiful issue of fresh meat and other invigorating food, it is scarcely necessary to add that they are rapidly regaining the loss of flesh which nineteen months on two-thirds rations had considerably reduced.

I have, &c.

ROBT. M'CLURE, Commander.

No. 3.

Commander ROBERT M'CLURE to the SECRETARY OF THE ADMIRALTY.

H.M. Ship "North Star," Beechey Island,
27th April 1854.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the crew of Her Majesty's ship "Investigator" quitted the "Resolute" and "Intrepid," in three divisions, upon the 10th, 11th, and 14th, and arrived on board this vessel on the 23d, 24th, and 27th of the month. The weather being remarkably fine, and the travelling very good the greater part of the journey, the fatigue was comparatively trifling; the invalids in consequence were enabled to participate in the

Proceedings of
Captain M'Clure.

duty of dragging at the sledges without any complaining, with the exception of Henry May (quartermaster), who failed upon the third day.

Thomas Morgan (A.B.), who for several months has been greatly afflicted, and latterly dangerously ill, is the only one that has not been able to accompany his shipmates, the temperature at the time of our departure being considered too severe for him, as from his enfeebled state he must have been borne upon the sledge.

I take this opportunity, and have much satisfaction in so doing, to forward the copy of a letter from Captain Kellett, C.B., expressive of his high approbation of the conduct of my crew during the dreary period they have been on board the "Resolute," particularly as such testimony is entirely in accordance with what I have invariably considered and found them to be,—respectful, obedient, and energetic under every circumstance in which they have been placed, more particularly during our long and most tedious detention in the Harbour of Mercy, where they had to endure the extreme deprivation of a meagre two-third ration for a period of twenty months, in a climate of all others requiring an ample allowance of food to successfully withstand its rigour. I feel, Sir, therefore, that I may confidently request you to recommend them for some mark of their Lordships' approbation, which would be an extreme gratification to me, could it be bestowed previously to their being discharged.

I have, &c.

(Signed) ROBERT M'CLURE, Commander,
late Her Majesty's Ship "Investigator."

Captain HENRY KELLETT, C.B., to Commander ROBERT M'CLURE, late
H.M. Discovery Ship "Investigator."

H.M. Ship "Resolute," in Barrow's Strait, Cape Cockburn,
N.E. by N. 28 miles, 12th April 1854.

Sir,

As you are about to leave Her Majesty's ship under my command for Beechey Island, with the remainder of your own crew, I take this opportunity of expressing to you my admiration of their conduct, and of the pleasure it has given me to see such perfect harmony existing between them and the crews of Her Majesty's ships under my command during the late winter in these regions; entering into and assisting in our amusements with so much desire to please; performing the duties of the ships so zealously and well; and their general good conduct must, indeed, be gratifying to you as well as myself.

Fearing that I may not have an opportunity of expressing my approbation to them generally, I beg you will be pleased to convey to them, your officers and crew, when you have them all assembled at Beechey Island, my estimation of their conduct, trusting that the past winter may be their last in these regions, and that they may return to their country in safety, where they will assuredly receive the reward of their labours.

Accept, my dear Sir, for yourself, my warmest and most earnest wishes for your future happiness and welfare.

I have, &c.

(Signed) HENRY KELLETT, Captain.

No. 4.

Captain M'CLURE to the SECRETARY OF THE ADMIRALTY.

H.M.S "North Star," Baffin's Bay,
31st August 1854.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 7th October, 1853, conveying the entire approval of the Lords Commissioners of the Admiralty of the proceedings of H.M.S. "Investigator," and of the exertions of the officers and crew under my command while employed upon the isolated service of Polar navigation, in terms so expressive of their Lordships' satisfaction, which in accordance with their command I

have read publicly to the officers and crew, and beg in their name equally as my own to return our sincere thanks for the sense entertained by their Lordships of such service.

Proceedings of
Captain M'Clure.

I have, &c.

ROBERT M'CLURE, Captain.

No. 5.

Captain M'CLURE to the SECRETARY OF THE ADMIRALTY.

H.M.S. "North Star," Baffin's Bay,
31st August 1854.

Sir,

I HAVE to request that you will offer my best thanks to the Lords Commissioners of the Admiralty, for the honour conferred upon me by their promoting me to the rank of captain, bearing date 7th October 1853, as well as of the notification of Lieutenant Haswell's commission as Commander, 5th May 1854.

I have, &c.

ROBERT M'CLURE, Captain.

No. 6.

Captain W. A. B. HAMILTON to Captain R. J. Le M. M'Clure, R.N.

Sir,

Admiralty, 23d October 1854.

MY Lords Commissioners of the Admiralty having been pleased to mark their approbation of the energy and untiring zeal of yourself and the officers of H.M. Discovery Ship "Investigator" in prosecuting the arduous service on which you were employed to a successful termination, by deciding the long agitated question of a North-west Passage between the two Great Oceans, by ordering that the promotions already awarded for that service shall bear date from the period of the accomplishment of the same, or so soon after as the officers so promoted may have been respectively qualified, I am desired by their Lordships to acquaint you that your commission of the 7th October 1853 has been cancelled, and that a new commission has been this day signed, promoting you to the rank of Captain, with seniority from the 18th December 1850, the day you became qualified by service for that rank.

(Signed) W. A. B. HAMILTON.

No. 7.

Admiralty, 23d October 1854.

THE undermentioned officers of H.M. Ship "Investigator" have been this day promoted, with seniority as stated against them, in place of that previously held by them, viz. :—

Captain Robert J. Le M. M'Clure; seniority, 18th December 1850.

Commander W. H. Haswell; seniority, 26th October 1850.

Lieutenant Robert J. Wynniatt; seniority, 26th October 1850.

Lieutenant H. H. Sainsbury; seniority, 26th October 1850.

Surgeon Henry Piers; seniority, 26th October 1850.

(Signed) W. A. B. HAMILTON.

By Command of the
Lords Commissioners of the Admiralty.

No. 8.

Captain M'CLURE to the SECRETARY OF THE ADMIRALTY.

13, Salisbury Street, Strand,
23d October 1854.

Sir,

I HAVE the honour to request that you will move the Lords Commissioners of the Admiralty to grant me the pay of captain from the period that their Lordships have been graciously pleased to ante-date my commission, viz., the 26th October 1850.* This, sir, would give me my time which I

*18th Dec. 1850.

so much coveted, and I do believe would have been the wish of their Lordships, could means have been found of conveying the intelligence of our discovery to England upon the day of its accomplishment. As precedent for what I advance, I beg to submit the case of Commander Pullen being strictly analogous. When the information was received of his arrival on the McKenzie, their Lordships promoted and appointed him additional Commander of the "Plover," which at once entitled him to the boon which I now entreat.

Persuaded that it is only necessary to bring this before you, to meet with your concurrence in the reasonableness of my application, I beg you to bring it under the favourable view of their Lordships.

I have, &c.

(Signed) ROBERT M'CLURE, Captain,
late "Investigator."

No. 9.

Captain W. A. B. HAMILTON to Captain M'CLURE, R.N.

Sir, Admiralty, 13th November 1854.

IN reply to your letter of the 23d October, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they are pleased to allow the time served by you in command of H.M.S. "Investigator" from 18th December 1850, the date of your promotion to the rank of captain, to the 17th October last, the date of your ceasing pay for that ship, to reckon as time served as captain.

I am, &c.

W. A. B. HAMILTON.

No. 10.

Captain ROBERT M'CLURE to the SECRETARY OF THE ADMIRALTY.

13, Salisbury Street, Strand,

14th November 1854.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, acquainting me that the Lords Commissioners of the Admiralty had been pleased to allow my time as captain to reckon from the date of my promotion to that rank, to the 17th of October last, for which mark of their Lordships' gracious consideration I have to express my most grateful acknowledgments, and would furthermore beg you to assure their Lordships how deeply impressed I am with the favour and kindness I have at all times met, while soliciting their Lordships to view the services of the officers and crew of H.M.S. "Investigator," in a favourable light. Sir, it only remains for me to add, that the promotion which has been awarded to the whole of the officers, and the rewards that have been bestowed upon the men most entitled to receive them, have left me nothing further to ask, or their Lordships to grant.

I have, &c.

ROBERT M'CLURE, Captain.

II.

SLEDGE JOURNIES,

PART I.

LETTER from Sir EDWARD BELCHER, C.B., to the SECRETARY OF THE
ADMIRALTY, transmitting TRAVELLING PARTIES' JOURNIES.

SIR,

London, 12th October 1854.

I HAVE the honour to transmit to you herewith, for the information of the Lords Commissioners of the Admiralty, the Travelling Journals of the Officers, and other Documents bearing immediately thereon, of the Vessels of the Arctic Squadron under my command, as specified in the enclosed Schedule.

Eighty.

I have, &c.

(Signed) EDWARD BELCHER,

Captain, commanding the Arctic Squadron.

The Secretary of the Admiralty.

The SCHEDULE of the TRAVELLING JOURNALS of the OFFICERS of the ARCTIC SQUADRON, and other Documents referred to in Captain Sir E. BELCHER'S Letter of the 12th October 1854.

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(Signed) EDWARD BELCHER,
Captain Commanding Arctic Squadron.

ENCLOSURE No. 1. of Sir Edward Belcher's Letter.

JOURNAL of Commander G. H. RICHARDS, Her Majesty's Ship "Assistance,"
between 23d August and 8th September, 1852.

Commander Richards's
Journal, 1852.

This morning the first travelling parties left the ship at 7h. A.M. The officers composing it, Sir Edward Belcher and Loney, with a light boat and sledge, myself and Grove with sledge and whale boat; Osborn and Lyall also with a sledge and light boat; our parties consisting of twenty-four persons in all, with three weeks provisions. We had not gone half a mile from the ship when we found so much ice and so little water that we sent two of the boats back, reserving only the Captain's light boat, to carry the people across any lanes of water that might occur. Our route was round the N.W. end of the land, and along its coast to the north and east, to explore and search it and the islands adjacent, which had been seen from some of our stations on the hills. Before noon we crossed two ferries, one in the boat; but finding this a tedious operation, we took the next on a piece of floe, the boat first crossing and hauling the piece of ice over, by a line, with the sledges, &c. on it, rather a novel mode of travelling, not to say picturesque; unloaded, and crossed another lane at 4h., and shortly afterwards rounded the turning point of North Britain, and steered away to the northward. At 6h. we came to the end of the floe, and found an extensive sheet of water between us and the next point of land. It being too late to cross in our single boat, we encamped on the floe at 7h. P.M., not being able to find sufficient level land to pitch our tents on, on shore.

August 23d, 1852, Monday.

A thick foggy evening, temperature outside at 8h. P.M. 20°, in the tent 39°; went to pemmican and blanket bags.

This morning it was considered advisable to send back for the boats again, and Osborn and myself started for the ship at 8h., walking over the land. Left the ships again at 1h. 30m. P.M. with a whale boat and "Pioneer's" light boat; hauled them over the ice, and encamped at 7h. in our quarters of last night; found the captain had gone on with his boat and party. Thermometer outside at 8h. P.M. 22°, inside 31°.

August 24th, Tuesday

A thick dirty morning with snow, &c. Thermometer outside 24°, in 33°. Loaded our boats, with the sledge towing astern. Osborn's boat very deep; relieved him of 200 weight, by taking the doctor into mine, and taking him in tow (the boat, not the doctor). At 11h. landed on a low point, after four hours heavy pulling against a fresh wind and strong tide from N.N.W. Found a cairn erected here by the captain, and the remains of Esquimaux encampments very old, also two small pieces of wood, which we preserved. Hauled our boats on the floe again, and placed them on the sledges; mine being so heavy cracked the battens, and we made but slow progress towards an island to the N.N.E.; crossed two ferries, and then came to open water, but the tide being against us we did not reach the island till 7h. P.M., where we found the captain's party encamped. Saw to-day a reindeer, and fired at him, four or five seals, two mollymawks, and two small birds. Set up our tents, and dined at 8h. Thermometer outside 24°, inside 35°.

August 25th, Wednesday.

A fine morning. Thermometer outside 24°, in tent 35°. The young ice getting rather thick. Captain with his boat and sledge started for Red Island; Osborn and myself for the Table Island, communicating in the first place with a depôt party which had been sent overland from the ship to meet us. Launched the boats and pulled through water and young ice to the edge of the floe; when Osborn started, light, for the bay in which the depôt was. Our party advanced on their journey, but having to divide our cargo into three loads (returning for each) we made but little progress. At noon a thick fog; Osborn finding he could not reach the depôt and return the same night, came back for his gear, and started again at 1h. P.M. Steered in-shore to get hold of the land, on account of the thick weather, and the floe probably being in motion. At 3h. P.M. it cleared a little, and we saw Table Island and the main land; found the hummocks of ice so high and rugged between us and the land (some of them forty feet) that we were obliged to keep outside them and steer direct for Table Island. Encamped on the

August 26th, Thursday.

Commander Richards's
Journal, 1852.

August 27th, Friday.

floe at 6h. 15m., having made about six miles since morning, but having gone over in actual distance nearly three times that, on account of dividing our load. Saw during the day one seal, two ivory gulls, and the track of a fox on the snow.

Rather cold this morning; had difficulty in getting the kettle to boil, and did not move till 7h. 30m. The thermometer however was up to 24°. Steered for the east end of Table Island, and passing along the land at a distance of half a mile to a mile, carrying the boat and sledge alternately, as yesterday. The weather foggy, but clearing a little occasionally; at 2h. 30m. saw Osborn coming up astern; at 3h. came to a lane of water, or rather young ice, ferried over it. At 4h. 30m. Osborn's party joined us, having reached the depôt only this morning, and with much difficulty, in consequence of the young ice. In crossing one lane it gave way under his sledge, which went through, wetting all his gear and beds, and spoiling the greater part of his provisions. By a forced march he had reached us to-night. Helped to ferry his people over in our boat, they being rather done up with their day's work. Encamped together on the floe at 6h. P.M., we having made good about six miles over a smooth floe of last year's ice. Thermometer at 8h. P.M., 20° and 35°. Animals seen to-day, "one Brent goose."

August 28th Saturday.

Cold, foggy morning, with the sun showing himself occasionally. Thermometer 21° and 31°; packed up and started a little after 7h.; came to a lane of young ice at 11h., which we broke through with the boats, after some difficulty, and a good deal of delay in loading and unloading the sledges. Stove Osborn's boat, and repaired her with lead.

Got a latitude at noon 77° 8' (which may be within five miles of the truth) and some angles, but the weather very thick and foggy. At 1h. P.M. came suddenly to the end of the floe and saw a broad water before us. The Table Island obscured. Launched and loaded boats, got the sledges across them: made sail with the tent cloths and steered (by the sun) for the island; a fresh wind from S.W.; on our passage across, it shifted to N.W., which brought us close hauled, and with our jury sail, a lee tide, and being very deep in the water, we dropped fast to leeward. Helped her with the paddles. At 3h. 30m. saw land ahead through the fog, and shortly afterwards came to loose ice, which we pushed through, and landed on a low coast at 4h. 20m. Erected the tents, hoisted the union, and took possession, &c.; went to the summit and found that instead of being on the Table, we were on a low island (40 feet high and perhaps one and a quarter miles in length, of an oval shape). The weather clearing, we saw the Table apparently five or six miles from us; set up a theodolite, and got angles, &c.; saw a cairn of the captain's on Red Island. The main land seems to trend away to the eastward and then S.E., we suppose to Jones Sound. Low water this evening at 5h. 15m. The ebb going to the eastward and flood to the westward at about two knots an hour.

August 29th, Sunday.

Thermometer outside 24°. Low water at 6h. A.M. The rise and fall not three feet at nearly the highest springs. The beach of this island is a low sloping one, of fine sand with black mud under it, and with shoal ridges some distance extending off shore (caused by the pieces of ice grounding), which made it difficult to land and embark in a heavily laden boat. The island is quite bare of stones, and is covered with a thin soil of sandy clay and gravel; there is a crater-shaped lake on the summit frozen over. The only *animal life* seen here were the grey tern, which, I believe, inhabit every part of the known earth; they were not very numerous, but extremely sociable and tame; two or three young ones unfledged were found, but, like most of the flowers we find here, they had blown too late, and would perish before they had feathers enough to protect them from the severity of the winter. After taking a survey from the summit and leaving a record of our visit, we loaded the boats, and putting the sledges across them, pulled away to windward and to the westward of the island, intending to pass round its weather end and bear up for our destination, Table Island; pulled against a fresh wind along a close and rugged pack, heaped up some thirty or forty feet high by the meeting of the floes; by watching our opportunity we passed through it, a tide of two knots setting to the westward with the flood. After clearing the pack we came in sight of the Red Island, and seeing the captain's tent pitched there, I decided to call *en route*; landed at 10h. a.m., and found the party about to proceed to an island about fifteen

miles to the northward, remained until noon, and then, leaving a week's provisions, Osborn and myself started under sail (tent bottoms extended on boarding pikes) much in the Malay pirate fashion, with the sledges across our bows, bound for the Table Island, the shores of which we were to search, and then cross over to the main and trace it back to the depôt bay. Landed at 3h. 30m. P.M., the beach shoal and large pieces of ice extending off it for some distance; pitched the tents and got a theodolite station on a neck of land, which forms a very snug harbour on the S.W. side of this island; the foggy state of the weather prevented our seeing much, but we got a few points, and built a cairn, or rather commenced one, at 8h. Thermometer outside, 25°.

Commander Richards's
Journal, 1852.

Londesborough Harbour.

Morning cold and foggy. Thermometer outside at 7h. A.M. 22°, inside 30°. A fresh breeze from N.N.W. Camp picturesque rather, the union flying over the two tents makes it look warmer than it feels. Started at 8h. with Osborn, Grove, and a party of men for the west summit of the island; the remaining hands employed completing the cairn on the low land; crossed the harbour on the ice and ascended the hill; commenced a large cairn, and after watching anxiously all day, we succeeded in getting some angles; had a view of the outside coast of the island; completed the cairn, left a record, and returned to the low station after 4h. P.M.

August 30th, Monday.

Table Island is composed of a crescent-shaped ridge of hills about 500 feet high, concaving to the southward, on which side there is a good deal of low land. The north side is very abrupt, rising almost perpendicularly from the sea, with a very small space of flat ground at the beach; where the snow has left bare places on the south side, there is more vegetation than any place I have seen; moss, grass, and sorrel in large patches. We also observed the tracks of bears, deer, and ptarmigan; but saw no living animals or birds. The formation is limestone, with a substratum of sandstone; the latter becomes very apparent in a deep valley or water-course on the south side, where the upper surface has been washed away. In the centre of this valley is a remarkable buttress of sandstone, soft and weather worn; on its face we carved the ships' names and some of our own.

Crossed the harbour ice again, and some of us got wet, which is not pleasant, when you have no means of getting dry again. Called at the harbour station, and the weather having cleared a little, got some angles. Saw the island to the N.E. distinctly; finished the cairn here; left record, and returned to the encampment by 6h. P.M. Thermometer at 8h. outside, 22°. Wind fresh from the westward, and the ice going fast to the eastward, with the ebb. Low water at 7h. P.M. The floes pressing heavily against the island, and rising into hummocks of considerable height.

August 31st, Tuesday.

A strong wind from the sea last night, and this morning the weather very thick, with snow. Thermometer outside, 29°. The ice so closely packed on the beach that we are prisoners for the present, not able to get to the east end of the island. At noon we were able to take advantage of a slight opening, and proceeded. High water at 1h. P.M. But the beaches of these islands are so shallow, that we found it a difficult matter to launch our boats with their heavy cargoes, and not without all hands getting wet feet. Coasted along the south side of the island, but found the pack ice extending so far off shore that we could not land again. The wind strong from S.W. made it a lee shore, and rather an anxious time among the broken hummocks, with boats so deep. The ice moving rapidly with the wind and tide, and cracking in all directions. Tried to haul our boats over some of the larger pieces, but stove them, and after a temporary repair and several shiftings of cargoes from boats to sledges, we got out again into open water, and coasted along in the hope of finding a less encumbered beach. Our boats were now so deep with leaking, their heavy load, a sledge across them, and a strong wind, with night coming on, that it became very ticklish work. However, just as we had become convinced that our position was not the most pleasant or secure in the world, we saw a spot comparatively clear of ice, and pushed for it, just reaching the shore before more pack closed in on us. Pitched the tents, and hauled the boats up to repair; found Osborn's very badly stove. It would have gone hard with her if we had not been so fortunate as to find a landing place. A thick, misty evening, which I suppose is common at this season of the year, as we have not had a clear day these two weeks.

Commander Richard's
Journal, 1852.

September 1st, Wednesday.

Wind light from S.W., a thick snowing morning, not able to distinguish objects a hundred yards off; built a cairn and set the instrument up, but not able to get any observations through the day. Beach covered with loose ice, and the large pieces outside passing to the eastward at the rate of two or three miles an hour. The great body of ice appears to travel in that direction, and instead of returning with the flood stream, seems only to be checked by it. A flock of geese passed over our tents this morning, steering to the S.E., for Baffin's Straits apparently. The guns of both parties were duly levelled, but, alas, the nipples were frozen over, and they missed. At 11h. the flood stream made to the westward, and at 1h. P.M. it was setting the ice in that direction, nearly three miles an hour. It is now calm; probably the westerly winds, which have blown strong lately, may account for the peculiarity I noticed in the tides this morning. Temperature at noon, 26° outside. Completed our cairn, and placed a record in it. Weather thick and snowing all day. Everything wet and uncomfortable; the temperature not being sufficiently low to freeze hard. If the sun appears through the fog for a little, the snow thaws, and runs through the tent in the shape of water, which in its turn becomes ice inside, and makes things unpleasant, to say the least. There can be no doubt but that the intermediate time between ice and water is not adapted to travelling. Our bread being all expended to-night, and having only three days' tea and sugar left for both parties, owing to "Pioneer's" mishap to her sledge, we must try for the main to-morrow, as, with the probability of the young ice forming, our arrival at the depôt or ship is very uncertain. The ebb stream made to the eastward at 5h. P.M. The channel between us and the main is full of packed ice, which makes it impossible at present for boats to pass. Thermometer at 8h. P.M., 24°.

September 2d, Thursday.

Fresh wind from N.W., which has dispersed the pack a good deal. Weather thick, and snow thick on the ground (three feet in some places), from yesterday's snow. (Query, How can a coast line be searched for wreck of spars, &c., when there is a deposit of six months on it?) Thermometer outside 20°, inside 24°. Broke up our encampment early, but by the time the boats were launched over the loose ice, and the traps carried into them, it was 9 o'clock. Having some miles to pull to the main, I had my sledge unlashd and stowed on board. Osborn towed his astern, and my boat towed him. In this way we passed across the channel, winding our way through the pack, which we did with less difficulty than we had anticipated, owing to the N.W. wind having scattered the ice so much. Steered for the Table or Wall Hill, where the shore appeared less encumbered with ice than any other part. At noon the fog came on very thick, and at 1h. P.M. we made the beach and landed, pitching our tents on a prominent gravelly point close under the Table Hill, from where the coast trends away to the southward of east considerably.

This point is covered with high hummocks of ice, and appears to have been subjected to much pressure, as, indeed, have all the islands and points on the N.W. sides, while those exposed to the south and east are comparatively free. The wind fresh from W.N.W. The bay ice forming for some distance off shore, but kept in motion by the breeze. Went on the Wall Hill this evening, set theodolite up, and got a few indifferent angles; commenced a cairn, but as there was nothing but gravel and loose stuff, and having no implements, we were obliged to give it up. This is a very prominent turning point of the coast, but I could see nothing to the southward, owing to the still higher land in that direction. Saw the extreme point to the eastward, with an island apparently off it, but a great distance off, and very indistinct. Thermometer on the hill, 18°, and the weather very thick, with snow falling; we came down and built a cairn on our encampment point, leaving a notice there. Grove shot a walrus this evening, but could not decapitate him for want of tools (which I was not sorry for).

September 3d, Friday.

Wind fresh from the westward, with snow all night. Thermometer outside 20°, inside 22°. The inside of the tent covered with ice, which the blanket bags make a point of scraping into themselves, to the great discomfort of the occupant; finished our cairn on the point, and sent the boats along shore to the southward, some of us walking to lighten them, and warm ourselves. Walked along the beach, over glacier and through snow, sometimes uncomfortably deep, with a ridge of high hummocks of ice out-

side us, like walking on the slanting roof of a house, the hummocks serving as a parapet. Getting soon tired of this kind of travelling, we recalled the boats, and embarked, pulling along the hummocks of ice, which lined the coast for a considerable distance, the wind strong in our teeth, with very thick weather. At noon we landed for luncheon close to a very remarkable ridge of hills, running at right angles to the coast, and so precipitous that before coming abreast of them we fully expected to find a river or channel of water running past them. It proved to be, however, only a deep valley, with no entrance from the sea. Continued on for two hours against a strong wind, when finding we could make no progress, and the boats shipping a good deal of water, we landed on an eligible spot, and encamped.

There is a good deal of open water to be seen, which perhaps is owing to the late strong breezes; but the young ice is doing its best to form, and we have had to steer clear of a good deal of it to-day. I am inclined to think, at the same time, that the great sea, upon the threshold of which we are now on, never entirely freezes over, but that large floes are drifting about it at all times of the year; and with the winter gales there must be fearful work among them, if we may judge by the heavy pressure exhibited on the island points and prominent headlands we have seen. The absence of bergs can be accounted for, I conceive, by the fact of there being no great extent of land on which glacier can form. I do not think there is any land to the northward of us, but islands, and they probably small ones; all we have seen are comparatively insignificant. The northern side of the land in general is so abrupt that no considerable glacier could collect on it. With regard to the southern continent, one can scarcely offer an opinion; but possibly the prevailing winds from the northward, added to the tide (if it sets east and west as it does here), would prevent the appearance of bergs so far north as this.

Our camp is close to the sea, and facing it. The thermometer outside 22°. The only *animal life* seen to-day was a tame snow bunting. A light wind from the westward, with very thick and foggy weather, this morning. Thermometer 22° and 24°. Started at 7h., and pulled along the land, against the ebb; came shortly to young ice nearly half an inch thick, through which we pulled about four miles; at 11h. we came to the edge of a fair floe, the same we left on our outward journey the day we crossed to the low island.

Hauled the boats on it, and lunched; lashed my sledge together again, and started across the floe. Saw the captain's tent cloth appearing above the floe edge, and shortly afterwards observed him land, and haul his boat up. Seeing a smoke ball burnt, we returned the signal, and Lyall and myself walked towards the party, which we reached in an hour. At 5h. P.M. our sledges met, and getting provisions from the captain, he went on ahead. At 6h. 30m. we encamped on the floe—not a very good one—but being tired, and some wet, it did well enough for us. Thermometer outside, 15°.

A thick fog this morning, and cold; thermometer 13°. Started the boats and sledges along the floe, Osborn's party and mine alternately helping each other. The snow is so thick on the floe that it makes very heavy work, like hauling a heavy waggon through a road half up to the axles in mud (only not so pleasant). The floe is a very large and old one, but in some places the young ice over the old breaks through and gives one a wet foot. The weather remained very thick all day; pitched our tents at 6h. P.M., close to the hummocks off Coffin Island; saw the captain encamp a mile and a half ahead of us. The weather cleared soon after we halted, and we had a view of all the land and islands to the north distinctly, for the first time since we have been out. To-day we have seen two or three seal and three snow buntings going south. Thermometer at 8h. P.M. 20° and 23°.

A fine and mild morning, with light wind from S.S.W.; thermometer outside, 20°. Went to the top of the ice hummocks off Coffin Island, to look for a road to the Dépôt Point; found water and young ice between me and it, and, taking warning from Osborn's mishap, I did not communicate with it, more particularly as it would have involved at least one day's delay, and, moreover, I could see no one there. The sledges started at 7h. 30m., steering S.W. for the Low Village Point; snow very heavy, which made it laborious work for the men, having to make three loads with the two parties. At noon the weather came on thick again, but we came to a lighter

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Journal, 1852..

September 4th, Saturday.

September 5th, Sunday.

September 6th, Monday.

Commander Richards's
Journal, 1852.

September 7th, Tuesday.

floe, and each party was able to drag their own load. At 2h. we came to the edge of the floe, and found ourselves within a mile of the captain's sentry-box station on Gravel Island; but instead of being water between us and it, as when we passed before, the young ice had taken its place, and was two inches thick or more, and it took us three hours tough work before we reached the island. Pitched our tents, and went to the summit to look for the best road in the morning; found the ice a good deal altered by the spring tides and breezes since we passed it last, the floe being much broken, with lanes of water and young ice through it. Hauled the boats across the island ready for a start in the morning, dragging over gravel being preferable to breaking through young ice. Thermometer at 8h. P.M. 24°. Saw two or three seals and some snow buntings to-day.

The early morning was thick and foggy, but shortly after 6h. it cleared, and became fine and sunshiny, the wind light from east; thermometer 20°. Started at 6h. 30m., with the sledges, and hauled them across the island, then through some young ice three inches thick, on to a floe; put the boats on the sledges, and made sail on them with tent cloths, which was a great assistance to the men. Our course was varied until noon, through water, young ice, and over floe, when we reached the Village Point, and found the captain's party just starting; remained here for some angles, and then steered for home through open water. We were shortly brought up, however, by young ice, and after much labour got the boats and sledges on the firm floe by 8h. 20m., where we encamped, every one damp and uncomfortable. For my own part, I fell through an unfortunate hole, and was pulled out by the head; all hands contributed something towards clothing me afresh; but this travelling is not pleasant, at least the falling in part of it, when you have no superfluous clothes. Observed the captain's tent pitched half a mile from us shortly after we encamped. Thermometer at 9h. P.M. 20°.

September 8th, Wednesday.

Started betimes, and hauled our boat and sledges over the floe, Osborn's party assisting me with my heavy boat. Soon came to young ice, from 2 to 3 inches thick, but not sufficiently strong to bear our boat and sledge. Loaded the former, therefore, and put the sledge into it, tracking her through the ice with much labour, and at the expense of many wettings, two men sitting over the bows breaking the ice with their boots. In this way we got through about three miles, when we came again to bearable ice, but covered with rugged and heavy hummocks, so that it was difficult and fagging work to get the boat over it. Lyall falling through in the morning, and having no dry clothes, had walked to the ship, and given notice of our approach, and at 1h. P.M. we saw Herbert with a party of hands coming to our assistance; and mighty clean they looked when compared with ourselves. By their help we arrived on board at 3h. P.M. At 4h. the captain's party arrived.

(Signed) G. H. RICHARDS.

Enclosure No. 2. of Sir Edward Belcher's Letter.

Commander Richards's
Journal, 1853.

JOURNAL of a JOURNEY to Cape Lady Franklin with a Boat and Depôt,
and back to Northumberland Sound, 22d to 29th March, 1853.

March 22d 1853, Tuesday.
Temp. - 7 A.M. + 21°
6 P.M. + 9°
Co. & Dist. made good,
6 miles to Spit Island.

Sir Edward.
John Barrow.
Reliance.
Enterprize.
Sir E. Baring.
Perseverance.

At 7h. 30m. A.M. the western division of sledges left the ship for the south shore of the Queen's Channel, carrying a whale boat, and a depôt of 50 days provisions for 24 men. The party consisted of 57 men and officers, and the sledges named in the margin.

The wind fresh from S.E., and weather rather hazy; we started under sail, steering for Spit Island, the west extreme, and were accompanied for a short distance by the captain, officers, and remainder of the crews. At 10h. A.M. we got among hummocky ice, and the sledge "Enterprize" capsized with the boat, damaging herself so much that she was sent back to the ship, to refit, or exchange herself for another sledge. At 11h. A.M. the floe became smooth and good, and we made rapid progress. After noon, the weather became very thick, with strong S.E. wind and snow drift. At 2h. P.M. we encamped on the low west extreme of Spit Island, to wait for the return of "Enterprize." Observed the ice in the strait to be very heavy.

At 5h. P.M. the "Enterprize" rejoined with her boat. George Youngson, of the "Perseverance," fainted to-day, at his sledge, but a little brandy and his dinner recovered him.

Calm and foggy morning. Started at 7h. A.M., and came almost immediately to heavy ice, which we dragged through all day, with severe labour to the men and damage to the sledges. It was a perfect frozen pack, which we were obliged to cut our way through with pick axes; the snow drift very deep between the hummocks, which we found of use in making the road with. Two walrus, an old and young one, were wounded to-day in a hole of water, but were not captured. Encamped at 4h. 30m., and patched up the "Enterprize," which sledge had suffered severely among the hummocks. Light wind from westward, with very thick weather. Started at 6h. 45m. A.M., steering W.S.W. true as nearly as we could. 7h. 30m. came to better ice. At 11h. halted to luncheon, having made five miles. Weather cleared at noon; saw the southern land. It seems continuous, with one small white island lying close off shore, two or three miles eastward of Cape Lady Franklin. Up to 3h. P.M. the floe was pretty good, when it again became heavy. At 4h. 30m. we encamped, having made 10 miles during the day. Found the tent very cold to-night; wind south-easterly and fresh. Started at 7h. A.M., wind fresh from S.E., and weather very hazy. Cut a road through a heavy and most confused pack, with picks and shovels, and succeeded, after five hours labour, in accomplishing little more than a mile, when we came to an old floe at noon, and halted for lunch, leaving a bamboo and flag to mark the highway we had made. The old floe is hummocky, but they are rounded by last summer's thaw, and we made tolerable progress during the afternoon. Encamped at 4h. 30m. Wind strong from S.E. all night, and tent very cold.

Strong breeze from S.E., and very thick weather. Started at 8h. A.M., steering by compass, not being able to see 30 yards ahead for the snow drift; a good many slight frost bites occurring among the people. 11h. 30m. halted to luncheon; no land in sight, though we must be very close to it; proceeded on with slight delay, it being too cold to indulge in the usual lunch time.

At 11h. 50m. saw the land of Cape Lady Franklin close to us; ice rather uneven in shore, and the stupendous hummocks which line the coast, and which must have been pressed up by a succession of N.W. gales, are between 70 and 80 feet high; I should say that they had stood the thaw of many summers, and seem little affected thereby. The old floe which we picked up yesterday did not carry us to the south shore, but a narrow belt of new ice intervenes. At 12h. 30m. we landed on the southern shore of the Queen's Channel, and hoisted her union on it; immediately placing our boat and depôt on a convenient sloping point 80 feet above the sea level, and one mile from the summit of Cape Lady Franklin, east of it. The point is a projecting one, the nearest land I think to the Spit Island of the north shore, and the heaviest hummocks of ice lie on it. The boat is turned bottom up, the smaller things being placed under her for security. The casks are placed round her on their bilges, and the whole filled in with gravel. A flag is hoisted over the boat, and a record in tin cylinder secured to the staff. She forms a conspicuous object, visible at a distance of ten miles to the naked eye. Encamped for the night on the land side of the heavy hummocks, and close under them. The saxifrage and moss are very abundant on this shore, and we saw several recent traces of deer. The land is of the same formation as the north shore; principally broken up limestone. The coast is moderately low and shelving, and I should think favourable for sledging on, should the ice break away from the shore.

Stormy wind from S.E., very thick, and a heavy snow drift. Walked to the nearest summit of Cape Franklin, which is 300 or 400 feet high, and rises in successive and gentle slopes. The weather too thick to use a theodolite. but I saw what I believe to be the head of a small harbour, bearing S.S.W., true, and opening into the Queen's Channel to the eastward of a point two miles from our position. From this summit we saw several deer, eight or 10 feeding in pairs, in the valley westward of us; two passed within 50 yards of me, an old and a young one; none that I saw with a glass had horns; they were of a dirty whitish colour, with large brown or yellow spots, and were about the size of a large goat. Want of time prevented our pursuing them. Completed securing the depôt at 10h. 30m. A.M., and after lunch we struck our tents, and at 11h. 30m. followed our old track homeward. At 4h. 30m. encamped, and at seven miles distance saw the depôt and boat plainly.

March 23d, Wednesday.
Temp. - 7 A.M. + 8°
6 P.M. + 7°
Co. & Dist. W.S.W. (true),
4½ miles.

March 24th, Thursday.
Temp. - 7 A.M.
6 P.M.
Co. & Dist. W.S.W. 10 miles.

March 25th, Good Friday.
Temp. - 7 A.M. - 8°
6 P.M. - 7½°
Co. & Dist. W.S.W. 6½ miles.

March 26th, Saturday.
Temp. - 7 A.M. - 8°
6 P.M. - 1½°

March 27th, Easter Sunday.
Temp. - 7 A.M. zero.
6 P.M. + 3°
Co. & Dist. E.N.E. true 7 miles

March 28th, Monday.
 Temp. - 7 A.M. + 2°
 noon + 3°
 6 P.M. + 6°
 Co. & Dist. E.N.E. 15 miles.

Fresh S.E. wind, and thick weather; no land in sight. Started at 7h. A.M., and at 9h. 30m. arrived at our friends, the hummocks, but with lightened sledges, and the high road we had cut before; we did in three quarters of an hour what it had cost us five hours on our outward journey to perform, with severe labour. Weather improved at noon, and at 4h. P.M. we encamped, having marched 15 miles since morning, the men fatigued, and some sore heels.

March 29th, Tuesday.
 Temp. - 7 A.M. + 1°
 Co. & Dist. to Spit Island and ship, 12 miles.

A fine morning. Started at 7h. A.M., and passed through the heavy ice off Spit Island, mending the road as we proceeded, with an eye to the future. At 11h. A.M. landed on the outer coast of Spit Island, and the sledges proceeding along its shore to the west end, Lieutenant Osborn and myself, with a party, ascended the summit, built two cairns, and obtained theodolite angles. The other parties built a cairn on the low island north-westward of Spit. At 2h. P.M. we rejoined the encampment, and depositing one day's provisions for 57 men for our next journey, we started homeward. At 4h. we were met by the captain and officers, and before 5h. arrived on board, I am happy to say, without casualty. We met with no traces of ships or parties on the southern shore; but I feel it my duty to say that I have received every support from Lieutenant Osborn and the officers, and that the men have exhibited their customary perseverance and cheerfulness on this short though somewhat arduous service.

(Signed) GEO. HENRY RICHARDS, Commander,
 Commanding S.W. Division.

General Remarks.

With regard to the paragraph of my orders, which directs me to notice the most prominent point of land on the north shore, from which parties might be seen or aided on a future occasion, I may observe, that owing to the thick weather I did not see any of the north land from the south shore; but I am of opinion, from a short interval of clear weather while crossing the channel, that the west summit of the Spit Island would appear more prominent and suitable for the purpose than any other land in the neighbourhood. During our passage across the strait I remarked that the line of snow ware or sastrugi always lay at right angles to our course, or S.S.E. and N.N.W., in the direction of the channel and the prevailing S.E. winds.

Boots, &c.

From my own experience during this journey, I consider the canvas boots made on board to be the best adapted for travelling. Blanket wrappers are decidedly the best clothing for the feet, and the boots can scarcely be made too large. The carpet boots are not fit to travel with in low temperatures; they are not sufficiently large to admit of enough wrappers, and caused sore heels to those who wore them.

Provisions.

With regard to provisions, I consider that they are generally good, but the bacon is by far the greater proportion fat, and on some occasions was burnt to assist the fuel. I do not think the mixture of six ounces of preserved meat and the same quantity of pemmican desirable. The former has a large quantity of fat about it, and when boiled with the pemmican, which itself is sufficiently gross, does not form an article of diet fit for men who have to undergo continued severe labour. The pemmican alone would be far preferable.

G. H. R.

The following is a LIST of the CREW of the Sledge "Sir Edward."

"Loyal au Mort."

G. H. Richards, Commander.
 Edward Humphries, Captain of Sledge.
 George Jefferies, Sergeant R.M.
 Richard Bayley, Boatswain's Mate.
 George Edwards, Carpenter's Mate.
 Henry Billett, A.B.
 John Simmonds, A.B.
 Louis Read, A.B.

Weights carried - - - - 1,497 lbs.
 Weight per man - - - - 214 lbs.

Enclosure No. 3. of Sir Edward Belcher's Letter.
 JOURNAL of H. M. Sledge "John Barrow," Western Division, March 1853.
 Motto—"Be of Good Courage."

Lieutenant Osborn's
 Journal, 1853.

SLEDGE CREW.

Lieutenant Sherard Osborn.
 Joseph Organ, Ice Quartermaster, Captain of Sledge.
 Thomas Hall, Gunner's Mate.
 Samuel Walker, Carpenter's Mate.
 George Wicketts, A.B.
 Thos. Copeland, A.B.
 Wm. M'Arthur, A.B.
 Simon Dix, R.M.

P.M. loaded the sledge "John Barrow" with the following weights, preparatory to leaving to-morrow to establish the depôt on Cape Lady Franklin:—

March 21st, Monday.
 S.E. 1. b. c. v.

WEIGHTS.

| | lbs. | oz. |
|---|-------|-----|
| Equipment lightened to serve for a ten days' journey - - - | 467 | 0 |
| Provisions and fuel for ten days for 29 men, being half the number of men in the division (packages included) - - - | 893 | 8 |
| Bacon and fuel for depot - - - - - | 115 | 0 |
| Drawn by 7 men - - - - - | 1,475 | 8 |
| Weight per man - - - - - | 210 | 12 |

At 7h. A.M. wind S.S.E. 3. q. o. c. Called away all sledge crews, and proceeded alongside of Her Majesty's ship "Assistance," leaving in Her Majesty's steam vessel "Pioneer" the engineers, one stoker, a boatswain's mate, and the steward. The wind being fair, the sails were set on the sledges, and at 7h. 45m. the western division, consisting of six sledges and fifty-seven men and officers, proceeded, under the orders of Captain Richards. Sir Edward Belcher, the officers and men, going to remain behind, accompanied us a short distance, and bade us good-bye, with cheers!

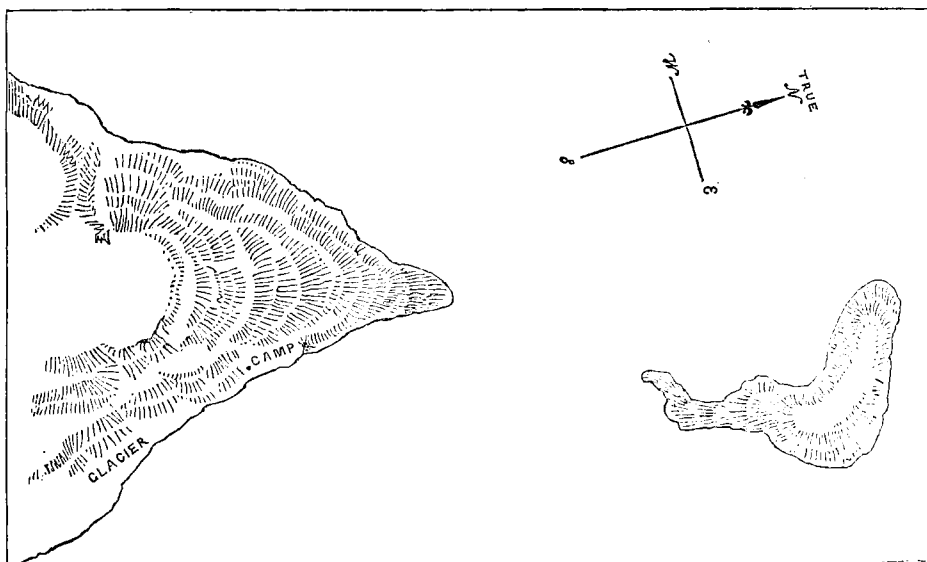
March 22d, Tuesday.
 First Journey.
 W. by N. 6½ miles.

Sledges moving rapidly, aided as they were with the sails; found water to have risen over the floe during the recent spring tides, and the travelling very heavy amongst the hummocks of Mount Beaufort.

A.M. S.S.E. 4. q. b. m.

9h. 30m. the sledge "Enterprize," on which the boat had been placed, broke down; division halted, and discharged the sledge. Mr. Allard was sent back with damaged sledge, and a rendezvous appointed at the north extreme of Spit Island. The division proceeded; reached at 11 o'clock a fine level floe under Spit Island. 11h. 15m. George Youngson, officers' cook of Her Majesty's ship "Assistance," fainted. Halted to lunch; Youngson improved, and continued during the afternoon to walk alongside of his sledge, without dragging. 2h. P.M. encamped to await the arrival of the "Enterprize." Find Spit Island to terminate at place of encampment, and what has hitherto been considered a spit to be a low detached islet.

P.M. S.S.E. 6° to 7° q. c. drift.



North Extremity of Spit Island, with Islet.

Lieutenant Osborn's
Journal, 1853.

March 23d, Wednesday.

Second Journey.

Course M. G., W.S.W., 5 m.
A.M. Wind easterly; force 1;
dense fog.

P.M. Wind N.E.; force 1. o. c. m.

4h. 30m. P.M. Her Majesty's sledge "Enterprize" joined company. Blowing too hard to proceed; a heavy drift from the island and neighbouring glaciers. George Youngson was quite recovered.

By 5h. A.M. the weather had moderated, and at 7h. the division proceeded. Skirted the point round for a short distance, and then struck off into a very rough and frozen pack, the large sledges straining very much, the one with the boat especially. Found the ice in far from a secure state, and a great deal of water amongst the hummocks; people constantly wetting their feet, and thereby running great risk of frostbites. The course was very intricate, and we had to go over twice as much ground as necessary, to avoid holes of water and rough ice; the labour throughout the day was very great, and the men looked as warm and exhausted as if toiling under a tropical sun, instead of a temperature far below freezing point; a couple of walrus were seen, but the officers who went in chase failed in securing them, although they appear to have mortally wounded the brutes. The ice in the neighbourhood of the walrus-hole was reported to be a few inches thick only, and it appears to me that the ice in our neighbourhood has been constantly breaking up until within a very recent date, owing doubtless to the strong tides along a bold coast line. 2h. The boat sledge began to break down, the stanchions carrying away, and the loads on the "Success" and "Baring" required relashing. 4h. 30m. encamped, carpenters and seamen applying temporary stanchions and preventer-lashings to the "Enterprize."

The argand lamps for cooking supplied to the large sledges are too delicate in their make for the rough work of sledge travelling; two out of three have become useless, and the depôt fuel has been broken into to supply them with fat in lieu of alcohol. Anything that requires much care in handling is objectionable; and in addition to this defect in the spirit lamps, the seamen have some unaccountable antipathy to them, and nothing but steady persistence on the part of the officer will ensure the cooking with alcohol being properly attended to.

From Camp.

N. ex. of Spit Island, E.N.E.
5 miles (true).

Observed north extremity of Spit Island to bear from camp E.N.E. true five miles.

March 24th, Thursday.
Calm, foggy and misty.

Third Journey.

Course M.G., W.S.W. 10 m.

All that it was in our power to do to ensure the safety of the boat sledge was done, and at 6h. 50m. the division proceeded. After crossing one heavy tier of hummocks, we reached comparatively level ice, with only occasional ridges of snow and piles of broken ice running across our path in a north and south direction. The main drift of the snow as well as pressure seem to be from the south up Queen's Channel. 11h. 15m. lunched. 11h. 45. proceeded, steering direct for the cape. At 4h. 30m. halted and encamped, after a very good day's work, considering the heavy weights the men are dragging; temperature evidently falling. Our appetites were very keen to-night, and the mixture of 6 oz. of pemmican with 6 oz. of preserved meat but ill served to stay my hunger, and I could understand the quiet jokes of the men at the light and wholesome meal they had had, after dragging two hundredweight a-piece for ten miles. Preserved meat is decidedly not the stuff to work upon in a travelling party, unless in large quantities, and I believe a seaman working nine hours a day at the drag rope would require daily 3 lbs. to support his strength; and this will not appear large when it is remembered that 3 lbs. of pemmican a day is the allowance for a working man in the Hudson's Bay territory. Night calm and cold.

March 25th, Friday.
Calm and misty.

Fourth Journey.

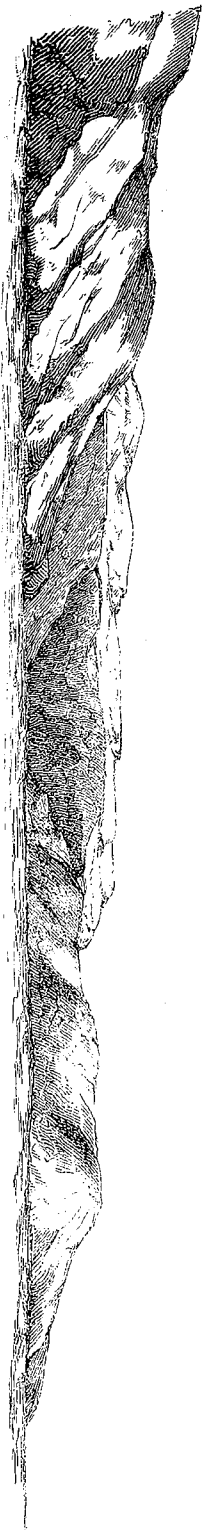
Course M.G., W.S.W. 6½ m.

We are at the eastern side of a belt of frozen pack, the extent of which we cannot see; but anything more extraordinary than the tumultuous scene before us I have never witnessed. To find any path through it by reeving was out of the question; and Captain Richards and myself had to climb over the masses on our hands and knees, and a dozen men with pickaxes and shovels fairly cut a causeway through the fragments, a labour which there was less reason to regret in having to do as this route would again have to be travelled over several times by our parties. After five hours hard labour cutting a road, and bringing the sledges up with double crews, we reached the western side of the belt of pack, and found a very old and summer-worn floe extending before us to the westward and northward.

*Cape Lady Franklin, seen from the Eastward,
Foster, Sunday, March, 1853.*

Depot Point
↓

Cape Lady Franklin W. S. W. 6 1/2
↓



S. Spitz Point
↓

Percy Mount South, 10.
↓

*Cape Sir John Franklin, seen from the Northward,
March 29th 1853.*

Sherard Osborn
Lieut.

Lunched, and erected a conspicuous mark by which to find the causeway we had made on our return to the ships. Marched over very old floe, much worn with the action of the summer thaws, the knolls of ice having hollows around them, which gave quite a hill and dale upon a small scale. Breeze freshening throughout the afternoon, and every symptom of a gale from south; encamped at 4h. 30m. As my sledge is the victualler to a half of the division, I have some difficulty in sharing the pemmican, so as to make it run out; and until the present time I had no idea that the preserved meat tins contained so large a proportion of fat; and what with fat bacon, fat preserved meat, and the pemmican (which contains about 50 per cent. of fat), it requires an Arctic appetite and a strong stomach to live upon the diet.

Lieutenant Osborn's
Journal, 1853.

Morning very keen, and a strong snow drift. Made the cook prepare breakfast within the tent, to prevent his being exposed to the breeze, and perhaps frostbitten. Saw the people carefully clothed, to meet a cold day's work, and at 8h. A.M. the division proceeded. About 10 o'clock we reached the termination of the old ice, and commenced to journey over very smooth ice, which was of one season's formation. Made a hurried lunch, and at 12h. A.M. the land of Cape Lady Franklin appeared close ahead, with a stupendous wall of broken floe skirting the beach. Edged away to the westward, and at 12h. 30m. Captain Richards and the western division effected a landing on the first low land this side of Cape Lady Franklin.

March 26th, Saturday.
Wind south, force 5. drift
Fifth Journey.
W.S.W. 5 miles.

A convenient spot for the depôt and boat showing itself in the neighbourhood, the division proceeded there, and unloaded. By 3h. P.M. the fifty days provision and fuel for twenty-four men was deposited, and the boat turned over those articles which animals, such as bears and wolves, might otherwise injure. The gale increasing, and one of the men having had a narrow escape of being frostbitten in the hands, we retired to the tents. The drift was too heavy to see much, and we had only time to remark that the land looked more fertile than that around our winter quarters; and the capture of a small marmot led us to hope for a second Melville Island, on our route of search this spring.

Total distance from ships to
Cape Lady Franklin.
1st day - - 6½ miles.
2nd — - - 5 "
3rd — - - 10 "
4th — - - 6½ "
5th — - - 5 "
W.S.W. (true). 33 miles.

Heavy clouds passing away overhead to the northward, and a strong gale with a smothering snow drift around the place of our encampment, which is situated at the base of the immense pile of broken floe that lines the coast.

Wind, south; force 6. q. drift
Sixth Journey.
E.N.E. 6 miles.

How or when such a wreck of floe pieces ever occurred almost puzzles me. To seaward, the wall is full 50 feet high, vertically above the level of the sea; yet on top of this height fragments, some tons in weight, have been thrown, as if recently tossed there by some unaccountable agency. To landward, this wall of ice slopes gradually down with very heavy snow in the hollows. After breakfast, parties proceeded to pile gravel over the casks, and to secure the depôt as far as possible. The weather moderating, but still very hazy. 10h. A.M. accompanied Captain Richards to the near summit of Cape Lady Franklin. Traces of deer and hare numerous. Vegetation, such as saxifrage, moss, and lichen, plentiful. The land evidently for the major part formed of limestone, much broken and weather worn. The interior appeared to be a succession of ravines and rounded hills. The boldest land in sight, the view being very limited, was to the S.E. across a small harbour, which opens into Queen's Channel, and with a width of about 1½ miles runs into the land for about 3 miles. This harbour or bay appears to have an islet at its entrance, and is about 2 miles east of the depôt. Some reindeer were seen, and I got within 80 yards of a doe and fawn. Not having a rifle with me, the shot dropped short; and as they appeared very shy, and made off inland, I gave up the chase. Six more were counted, all does, apparently, with fawns. The one I fired at was not much bigger than a large goat, hornless, with a short body and long legs; the colour a greyish white, except from the shoulder to the crupper, along which a saddle of light brown extended. Returned to the sledges; lunched, and then the western division tured homeward. The weather still very hazy, but the gale abating. Made a rapid march with the empty sledges, and encamped at 3h. 45m. P.M. The night cold, with a great deal of *barber* depositing itself upon the bedding.

March 28th, Easter Monday.

Wind S.E. 1. to 2.
Clear overhead, with haze
around the horizon.

Seventh Journey.
E.N.E. 14 miles.

At 7h. A.M. the sledges proceeded, and at 10h. we reached the west side of the Queen's Causeway.

All the men in capital spirits at having accomplished the feat of travelling at so early a date without a single accident. Lunched at 11h. A.M., and marched again until 4h. 30m. P.M. Spit Island four and a half miles distant. Night calm and clear.

March 29th, Tuesday.

Calm, with faint airs from N.E.,
very clear.

Bearings observed from camp.
True.

Percy Met. Ext. - S. 85° E.
Unknown Isd. cent. S. 34° W.
S. ex. of Spit. Isd. N. 79° E.
Pioneer Hill - N. 17° W.
N. ex. of Spit Isd. - N. 29° E.

Morning very fine and calm. Land thrown up very much by refraction. Observed Spit Departure Point to be about four and a half miles distant. Started at 7h. 15m., crossed very insecure ice, and found in one place the ice entirely gone from under a snow wreath. Water smoke was seen under the S.W. extremity of Spit Island. Shortly after 10h. A.M. effected a landing on Spit Island. Lunched, and whilst the sledges proceeded round the point Captain Richards ascended the hill, to obtain angles; accompanied him, and erected two cairns on the top of Spit Island. Observed a crack of water on the west side of Large Spit Island, of about an acre in extent. 1h. P.M. returned to the sledges, and proceeded to the ships. Met the captain and officers, who walked out to meet us, and at 5h. P.M. reached the ships, every man of the division in perfect health, and without one accident occurring to the party. A cache of provisions for one day for the western division of sledges had been formed by Lieutenant May between 12h. and 1h. to-day.

(Signed) SHERARD OSBORN,
Lieutenant in charge of Sledge.

GENERAL OBSERVATIONS.

It would be premature to offer any decided opinion as to the nature of the ice in that part of the Queen's Channel over which we have passed, further than to remark that the major part of it is of the late winter formation, that on the western shore being less packed than that on the eastern side. The coast about Cape Lady Franklin appears richer in vegetable and animal life than the coast we are at present wintering upon, but whether that is merely confined to a limited space, or extends westward, will only be known by our future searching parties.

With reference to the confidential memorandum of March 21, 1853, I have to regret that the present season of the year, and a hurried journey, prevented much scope for interesting observation; and having no theories upon the little I have seen, there is no necessity for anything in this journal to be considered confidential.

(Signed) SHERARD OSBORN, Lieutenant,
Commanding Her Majesty's Ship "Pioneer"

Enclosure No. 4. of Sir Edward Belcher's Letter.

Lieutenant May's Journal.

22d March, Tuesday.
S.E. 3. to 4. o. m. s.

TRAVELLING JOURNAL of H. M. Sledge "Reliance," (Western Division), under the Command of Lieutenant W. W. May, H. M. S. "Assistance."

The weather being favourable, we started this morning about 7h. 30m. A.M. with a fair wind, and sails set. For the first two miles we had a good floe, and the sledges appeared to run lightly. The whole party consisted of six sledges, three of eight men and three of 11, and one carried a whale boat, which will be left at Cape Lady Franklin with the depôt.

After about two hours travelling we came to some hummocks sodden with water which had issued from the cracks, caused, I think, by the late spring tides; and in passing over some of these the sledge "Enterprize," carrying the boat, capsized, and carried away one of the runners. She was unloaded, and the sledge returned to the ship.

11h. 30m. stopped for lunch, going over a fine smooth floe for the rest of the afternoon.

2h., having reached the N.E. end of Spit Island, we encamped within signal distance of the ship, the weather being thick, with snow and drift. 8h. P.M. Allard rejoined with the boat and another sledge procured from the ship.

S.E. 3. to 4. o. m. s.
Encamped 2h. P.M.
Distance gone, 6'.

7h. A.M. we left our encampment and proceeded at first along the land ledge to clear some immense hummocks close to the Spit, and running away to the westward. After having gone about a quarter of a mile, we took fairly out, though the hummocks were so high that we could hardly get the sledges over them, and were repeatedly obliged to double-bank and sometimes dig a passage through.

At 11h. stopped about 20 minutes for lunch.

Towards noon it cleared up enough to see Spit Island, but not the south shore; we again proceeded over rougher hummocks than before, and the "Enterprise" carried away one of the stanchions of the sledge. Two walrus were seen and fired at; they were lying close to a hole in the ice. 4h. 30m., encamped, unloaded sledge "Enterprise," and repaired her by putting in a new stanchion.

6h. 45m. started. The floe at first was not very good, but after the first mile we came to smooth and hard floes, and made by lunch time about five miles. During the afternoon the weather cleared up and we saw Cape Lady Franklin, and also a point to the westward.

March 23d, Wednesday.
Calm. Foggy.

4h. 30m. encamped. Distance gone, 5 miles.

March 24th, Thursday.
Calm. Misty.
11h. 15m. lunch.
1. b. c. m.
Distance gone, 10 miles.

4h. 30m. encamped.

Cape Lady Franklin, West, 6 or 7½

7h. 15m. started. Had to drag over hummocks all the forenoon with a party ahead digging a passage through them; sledges double-banked. About 11h. 30m. stopped half an hour for lunch. Cleared the hummocks and proceeded on a tolerably good floe for the rest of the day, and succeeded in making, notwithstanding the obstruction in the morning, about six miles.

4h. 30m. encamped. Wind sharp and cold.

8h. started; strong wind from S.W., uncommonly cold. Floe in good condition. About 11h. 30m. stopped a short time for lunch; saw the land through the mist. 1h. 15m. reached the land, dragged the sledges inside an immense wall of hummocks thrown up, leaving a smooth ledge inside. We then proceeded about a quarter of a mile S.E. on this ledge and encamped.

The depôt was dragged about 300 feet up the hill and there deposited with the boat. The land appeared low in comparison with the north shore. There was appearance of early vegetation, and two marmots were caught; remains of deer were also seen. The weather being thick and misty, prevented our examining any distance from the encampment.

Sent a party to finish surveying the depôt. Some of the officers (with Captain Richards with a theodolite) went to the summit of the hill, but the thick weather entirely prevented him from taking any bearings. Some deer were seen and fired at.

11h. 15m. packed the sledges and started. 4h. 30m. encamped.

March 25th, Friday.

7h. 15m. started.
Calm, b. c.
11h. 30m. lunch.
S.E. 2. 3. 4. b. c.
4h. 30m. encamped. Distance gone, 6 miles.

March 26th, Saturday.

Wind, S.W. 4. 5.
Misty.
1h. 30m. encamped.
Distance gone, 7.

March 27th, Sunday

S.E. 2. 3. o. m.
4h. 30m. encamped.
Distance, 8 miles.



Encampment inside the hummocks at Cape Lady Franklin.

7h. 15m. started.

11h. stopped for lunch. 11h. 30m. proceeded.

R

March 28th, Monday.
S.E. 1. b. c. m.
4h. encamped.
Distance, 14.

Lt. May's Journal,
1853.

March 29th, Tuesday.
Calm, b. c.

4h. encamped, having passed two of our previous encampments, and made about 14 miles. We find that the allowance of pemmican and preserved meats is not sufficient; and after our long journey this day we all could have eaten more, and I noticed that every day's work increased their appetites.

7h. 30m. started, going through heavy hummocks with a party ahead with picks. Spit Island about four miles distant. The ice here, owing to the hummocks and snow, is very rotten, with numerous holes in it, and there appeared near the island a vapour rising, which indicates cracks.

10h. 30m. stopped for lunch on the west side of the island. Captain Richards went to the top, to erect a cairn, and take a round of angles. 11h. pitched the tents, and sent a party to build a cairn on a small island about half a mile north of us.

5h. arrived on board.
Distance gone, 11'

1h. Captain Richards and parties returned, doused the tents and proceeded to the ships. 5h. arrived on board. The men behaved uncommonly well, and seem to be quite fitted for the coming work.

(Signed) WALTER WM. MAY, Lieutenant,
In charge of Sledge "Reliance."

Enclosure No. 5. of Sir Edward Belcher's Letter.

Mr. Allard's Journal,
1853.

JOURNAL of H.M. Sledge "Enterprize."

Motto, "Success to the Brave."

SLEDGE CREW.

Mr. J. H. Allard, Master.
James Robinson, Captain of Sledge.
Thomas Barber, sailmaker.
Cornelius Tielder, A.B.
Henry Tranter, A.B.
Richard Bex, Private R.M.

Wm. Huggett, A.B.
John Clark, steward.
George Custance, stoker.
John Green, Private R.A.
Wm. Wood, ship's cook.

March 22d, Tuesday.
8 A.M.

Left the ships in company with five other sledges, forming the western division, under the orders of Commander Richards, and proceeded to lay out a boat on Cape Lady Franklin. Wind fresh from S.E.; made sail; found it of great service in relieving the men at the drag ropes. Passed through much hummocky ice, and in several places found the water had flown up in cracks, rendering the work heavy, and trying the sledge severely. At 9h. 15m., in crossing a place where the water had flown up, and at the same time having to ascend a ridge of hummocks, the sledge capsized, damaging the uprights, and making it necessary for me to return to the ship. Unloading the sledge, and pitching the tent, I left six men to look after the latter, and returned with the remaining four to the ship, where I arrived at 10h. A.M.

At noon.

Started with another sledge; arrived at the tent at 12h. 45m.; packed up, and proceeded to rejoin Commander Richards and the sledges under his orders, at the rendezvous, Spit Island. 1h. 30m. came to a smooth floe; sledge under canvas. 4h. 40m. pitched tent in company with the sledges of the western division, having made about 6½ miles W. b. N. (true.)

P.M.
1st Journey made 6½ miles,
W. by N. (true.)

March 23d, Wednesday.

6h. 30m. had pemmican, tea, and a smoke. 4h. 30m. called the cook. 6h. breakfast. 7h. 15m. proceeded in company with the division. Weather foggy; little or no wind; reeving through pack ice where easiest for sledges to pass over; found in several places the water had flown up between the hummocks; sledge complaining from the constant jerks in passing over them. 11h. 10m. lunched. 11h. 30m. proceeded. 1h. 30m. two walrus were wounded, but unable to secure them. During the afternoon the weather became clearer than it had been the first part of the day, and a light air from about W.N.W. (true). Occasionally passing over pieces of smooth floe. Encamped, having made about 5 miles W.S.W. (true). Examined sledge; found some of the uprights sprung; unloaded sledge, and repaired ditto. 6h. 45m. had pemmican, tea, and a smoke.

5 P.M.
Second Journey made 5 miles,
W.S.W. (true.)

March 24th, Thursday.
6h. 45m. A.M.

4h. 30m. called the cook. 6h. 15m. breakfast; reloaded sledge; packed up and proceeded. Light breeze from the westward (true.) weather fine. Travelling much better than yesterday. 11h. 15m. lunched. 11h. 45m. proceeded. 4h. 40m. pitched tent, having made about 9 miles W.S.W. (true.) 5h. 55m. had pemmican, tea, &c.

P.M.
Third Journey made 9 miles,
W.S.W. (true.)

4h. 30m. called the cook. 6h. 45m. breakfast. 7h. 15m. packed up, and proceeded; wind light from S.W. (true.) Weather fine; came to a heavy piece of pack; obliged to make a road through it, and double and treble bank the sledges to get them along. 11h. 15m. lunched. 11h. 45m. proceeded; road more favourable. 4h. 45m. encamped, having made about 6 miles, W.S.W. (true.) 6h. 30m. had pemmican, &c.

Strong breeze from the southward (true); weather foggy, with much snow drift. 5h. 30m. called the cook. 7h. breakfast. 8h. packed up, and proceeded. Passed through a quarter of a mile of heavy ice. 11h. 30m. stopped a short time to lunch. 11h. 45m. proceeded.

Observed the land through the fog about three quarters of a mile distant, on nearing which a heavy ridge of hummocks, about 60 feet high, being nearly perpendicular to seaward, but sloping on the land side, with large blocks of blue ice on the top, lined the coast for some distance.

12h. 30m. landed, having made about 5 miles W.S.W. (true.) Deposited the boat and depôt, and erected a flag and staff on a convenient spot on the first low land, about one mile east (true) from Cape Lady Franklin. 1h. 15m. pitched the tents, leaving a party of men to secure the boat and depôt. Shortly after landing, a marmot was caught. 5h. pemmican, tea, &c.

5h. called the cook; weather foggy; fresh breeze from the southward (true), with snow drift. 7h. had breakfast. 7h. 30m. sent a party to finish securing the depôt. Took a walk over the land; that which we were on was a succession of gentle rises (the highest part about 300 feet high), between which appeared to be planes. Traces of deer were numerous; moss was more plentiful than I had observed elsewhere, and the land itself composed of limestone. Thick weather prevented much of the adjoining land being seen, but as far as it could be traced it appeared to trend to the westward (true). There was also higher land to be seen to the eastward of us. About 20 deer were seen by some of the officers, but none captured.

Another marmot was caught this day.

The depôt having been secured, and the weather still remaining thick, at 10h. 30m. lunched, and at 11h. 15m. started on our return to the ships.

4h. encamped, having made about 7 miles, E.N.E. (true.) 6h. had pemmican, tea, &c.

4h. 30m. called the cook; wind moderate from S.S.E. (true.)

7h. breakfast. 7h. 30m. packed up, and proceeded.

8h. 30m. passed an old encampment; fog lifting.

11. lunched. 11h. 30m. proceeded; wind light from N.E. (true.)

4h. encamped, having made about 14 miles E.N.E. (true.)

6h. pemmican, tea, &c.

4h. 30m. called the cook. 7h. breakfast. Bearings from the tent: Spit Departure Point S. 45° W.; "Pioneer" Knob, S.; south extreme of Spit Island, N. 85° W.; variation 164° W. 7h. 30m. packed up and proceeded; weather very fine; light air from N.E. (true.) Land thrown up much by refraction. Observed frost-smoke close to the land. Passing over hummocky ice, between which in places there were holes covered only with snow, rendering it necessary to feel your way before passing over them. 10h. 30m. landed on Spit Island; lunched. 11h. 30m. pitched tents; proceeded with a party to erect a cairn on the south extreme of Little Spit Island. 1h. 30m. reached the encampment. 2h. packed up and proceeded to the ships. 4h. 45m. got on board all well, having had no casualties during the journey.

(Signed) J. H. ALLARD,
Master, and Officer in Charge of Sledge.

Enclosure No. 6. of Sir Edward Belcher's Letter.

TRAVELLING JOURNAL of Her Majesty's Sledge "Perseverance."

Tuesday, March 22d, 1853.—7h. 30m. started from the ship under sail. Wind squally from the S. and E. Carried away the mast and one pike in a squall; sent a man back to the ship for another pike; rigged another

R 2

Friday 25th, A.M.

Fourth Journey made 6 miles, W.S.W. (true.)

P.M.

S.E.; fresh,

Saturday 26th, A.M.

Noon.

P.M.

Fifth Journey made 5 miles, W.S.W. (true.)

Total number of miles out, 31½.

Sunday 27th, A.M.

First Return Journey, 7 miles, E.N.E. (true.)

P.M.

Monday 28th, A.M.

Second Return Journey, 14 miles, E.N.E. (true.)

P.M.

Tuesday 29th, A.M.

P.M.

Third Return Journey, 4 miles, E.N.E. (true.)

6½ miles, E. by S. (true.)

Total number of miles, 31½.

Mr. Pym's Journal,
1853.

Mr. Pym's Journal,
1853.

mast, and made sail again. About 2 miles from the ship, Her Majesty's Sledge "Enterprize" capsized, and carried away one of her runners. Mr. Allard returned to the ship for another sledge, taking the broken one with him, leaving his tent and gear on the floe. Halted to lunch. George Youngson, gunroom cook, felt very faint, and was unable to drag during the afternoon. 1h. 30m. pitched for the night on Spit Island, about 7 miles from the ship. Strong breeze from the S.E., with drift. About 3h. P.M. saw Mr. Allard and party coming. 5h. 30m. Mr. Allard arrived with his sledge, and pitched; had supper, and turned in.

Wednesday, 23d.—Cook turned out. Breakfasted, and packed up. Started. Travelling over very rough floe and amongst hummocks, a party of hands ahead making a road for the sledges. Halted to lunch.

At 2h. P.M. saw two walrus; fired at and wounded them several times, but they both escaped. Floe still very rough, and in some places rotten.

Pitched for the night, having made about 5 miles. Had supper, and turned in.

Thursday, 24th.—Cook turned out. Breakfasted, and packed up. Started. Floe fair; light airs, and foggy weather. Halted to lunch. Weather cleared up; light wind from S.E. Pitched for the night, having made about 7 miles during the day. Had supper, and turned in.

Friday, 25th.—Cook turned out. Breakfasted, and packed up. Started. Fine clear morning; wind light from the southward and eastward. Travelling over very heavy floe, men ahead making a road through the hummocks; obliged to send three sledges ahead at a time, the floe being so heavy that the crews could not haul their own sledges along. About 10h. A.M. capsized the sledge, and carried away a pike; unpacked, and righted her. Packed again, and went on. Halted to lunch. The floe improved during the afternoon. Pitched for the night, having made about 9 miles during the day.

Saturday, 26th.—Cook turned out. Breakfasted, and packed up. Started. Strong wind from the S.E., with drift; floe fair. Halted to lunch. About noon saw the land about Cape Lady Franklin ahead. 1h. 30m. landed on Cape Lady Franklin; unpacked the sledges, and deposited the depôt. Pitched for the night; still blowing hard. Had supper, and turned in.

Sunday, 27th.—Cook turned out. Breakfasted. Wind very strong and squally from S.E., with drift. Men employed covering the depôt.

Observed large quantities of moss on the hills, and traces of deer; one of the men picked up a deer's horn. Had lunch, and started to return to the ship. For some distance along the coast there was a line of ice thrown up, in some places about 70 or 80 feet high. About 3h. passed one of our old encampments. Pitched for the night, having made about 7 miles during the afternoon.

Monday, 28th.—Cook turned out. Breakfasted, and packed up. Started. Wind light from the S.E., weather thick. Floe fair, but in some places it was rotten, and had to be filled in before the sledges could pass over it. Halted to lunch. Floe fair during the afternoon. About 4h. P.M. pitched for the night, having made about 14 miles during the day. Had supper, and turned in.

Tuesday, 29th.—Cook turned out. Breakfasted, and packed up. Started. Fine clear morning; calm. Floe rough, and parts very rotten; kept a party of men ahead to fill up the bad places. Landed on Spit Island, and had lunch. After lunch a party of hands went on the top of the island with Commander Richards to build cairns. Pitched the tents at the old encampment, and spread the bags and buffalo robes out to dry.

2h. P.M. packed up and started for the ships; 5h. arrived on board.

(Signed) F. W. PYM.

During the time we were travelling the spirit lamp was constantly used, and answered very well, making breakfast, two kettles of water, and pemmican at night; and we managed to make the tea with the fat that was left from the men's allowance of bacon.

The men complained of not having enough to eat, and seemed to dislike the preserved meats as a mixture with their pemmican. The bacon, with a few exceptions, was so fat that they could not eat it, and therefore it was used as fuel.

Mr. Pym's Journal,
1853.

F. W. P.

Enclosure No. 7. of Sir Edward Belcher's Letter.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Sir Francis Baring."

Mr. Ricards's Journal.

Left the ships this morning at 7h. 45m. A.M., in company with the other sledges of the western division, under the command of Commander Richards. The wind being favourable set the sail, which was most useful in assisting the men. 9h. A.M. sledge "Enterprize" parted company, having upset and broken one of the runners. 2h. P.M. pitched tents on Spit Island; distance made good, six miles. 5h. P.M. sledge "Enterprize" joined company.

March 22d, Tuesday.

In cooking this evening with the spirit of wine lamp found it very defective, consuming considerably more than the allowance of spirit, and taking a long time to prepare the pemmican. Weather thick and foggy, with strong wind from the S.E.

Made application to Commander Richards for stearine to cook with, which was allowed us. Breakfasted, and started at 7h. A.M. Temperature + 11°. Weather calm and foggy. Employed all the morning in working our way through a frozen pack, which made our progress both tedious and difficult. Water seen through several holes and cracks. 11h. A.M. halted for lunch. 1h. P.M. saw two walrus. Mr. May, Mr. Pym, and myself went in pursuit; fired, and wounded them, but did not succeed in capturing them. They had been lying near a large hole in the ice, which, from the marks about it, had been most likely kept open by them all the winter.

March 23d, Wednesday.

Working all day through frozen pack. 4h. P.M. pitched. Distance made good, five miles.

Breakfasted, and started at 6h. 50m. A.M.; temperature + 10°; weather foggy, with a light wind from the S.E. After an hour's march through the pack, reached a good level floe. Fine clear day after 11h. A.M. 11h. 15m. lunched. 4h. 30m. pitched. Distance made good ten miles. Breakfasted, and started at 7h. 5m. A.M.; temperature - 7°; clear fine morning, with light winds from S.E. Came on more frozen pack, which rendered it necessary to double-man the sledges, and advance them singly, whilst a party went in advance with pickaxes and shovels to break down a road through the hummocks. 12h. lunched, and shortly afterwards found a smooth floe; wind increasing from S.E. 4h. 30m. pitched. Distance made good, six miles.

March 24th, Thursday.

March 25th, Friday.

Breakfasted, and started at 8h. A.M.; weather overcast and foggy, with a strong wind from the S.E., causing considerable drift; temperature - 8°. 11h. A.M. lunched. 1h. 30m. P.M. arrived on the south shore; deposited depôt, and pitched at 2h. 25m. The land is surrounded by a remarkable ridge of hummocks, which rises vertically to seaward to a height of between 60 and 70 feet. Wind freshening from S.E. with drift. Distance made good, four miles.

March 26th, Saturday.

Blowing hard all night. Wind this morning strong, with occasional heavy squalls. Temperature 0. Weather thick and foggy. Men employed all the morning in securing depôt.

March 27th, Sunday.

Walked over some of the high lands, and saw several deer feeding on the moss, which is here very abundant. 11h. A.M. lunched. 11h. 20m. A.M. left for the ships, returning by the same route. 4h. P.M. pitched. Distance made good, six miles.

March 28th, Monday.

Breakfasted, and started at 7h. 30m. Morning cloudy, with light wind from the S.E. Temperature - 6°. 11h. 15m. A.M. lunched. Afternoon calm and fine. Marching quickly over good floe. 4h. P.M. pitched. Distance made good, 15 miles.

March 29th, Tuesday.

Breakfasted, and started at 7h. 30m. Calm fine morning. Temperature 0. Observed frost-smoke rising from a large surface of water near Spit Island. Passed in our march several cracks and holes of water. 10h. 30m. arrived on Spit Island. Lunched on arriving on the land, after which

Mr. Ricards's Journal,
1853.

parties left with Commander Richards, Lieutenant Osborn, and Mr. Allard, to build cairns.

Pitched tents during the absence of the parties. 2h. P.M. struck tents, and at 4h. 45m. reached the ships. Distance made good, 10 miles.

(Signed) JOHN B. RICARDS,
Officer in Charge of Sledge.

MEDICAL REPORT.

George Youngson, officer's cook of H.M.S. "Assistance," belonging to sledge "Success," after the forenoon march of the first day became faint from the unusual exertion, so that I deemed it advisable to recommend to Commander Richards his being excused dragging for the remainder of the day. He afterwards was able to perform his work.

John Hales, stoker of Her Majesty's steamer "Pioneer," belonging to sledge "Success," is at present on the list with rheumatism of the ankle and knee joints.

With the above exceptions, I am happy to state that the duty was performed without any of the men suffering from either accident or illness.

(Signed) JOHN B. RICARDS,
Assistant Surgeon.

Enclosure No. 8. of Sir Edward Belcher's Letter.

Mr. Allard's Journal,
1853.

JOURNAL of the PROCEEDINGS of H. M. Sledge "Enterprize," between 12th and 19th April, 1853.

Tuesday, 12th.

7h. A.M. —
Noon — 7°. Calm, o. m.
8h. P.M. — 7°. Calm, o. m.

8h. A.M. left the ship, and proceeded to the westward. Noon lunched, and at 12h. 30m. proceeded. 5h. encamped on Village Point, between which and Pioneer Island there was about half a mile of open water. The floe this day was generally good, but the travelling was rendered somewhat heavy by the recent snow. Distance travelled, about 8 miles.

Wednesday, 13th.

7h. A.M. zero. Calm, o. m.
Noon — 10°. Calm, o. m.
8h. P.M. — 6°. Calm, o. m.

7h. 30m. A.M. packed up, and proceeded to the northward. At 10h. observed a bear approaching sledge; succeeded in capturing it, after its having killed a dog. Stopped, and skinned both. Noon lunched. 12h. 30m. proceeded.

Thursday, 14th.

8h. A.M. — 17°. S.S.E. 1. o. m.
Noon + 1°. South, 1. o. m.
8h. P.M. — 8°. S.W. 6. o. m.
Much snow drift.

5h. 30m. P.M. encamped near the old depôt, having made about 8 miles. Floe much the same as yesterday.

7h. 30m. A.M. packed up and proceeded to the N.N.E., passing amongst pack ice, which got better towards noon, when we lunched, and proceeded at 12h. 30m., the floe still improving, and about 1h. P.M. we were on a smooth floe with a fair and freshening breeze; made sail, and encamped at 5h. 30m. near the Star Bluff, having made about 12 miles.

Friday, 15th.

8h. A.M. — 7°. West, 6. o. m.
Much snow drift.
Noon — 4°. West, 4. o. m.
8h. P.M. — 8°. West, 1. o. m.

7h. 30m. packed up, and proceeded towards Wall Point; passed it about 11h. 15m. A.M., and proceeded in an E.S.E. direction (true) towards a point about seven miles distant. Noon lunched. 12h. 30m. proceeded. During the afternoon a bear was seen approaching the sledge. However, he became alarmed, and made off. 6h. 30m. encamped on the point, having had a fair wind and good floe. Distance made, about 12 miles.

Saturday, 16th.

8h. A.M. — 11°. North, 2. o. m.
Noon — 14°. N.W. 5. o. m.
8h. P.M. — 24°. West, 6. o. m.

7h. 30m. commenced burying and securing the depôt on the most prominent part of the point, over which a cairn was built and a flag and staff erected. This finished, we lunched, and started on our return to the ships at 12h. 30m. 4h. P.M. encamped at Wall Point, having made seven miles against a strong breeze with a heavy snow drift, people being constantly frostbitten about the face.

Sunday, 17th.

8h. A.M. — 6°. West, 6. o. m.
Much snow drift.
Noon — 11°. West, 4. o. m.
8h. P.M. — 4°. Calm, o. b. m.

7h. A.M. breakfasted. 9h. 30m. weather more moderate; packed up and proceeded. Noon, abreast of Star Bluff; lunched. 12h. 30m. proceeded; less wind and drift. 5h. 30m. encamped, having travelled about nine miles. Recent traces of bears were seen in our outward sledge track.

Monday, 18th.

7h. A.M. — 12°. West, 3. o. m.
Noon — 7°. N.W. 1. b. m.

7h. 30m. packed up, and proceeded; arrived abreast of the old depôt at 11h.; rebuilt the cairn; had lunch, and proceeded at 12h. 30m. 3h. P.M. picked up the bear and dog skins which we left on the outward journey, and encamped at Village Point at 5h. P.M., having made about 15 miles.

8h. P.M. — 8°. North, 3. b. m.

The water which we had seen on our outward journey was now completely frozen over.

7h. 30m. proceeded up the hill at Village Point; rebuilt the cairn, and returned to the sledges. Started for the ships about 9h. 45m. Lunched at noon, and arrived at the ships at 2h. P.M. Distance made, 8 miles. Sledge crew all well, with the exception of one man, who complained of rheumatism in his left leg from the day after we left the ship, but was always able to do his work.

Tuesday, 19th.
8h. A.M. - 13° Calm, b.
Noon, - 10° N.W. 2. to 4. b. q.

(Signed) J. H. ALLARD,
Master, and Officer in Charge of Sledge.

| An ACCOUNT of the WEIGHTS of the Sledge. | | lbs. |
|--|-----------|-------------------|
| Standing weights | - - - - - | - 709 |
| Weight of depôt | - - - - - | - 700 |
| Provisions, &c., for 8 men for 10 days | - - - - - | - 200 |
| Total weight | - - - - - | 1,609 |
| Weight per man | - - - - - | 229 $\frac{3}{4}$ |
| Number of hours travelling | - 59. | |
| Number of miles made | - 79. | |

Enclosure No. 9. of Sir Edward Belcher's Letter.

Mr. JOHN F. LONEY, Master, to Sir EDWARD BELCHER, Knight, C.B.

Mr. Loney's Journal,
1853.

Her Majesty's Ship "Assistance," Northumberland Sound.
20th April, 1853.

Sir,

I have the honour to forward a report of my proceedings in execution of your orders to me dated the 11th ultimo, and trust that the result will be satisfactory. The arrangement of the depôt was so complete in stowage that no time was lost in securing it, and I feel great pleasure in reporting to you the good conduct and wish of every person employed on this service to carry out your orders.

I am, &c.

(Signed) JOHN F. LONEY, Master.

JOURNAL of the PROCEEDINGS of the Sledge "Reward" between the
12th and 19th of April, 1853.

Tuesday, April 12th.—Left the ship at 8h. P.M., and proceeded to the westward. Stopped for lunch at noon, and proceeded at 12h. 30m. Arrived at Village Point at 5h. P.M. Pitched for the night. Observed about half a mile of open water between this point and Pioneer Island. Distance travelled, 8 miles.

Noon, - 7° - Calm, o. m.
8h. P.M. - 7° - " o. m.

Wednesday, April 13th.—Proceeded at 7h. 30m. A.M. to the northward. At 10h. observed a bear approaching the sledge, which was eventually captured, after its having killed one dog. Stopped to skin the bear and dog. Lunch, and proceeded at 12h. 30m. At 5h. 30m. pitched for the night near the old depôt point. Distance travelled, 8 miles.

7h. A.M. - - - Calm, o. m.
Noon, - 10° - " o. m.
8h. P.M. - 6° - " o. m.

Thursday, April 14th.—Proceeded at 7h. 30m. about N.N.E. over a rough floe, which continued until noon. Stopped for lunch, and proceeded at 12h. 30m. with a smooth floe and fair wind until 5h. 30m., and then pitched for the night about one mile to the northward of the Star Bluff. Distance travelled, 12 miles.

8h. A.M. - 17° S.S.E. 1. o. m.
Noon, + 4° - - S. 4.
8h. P.M. - 8° S.W. 6. o. m. d.

Friday, April 15th.—Proceeded at 7h. 30m. with a fair wind towards the Wall Cliff. Rounded it at 11h. A.M., and proceeded about E.S.E. towards a low point about 7 or 8 miles distant. Stopped at noon for lunch, and proceeded at 12h. 30m. At 3h. observed a bear approaching, which took alarm at seeing the sledge, and went away in another direction. At 6h. 30m. pitched for the night on a low gravel point. Distance travelled, 12 miles.

8h. A.M. - 7° West, 6. o. m.
Noon, - 4° - " 4. o. m.
8h. P.M. - 8° - - Calm, o. m.

Saturday, April 16th.—At 7h. 30m. commenced securing the depôt of provisions on the highest part of the point. Completed it at 11h. A.M., and erected a cairn and staff over it; lunched, and proceeded at 12h. 30m. on our return to the ship. In consequence of the strong wind and low temperature

8h. A.M. - 11° - North. 2. o. m.
Noon, - 14° - N.W. 5. o. m.
8h. P.M. - 24° - W. 6. o. m.

Mr. Loney's Journal,
1853.

8h. A.M. — 6° West, 6. o. m. d.
Noon, — 11° - West, 4. m. d.
8h. P.M. — 4° - Calm, b. m.

7h. A.M. + 12° - West, 3. o. m.
Noon, — 7° - N.W. 1. b. m.
8h. P.M. — 8° - - N. S. b. m.

8h. A.M. — 13° - Calm, b. c.
Noon, — 10° - N.W. 4. b. c.

the people suffered very much from repeated frostbites. Reached the Wall Cliff at 4h. P.M., and pitched for the night. Distance travelled, 7 miles.

Sunday, April 17th.—All hands complained, more or less, of their eyes; one man so bad as to require to be led the whole day. Proceeded at 9h. 30m. Stopped at noon for lunch, and proceeded at 12h. 30m., with fine weather. At 5h. 30m. stopped, and pitched for the night about half way between Star Bluff and the Old Dépôt Point. Distance travelled, 9 miles.

Monday, April 18th.—At 7h. 30m. A.M. proceeded towards the Old Dépôt Point, and arrived there at 11h. Improved the cairn; lunched, and proceeded at 12h. 30m. Picked up the bear and dog skin at 3h. P.M., and arrived at Village Point at 5h. Pitched for the night. Distance travelled, 14 miles.

Tuesday, April 19th.—At 7h. 30m. proceeded up the hill at Village Point; improved the cairn, and returned. Proceeded at 10h. towards the ship. Stopped at noon for lunch, and at 2h. P.M. arrived on board. With the exception of two bears, no animals of any sort were seen. The floe was generally good. No indications of the missing expedition were observed during our journey. Distance travelled, 8 miles.

(Signed) JOHN F. LONEY, Master.

20th April, 1853.

The most distant land seen had the appearance of an island of moderate height (600 or 700 feet), about 8 miles distant in an E.S.E. direction (true) from the dépôt; but this may be connected with the main land.

J. F. L.

An ACCOUNT of WEIGHTS, &c., of the Sledge "Reward," between the 11th and 19th April 1853.

| | |
|--|-------|
| Standing weights - - - - - | lbs. |
| Weight of dépôt - - - - - | 571 |
| Provision and fuel, 10 daily rations for 7 men (of which consumed 155lbs.) - - - - - | 600 |
| | 195 |
| Total weight - - - - - | 1,366 |
| Weight per man - - - - - | 228 |

Starting date, April 12th.

Return date, April 19th.

Number of hours travelling, 59.

Number of miles completed, 78.

(Signed) JOHN F. LONEY,

Master in Charge of the Sledge "Reward."

Enclosure No. 10. of Sir Edward Belcher's Letter.

Mr. ALLARD, Master, to Sir EDWARD BELCHER, Knight, C.B.

Sir,

H. M. Steam Tender "Pioneer," Northumberland Sound,
April 21st, 1853.

In accordance to your wishes, I have the honour to lay before you a brief outline of the proceedings of Her Majesty's Sledge "Enterprise" under my command, between the 4th and 9th of April 1853.

I have, &c.

(Signed) J. H. ALLARD, Master.

Mr. Allard's Journal,
1853.

April 4th, Monday.

P.M.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "ENTERPRISE,"
between the 4th and 9th of April, 1853.

9h. 30m. A.M. left the ship, and proceeded to the south-eastward, passing "Assistance" Island; weather foggy; wind light from S.E. Noon, lunched. 12h. 30m. proceeded. 1h. 20m. P.M. rounded point of peninsula into a deep bay. 3h. 10m. passed point (b) mentioned in my orders. 4h. arrived

at next point beyond it ; pitched tent ; had pemmican, &c. The ice in the bay in which we were this day travelling was a series of knolls, very smooth and slippery.

7h. 30m. ascended the hill, for the purpose of ascertaining the state of the ice to the E. and S.E., and to erect a cairn on the most commanding part of the hill. The weather being thick would not admit of my having a view in the required direction, and after the cairn was built I returned to the tent. At 12h. 30m. lunched, and at 1h. P.M. packed up to return to the ship.

Distance travelled, about 8 miles

Tuesday 5th, A.M.
8h. A.M. Calm, o. o. f.
Noon. Calm, o. o. m.
6h. P.M. Calm, o. b.

5h. 30m. encamped on point of peninsula.

Distance travelled, about 4 mile

7h. 30m. packed up, and proceeded.

Wednesday 6th, A.M.

Noon, arrived on board.

3h. 30m. P.M. left the ship, and proceeded to the eastward, up a deep bay. 6h. 15m. encamped about 5 miles from ship, on a point in the bay.

Calm, o. b.
6h. P.M. Calm, o. b.

7h. breakfasted. 7h. 30m. proceeded towards a point about $1\frac{1}{2}$ miles from tent, leaving the tent behind; about a quarter of an hour after leaving we were overtaken by a sudden gale, which obliged us to return to the tent, where we remained until noon; the gale moderated. 12h. 30m. packed up and proceeded.

Thursday, 7th, A.M.
6h. A.M. North, 1. to 3. b. m. q.
8 h. A.M. N.N.E. 8. b. m.
Heavy snow drift.
Noon, N.N.E. 1. to 4. b. q.

1h. 30m. arrived at the foot of a steep precipice; ascended it, and erected a cairn; had a good view with a telescope; the ice to the S. and S.E. appeared very uneven, at the same time I noticed a great deal of mirage. 7h. encamped for the night at the foot of precipice.

7h. P.M. N.N.E. 1. to 3. b. q.

7h. 30m. packed up and proceeded to a point about 1 mile north of us; left the sledge on the point, and ascended to the highest part of the land, taking our luncheon with us. Noon, lunched. 6h. P.M. returned to sledge, and encamped, having erected a cairn with flag and staff on the most prominent part.

Friday, 8th.
7h. A.M. North to N.W. 1. to 3. b. q.
Noon, " " " "
6h. P.M. North 2. " b. "

7h. 30m. A.M. packed up, and arrived on board the ship at 11h. 30m., having made about 5 miles.

Saturday, 9th.
8h. A.M. North to N.W. 1. to 4. b. c. q.

(Signed) J. H. ALLARD, Master,
and Officer in Charge of the Sledge.

Enclosure No. 11. of Sir Edward Belcher's Letter.

Mr. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Sir,

H. M. Ship " Assistance," Northumberland Sound,
April 22d, 1853.

I beg to enclose you a journal of the proceedings of Her Majesty's Sledge " Enterprize," between the 10th and 20th of April, and trust it will meet with your approbation. It gives me much pleasure to inform you of the good conduct of the men under my command; they all did their duty, and did it cheerfully.

I have, &c.

(Signed) JAS. BLAIR GROVE, Mate.

JOURNAL of the PROCEEDINGS of H. M. Sledge " Enterprize," from the 10th of April to the 20th.

Mr. Blair Grove's
Journal, 1853.

4. P.M. left the ship in company with the sledges " Sir Edward," " John Barrow," " Reliance," " Lady Franklin," and " Success," under the orders of Commander Richards. 9h. encamped off the N.W. end of Spit Island. 9h. 40. had tea.

Sunday, 10th.
Distance travelled, 6 miles.

5. A.M. called the cook. 6h. breakfasted. Wind N.N.E. 3. c. o. 7h. 10m. started in company with Commander Richards, and proceeded towards Cape Lady Franklin. Floe very heavy. Halted at quarter to 12; had lunch. 12h. 15m. proceeded, following the same road that the parties had previously made in taking the depôt out. 4h. 30m. pitched. 6h. had pemmican and tea.

Monday, 11th.
Temp. at 6h. A.M. zero.
Distance travelled, 6 miles.
Temp. at 5h. P.M. - 1°.

5h. called the cook. 6h. 20m. had breakfast; packed the sledge. Wind N.W. 3. c. o. m. s.; a thick unpleasant morning, accompanied with

Tuesday, 12th.
Temp. at 6h. A.M. - 7°.

II.

S

Distance travelled, 7 miles.

snow. 7h. proceeded under sail, steering for the Queen's Causeway, course by compass N.E. by E. 11h. 35m. stopped to lunch. 12h. 15m. proceeded under sail, snow still falling.

3h. 10m. weather cleared a little; observed east end of Spit Island bearing N.E.; wind north, 2. c. o. 4h. 10m. stopped and pitched.

Temp. at 5h. P.M. — 5°.

Wednesday, 13th.

Temp. at 6h. A.M. — 11°.

6h. had pemmican and tea.

5h. called the cook. 6h. 10m. breakfasted. Calm, o. c. o. m. 6h. 30m. packed the sledge and proceeded, steering for the Queen's Causeway; Captain Richards having previously marked the way through the hummocks with pikes, bamboos, &c. &c. Road excessively rough. Divided the crews so as to double-bank the sledges. The "Sir Edward," "John Barrow," and "Reliance" proceeded.

9h. 20m. crews returned. "Lady Franklin," "Success," and "Enterprize" went on. Found that the "Reliance" had broken down in going over a steep hummock. 10h. 40m. unloaded, stowed sledge afresh, and took "Reliance's" boat on. 11h. 10m. had lunch. 11m. 20m. "Reliance" came up, having been repaired by the carpenters. Received two hands from her to assist in dragging the boat. 11h. 30m. proceeded. Floe smoother, but still very rough. 3h. observed the sun bearing S. 47° W. 4h. 30m. encamped. 6h. had pemmican and tea. Thomas Barber, sailmaker, complained of a sore throat, and not feeling very well, gave him some flannel for his throat, and administered two rhubarb pills.

Distance travelled, 8 miles.

Temp. at 6h. P.M.

× 26° outside.

× 15° in tent.

Thursday, 14th.

Temp. at 6h. A.M. — 11°

Distance travelled, 7 miles.

Temp. at 6h. P.M.

— 7° outside.

— 2° in tent.

5h. called the cook. 6h. breakfasted. Thomas Barber felt much better this morning. 6h. 45m. struck the tent, packed and proceeded; steering for the extreme of mainland. Thick hazy morning, wind north, 3. c. o. m. A considerable quantity of snow drift. 11h. 30m. stopped for lunch. 12h. proceeded. 4h. 15m. pitched one mile from the land. 5h. 10m. had pemmican and tea.

Friday, 15th.

Temp. at 6h. A.M.

— 25° outside.

— 15° in tent.

Distance travelled, 9 miles.

4h. 30m. called the cook. 5h. 30m. had breakfast; struck the tents, packed the sledge. 6h. 30m. started; wind N.W. 4. b. c., cold morning, wind very cutting. 11h. 40m. stopped for lunch. 12h. wind shifted to S.W. 12h. 10m. proceeded under sail.

5h. stopped and pitched. 7h. 40m. had pemmican and tea.

4h. 30m. called the cook. 7h. breakfasted; wind shifted during the middle watch to W. by N. 4. c. o. m. Good deal of snow drift flying about. 7h. 30m. packed and started, steering for outer Deception Point; very thick unpleasant weather; several of the men were frostbitten in the face, but applying a warm hand to the spot soon restored circulation, and no ill effects were experienced.

11h. 20m. pitched. 12h. had lunch. 1h. served out the depôts to the several sledges.

Temp. at noon — 24°.

4h. 30m. had pemmican and tea.

7h. received a despatch for Captain Sir Edward Belcher, C.B., and my orders from Commander Richards to return to the ship with all despatch. Wind W. by N. 5. to 6. c. o. m.

Sunday, 17th.

Temp. at 6h. 30m. A.M. — 19°.

5h. called the cook. 6h. 30m. breakfasted. Wind W. by N. 4. b. c. Turned the boat over to "Reliance"; packed the sledge. 7h. 30m. Captain Richards and party started, steering about W.N.W.; parted from them with three hearty cheers, which they returned; they were all in good health and high spirits.

7h. 40m. made sail and started, steering E. by S. 9h. 40m. passed Friday's encampment. 12h. lunched. 4h. encamped on the land about three miles to the northward of Cape Lady Franklin. Wind W. by N. 6. to 7. c. o. m. with heavy snow drift. 5h. 10m. had pemmican and tea. Saw numerous tracks of deer.

Distance travelled, 12 miles.

Temp. at 6h. P.M. — 5°.

Monday, 18th.

Temp. at 7h. A.M.

— 12° outside.

+ 2° in tent.

5h. 30m. called the cook. 6h. 30m. breakfasted. 7h. 30m. packed the sledge and proceeded under sail; wind W. by N. 4. c. o. m.; steering E. by N. for the Queen's Causeway. 12h. lunched. 12h. 30m. proceeded; weather cleared up a little; wind still the same.

Distance travelled, 14 miles.

Temp. at 5h. P.M.

— 13° outside.

zero in tent.

Tuesday, 19th.

3h. 20m. saw the flag at the entrance of Queen's Causeway. 4h. passed the flag. 4h. 30m. pitched; wind W. by N., 3. b. c.; observed a very fine parasilia round the sun. 5h. 30m. had tea and pemmican.

5h. 40m. called the cook. 6h. 40m. had breakfast; struck the tent and packed the sledge. 7h. 30m. started. 11h. 30m. lunched. 12h. proceeded.

4h. 30m. reached the N.W. end of Spit Island. 4h. 40m. encampèd. During this afternoon, while about half a mile a head of my sledge, I stopped under a glacier on the west side of Spit Island, and was somewhat astonished to find an echo, not to the voice, but to any noise or sound on the ice, which was reverberated with great distinctness. Myself and most of the men felt a prickling and burning in the eyes, which I believe is precursory to snow blindness. John Green, R.M., was so bad that I thought it necessary to drop some vinum opii in his eyes, which gave him relief. 5h. 10m. had pemmican and tea.

Mr. Blair Grove's
Journal, 1853.

Distance travelled, 13 miles.

6h. called the cook. 6h. 50m. had breakfast. 7h. 20m. packed the sledge and proceeded, steering for the ship. 1h. sighted the ships. 1h. 15m. arrived on board.

Wednesday, 20th.

Distance travelled, 6 miles.

I regret to say, in consequence of the thick weather we experienced on our passage out, and the distance we travelled from the land, it was impossible for me to form any accurate opinion on the nature of the coast. I particularly noticed, and perhaps it is worthy of remark, that nearly all the large cracks on the ice in mid-channel ran nearly north and south.

The pressure of ice against the south shore must be immense, as large blocks of massive ice were forced up on end to the height of 20 or 30 feet; this was not confined to the points of land, but seemed to be universal along the whole shore.

(Signed) JAS. BLAIR GROVE, Mate,
late in Command of H.M. Sledge "Enterprize."

Enclosure No. 12. of Sir Edward Belcher's Letter.

COPY of ORDERS to Lieutenant CHEYNE, Sledge "Victory."

Orders to Lt. Cheyne.

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's Ship "Assistance," and commanding the Arctic Squadron.

You are hereby directed to complete provisions for ten days, and taking command of Her Majesty's sledge "The Victory," proceed as by annexed route to Cape Becher, and there deposit at the hill cairn the despatches with which you are charged (unless under last P.S.)

Two days addt. of some articles.

Examine carefully for any communication left by Commander Pullen's division; complete the cairn to one of conspicuous dimensions; hoist the flag and lash (*aloft, if possible*) the cask containing the letters, burying 10 feet due north from it, where the last should be found, a *second notice* of your visit.

Also the caution relative to depôts in pairs.

You will then carefully examine the depôt placed beneath the hill in August last, of which you will receive full information from Mr. Loney, and judge from outward appearance (*not to open any cases*) whether it had been disturbed by bears.

Your motions must be *rapid*, and therefore I will not encumber you with any instructions as to any special search or examination of coast, at this snow-clad season; but you will observe with a vigilant eye, and note very carefully on your forward and correct on backward movements every bird's eye view of the land indentations, &c., as may be useful either to ships or boats for refuge in navigating that side of the channel.

At every station at which you may have occasion to halt leave some mark and cairn paper, but not for any short stoppage. I allude to camping only.

As other very important duty awaits the return of this sledge, I must exhort you to use your utmost endeavours to complete this service in the *shortest possible period*, deviating neither right nor left for any purpose whatever.

You will of course closely examine with telescope every possible spot where boats or persons may have left marks, but not to be led astray after them, unless they are so evident as to compel your coming to the conclusion that they are those either of the "North Star" or of the missing expedition.

Instead of selecting the snug hollow of some sheltered bay for your bivouack, I should wish you to make an effort to gain, or stop short at a

Orders to Lt. Cheyne.

projection, which by your cairn may serve as a guide from stage to stage, to indicate the proper course between these positions, and possibly aid our missing friends to find relief.

It is needless for me to exhort you to make good use of your eyes and intellect. The subject of our important mission has been most fully and frequently discussed by the leading officers; and my general memoranda may serve to aid you in remarking upon the various phenomena of tides, winds, pressure, seal holes, &c., which will doubtless present themselves to your notice.

You will keep a careful journal of your proceedings, and deliver the same to me within a reasonable period after your return, duly signed.

I now, therefore, commit this duty to your direction, wishing you every success and health and vigour to return you safely.

Given under my hand, on board Her Majesty's Ship "Assistance,"
Northumberland Sound, this 21st day of April, 1853.

(Signed) EDWARD BELCHER, Captain,
Commanding Expedition.

If strong winds, or other imperative causes, should operate to render your ascent to the upper cairn impossible, you will deposit the letters, &c. at the *depôt*, with the caution papers, &c. filled up by yourself, and the track route with which you have been furnished. Nothing that can in any manner impede your return after the deposit of the letters is to be entertained.

(Signed) E. B.

Lt. Cheyne's Journal,
1853.

Lieutenant CHEYNE to Sir EDWARD BELCHER, Knight, C.B.

REPORT of Her Majesty's Sledge "VICTORY."

H.M. Ship, "Assistance," Winter Quarters, Northumberland Sound,
Thursday, April 28th, 1853.

Sir,

Having received your instructions relative to my proceedings on the journey to Cape Becher, I started with a small runner sledge and 12 days provisions for the party, consisting of six men and myself, as follows:—

| Names. | Rank or Rating. | Ship. |
|--------------------|-------------------|---------------|
| Lieutenant Cheyne | Lieutenant | "Assistance." |
| Mr. Kerr (amateur) | Carpenter | " |
| James Beams | Captain of Sledge | " |
| Isaac Barnett | Captain Maintop | " |
| Christopher Pond | Carpenter's Crew | " |
| James Macartney | A.B. | " |
| Robert Urquhart | R.M. | " |

lbs.
Total weight - 750
Weight per man 125

Thursday, April 21st.

At 1h. 45m. P.M. we left the ship for Cape Becher with the letters from Her Majesty's ships "Assistance" and "Pioneer," in a small chilli cask; made sail with a light breeze from N.N.W.; steering S.S.E. 6. passed Pemmican Point; found the cairn undisturbed. 7h. 30m. pitched for the night midway between Pemmican Point and Point Repose. The floe has been good and smooth.

First Journey $8\frac{1}{2}$ miles.
Travelled 5h. 45m.

Friday, 22d.

8h. 30m. A.M. Started; weather very fine, light breeze from N.N.W. 9h. 45m. passed inside Point Repose cairn, flag on cairn undisturbed. 1h. P.M. pitched for lunch off the centre of Hungry Bay. Mr. Kerr, owing to fatigue, has been walking behind the sledge during the forenoon. 2h. P.M. got under weigh, still under sail. 3h. on looking back, saw Mr. Kerr lying on the floe about ten yards astern of sledge; picked him up; found him complaining of sundry pains in different parts of his body, and apparently not able to stand upright without support; so we put his warm boots on, a couple of large grey frocks, and bagged him in two of the

sleeping bags, placed him on sledge, lashed the tent loosely over him, and proceeded on again, passing Long Island and steering for a point inside Mount Barrow, as there appeared to be an opening through. 6h. pitched on the floe, weather coming on foggy. Leaving the party to rest, I took James Macartney with me, and walked on to the point, a distance of about $2\frac{1}{2}$ miles; on arriving there we found there was no passage, the opening that we had seen being a beautiful little harbour, in the centre of which was a large bear and two small cubs; as they were too far from the tent to turn them to any use, we walked towards them until they turned after us, and then made the best of our way back to the tent, making sure they would follow us; however, from their not doing so, and judging from their gambols round a hummock when we first saw them, I concluded they had captured a seal and would not leave it. At 8h. P.M. we got back to the tent and found Mr. Kerr getting on nicely, and much better since his rest and pemmican. The floe had been pretty good during the forenoon, but since lunch it has been rough and hummocky. Wind still N.N.W.; weather foggy.

Lt. Cheyne's Journal.
1853.

Second Journey, 15 miles.
Travelled 9h.

Saturday, 23d.

7h. 30. A.M. got under weigh; breeze fair; weather still foggy; rounding the point of Mount Barrow, the ice is very hummocky off this point. 0h. 30m. P.M. pitched for lunch at a point where two large hillocks of gravel are thrown up by the ice; from this point, Cape Becher and Baillie Hamilton Island are in sight. The pressure of ice here is immense; as far as the eye can reach from an elevation of 60 feet, it would be impossible for a man either to wend his way through it, or to climb over it, let alone being able to take a sledge through; a ship or boat would stand no chance if involved in a pack like this. Close by the hillocks we made a cairn of gravel, and deposited a notice of our visit in the centre. From this point I saw by the aid of my glass the cairn on the summit of Cape Becher. At 1h. 30m., P.M., we started again, and continued on until 6 o'clock, when the people being quite fagged out, we pitched among the lighter hummocks in the entrance to Sir Robert Inglis Bay. The heavy pack extends a long way up this bay, and we have to round it. This must be where Captain Penny saw open water on his visit to Cape Becher, and I have no doubt from its appearance, that it will shortly break up with the tides as soon as the temperature allows the water to work up through the numerous small cracks and crevices.

Third Journey, 15 miles.
Travelled 9h. 30m.

Mr. Kerr has been walking on all day, not being able to drag. We have been under sail with a fair wind, weather clear again during the afternoon. The travelling is very bad indeed, the sledge going over nothing but hummocks and small cracks the whole afternoon, and almost the whole day. A bear and two cubs have passed along here, supposed to be the same ones that we saw.

Sunday, 24th.

7h. 55m. A.M. sledge under weigh; had a very long round to make up Sir Robert Inglis Bay, keeping Cape Becher about seven points on the beam almost all forenoon; ice very rough indeed when we are travelling. I have lost the use of my left eye from snow blindness in picking a road for the sledge among the hummocks; kept a handkerchief full of snow over it all day; my right eye, which had been bad yesterday, I can fortunately use again. 1h. P.M. pitched for lunch. Mr. Kerr in the belt again to-day. 2h. started. 3h. 15m. arrived under a high perpendicular cliff, about 5 miles N.E. of Cape Becher; I pitched the tent here, and wrote a letter in pencil to the officer commanding sledge party from "North Star," containing a description of the coast between Cape Becher and Northumberland Sound; I put this along with the other documents in a cylinder, and then walked on for the cape with four men, leaving the tent at 4h. 10m. 6h. arrived at a long sloping point running off under Cape Becher; found a cairn surmounted by a blue flag, with a cylinder lashed to a bamboo staff; opened the cylinder, and found a letter

Lt. Cheyne's Journal,
1853.

from Commander Pullen to the officer commanding sledge party from "Assistance" or "Pioneer," which informed me that letters, despatches, and newspapers (brought out from England by Captain Inglefield, R.N.) were buried underneath. We then dug out the cairn (which was a large heap of gravel), found a small chilli cask only; continued digging until we struck the frozen bottom; we then substituted the cask of letters from our own ships, and filled in again; lashed our cylinder on the bamboo, but higher up, and placed a yellow flag under Captain Pullen's blue one. We then went up to the hill cairn; found documents left by Mr. Penny and Stewart in a lucifer match box, but nothing else; close to the cairn lay a broken duck's egg, empty, but very recently laid, as the inside skin was quite fresh and limp; I suppose it to have been carried there by a bird, most likely by a burgomaster. From this hill not a drop of water or particle of rotten ice is to be seen in any direction, but the ice is very much packed, with only a small piece of smooth floe here and there. All round the cape itself the large hummocks are forced up to high-water mark. On a bluff headland, about 5 miles east of this, is a cairn, for which I started, along with James Macartney, at 7h. 30m. P.M.; but owing to a strong wind and drift coming on, we turned back, and arrived at the tent by 10h. P.M., having been six hours from the tent. A gale of wind came on as soon as we got back, and the squalls off the high cliff were so strong as to blow the tent down, although it was secured doubly; the tent pikes bent very much, but did not carry away; the tent blew down from the pick jumping out of the ice, to which the fore-guy was fast. The ice was cracking about us all night long, as it was the top of spring-tides, and our tent was at about high-water mark, or a little below it. There is no harbour in Sir Robert Inglis Bay, as it lies quite open to the force of the pack. I was within half an hour's walk of the head of it, and could see no opening; and there can be none, unless the apparent head of the bay is an island nearly touching the mainland at each extreme. Round the point of Cape Becher, under the hill cairn, is a natural cave, like what I am told the depôt is buried in, but it is full of drift, and would take much time to dig out, even with a large body of men. Considering the importance of reaching the ship without delay, I determined not to proceed to Cape Majendie, where I saw the other cairn; and as my eyes were very much inflamed, I shifted from day to night travelling, to prevent my getting blind altogether.

Fourth Journey, 16 miles.
Travelled 12h. 10 m.

Monday, 25th.

Shifting from day to night travelling.

2h. P.M. breakfasted; 6h. 30m. P.M. sledge under weigh; rounded Sir Robert Inglis bay inside the old track by a good distance, for the purpose of getting a smoother floe. Midnight, pitched for lunch on the same spot where we encamped on Saturday evening the 23d.

Tuesday, 26th.

4h. 20m. A.M. arrived at the point where the hillocks of gravel are thrown up, which I call Point Pressure in my rough journal; re-dated the documents I had buried, notifying my return, and proceeded. 5h. 30m. A.M. pitched for the day at next point; people very fatigued. I have taken the right leading track belt since 2h. A.M., as I wish to get with all speed to the ship. 8h. P.M. sledge under weigh, weather cold, and wind right ahead; took leading belt.

Fifth Journey, 12½ miles.
Travelled 10h.

Wednesday, 27th.

1h. A.M. pitched for lunch, having only stopped three times in five hours, although going over hummocky ground the whole way and cutting our own road before us, taking a different line from that in which we went out on; our lunching spot was about five miles N.N.W. of Mount Barrow Point. Served out hot pemmican for lunch (making forced marches). 6h. 30m. A.M. pitched at S.E. corner of Repose Bay, a little way out on the floe. 7h. 30m. P.M. started; a very strong head wind from N.W. with

Sixth Journey, 19½ miles.
Travelled 9h. 30m.

drift. 10h. passed Pemman Point. 11h. 15m. passed Fox Point. Mid-
night, pitched for lunch midway between Fox Point and Assistance Island. Lt. Cheyne's Journal,
1853.

Thursday, 28th.

1h. A.M. started again. 1h. 45m. sighted the ships. 3h. 45m. arrived
alongside the ship; reported myself, and delivered the cask from "North
Star;" I had not left the drag rope since passing Sir Robert Inglis Bay,
as I resolved to do the journey in less than seven days. Seventh Journey, 13 miles.
Travelled, 7 h. 15 m.

REMARKS.

In our outward and backward route, a good look-out was kept for cairns,
or marks of any kind, pieces of wood, &c.; but not the slightest thing was
seen of this kind, beyond our own cairns, and not a trace that might lead you
to suppose any travelling party had ever passed between Cape Becher
and Northumberland Sound. No animals were seen except the three bears
before mentioned; not a single bird was seen, nor any tracks even, except-
ing the before-mentioned bear tracks. No water was seen nor any cracks in
the floe larger than common. From the appearance of the ice in Queen's
Channel, the movements must be sudden, rendering it evidently a dangerous
part of the coast for ships to be much in. No fossils or sea deposits were
seen, except a very small piece of black sea-weed. Total distance travelled, 9
miles.

The travelling by night is in every way advantageous; as soon as the sun
is on the horizon at midnight, snow blindness is prevented; we sleep warmer
in day time, while some of our clothes stand a chance of drying, by hanging
them on a line in the sun, and we do not get so warm while dragging at
night.

SHIP TEMPERATURES during this Period.

| April 1853, | 8h. A.M. | Noon. | 8h. P.M. | Midnt. | |
|----------------|----------|-------|----------|--------|-------------------------|
| Thursday 21st | ... | ... | -12 | -20 | Prevailing wind, N.N.W. |
| Friday 22d | -12 | -8 | -10 | -7.5 | |
| Saturday 23d | -6 | -2.5 | -5 | -4 | |
| Sunday 24th | -8 | -10 | -10 | -14 | |
| Monday 25th | -13 | -10 | -4 | -13 | |
| Tuesday 26th | -10 | -3.5 | -4.5 | -15 | |
| Wednesday 27th | -9.5 | -8 | 3 | -3 | |
| Thursday 28th | ... | ... | ... | ... | |

I have refrained from giving any sketch or plan of the coast, as my desire
to perform the journey with despatch would not allow me to make an ac-
curate one. I merely add the general appearance of Cape Becher, and the
point running off from it.



In conclusion, I have only to say, I trust this small duty has been performed
to your entire satisfaction.

I have, &c.

(Signed) JOHN P. CHEYNE, Lieutenant.

I cannot let this go in without telling you with pleasure of the *very willing*
and *cheerful* manner in which the sledge crew have done their work, and the
manner in which they also strove to complete the journey in the shortest
time possible.

Enclosure No. 13. of Sir Edward Belcher's Letter.

Proceedings of Dr. Lyall,
1853.

Dr. LYALL to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Northumberland Sound,
May 3d, 1853, lat. $76^{\circ} 52'$ N., long. 97° W.

Sir,

In compliance with the orders left by you, that I should report to you by letter my proceedings since leaving the ship on the 10th ult., with the division of sledges under the orders of Commander Richards, so that a copy might be forwarded to Cape Becher with the despatches for the Admiralty, I have the honour to inform you of my return to the ship this day at 11 A.M., having accompanied Captain Richards' party as far as lat. N. $76^{\circ} 27'$, long. W. $103^{\circ} 18'$.

On Sunday the 10th of April, at 4 P.M., I left the ship in charge of the sledge "Lady Franklin," in company with the sledges "Sir Edward," "John Barrow," "Reliance," "Success," and "Enterprize," the whole under the orders of Commander G. H. Richards. The first night we encamped on the north end of Spit Island, about six miles from the ship. On the night of the 14th we were about two or three miles from the depôt on Cape Lady Franklin, on the south shore of Queen's Channel. On the 15th we crossed the entrance of a channel running to the S.W.; and on the afternoon of the 16th, the sledge "Enterprize," Mr. Grove, deposited on the land a five days' depôt for the other sledges; and on the morning of the 17th started on his return to the ship, the others at the same time proceeding to the westward. Our course was at first to the northward, afterwards to the southward of west, steering from point to point of the land.

At 4 P.M. of the 24th we reached a level plain running out from a high hill, which we had had in sight for some days previously, and which has for the present been called Cape Fortune. This, by Captain Richards' dead reckoning, is in lat. N. $76^{\circ} 27'$, long. W. $103^{\circ} 18'$. Here we buried our six days' depôt for the other sledges, covering it up with earth and small shingle, there being no stones in the neighbourhood.

On the morning of the 25th the "Lady Franklin" started on her return to the ship, and reached the first depôt on the evening of the 29th. On examination it was found that, although strongly built of a double wall of stone, the top and part of one side had been pulled down, and several things taken out of the cairn; but the only signs of any serious damage done was an empty box, which was supposed to have contained a mixture of stearine and oil for fuel. The articles taken out were replaced, and the cairn strengthened as much as possible. There were numerous tracks of bears round the place.

Finding that this depôt had been disturbed, I thought it advisable to examine the state of the grand one at Cape Lady Franklin. On reaching it on the morning of the 1st of May, I found that the flag had been torn in pieces, two oars broken through the middle, two large casks and a small one rolled away from the side of the boat, and a number of preserved meat tins pulled out from beneath it. Some pieces of wood, the end of an oar, and a leather thong, were found deeply marked by the teeth of some large animal; but so far as we could see, no damage had been done to any of the provisions. The only tracks of animals visible were the fresh footprints of foxes around the boat, and of deer in the vicinity; but no doubt this must have been the work of bears or wolverines. We replaced the casks, &c., and then started for Northumberland Sound, following the old sledge tracks as closely as possible.

Next afternoon, when within about four or five miles of Spit Island, we found that the weight of snow on an old pack had broken it down in several places; there were large cracks and holes through the ice, and the surface was in many places covered with water, in consequence of which we all got wet feet, and two of the men fell into water holes. On reaching Spit Island we encamped for the night, and on the morning of the 3d started for the ship, where we arrived at 11 A.M. On our way we found that there was open water between Spit Island and the low island, about half a mile to the northward of it, as well as between the south end of the former island and the opposite point, so that, in all probability, the ice surrounding this island will break up very early in the season.

Although we had the temperature for three successive days 20° below zero when we started in the morning, and although on one of those days we travelled for some hours against a strong breeze, we were fortunate enough to escape with only superficial frost-bites of the face, fingers, and toes, none of which incapacitated the men for work.

Proceedings of Dr. Lyall,
1853.

Besides these some slight cases of illness occurred, but not of such consequence as to prevent the men from sticking to the drag ropes.

The only person sent back as unable to do his duty was a man named George Harris, A.B., of the "Pioneer," attached to the sledge "Reliance," who complained of cough, pains in the chest, and cramps in the region of the stomach. Thomas Marshall, coxswain of the launch, H.M.S. "Assistance," one of the crew of the sledge "Lady Franklin," was sent to the "Reliance" in his place.

At none of the points of land at which we touched was there the slightest trace or indication of man, civilized or savage, ever having been there, but the foot-prints and dung of deer and hares were common, and eleven or twelve of the former and one of the latter were seen, and some of them fired at, but none were killed.

The deer were said to be entirely white, with the exception of one buck, which had a brown spot between his shoulders.

At Cape Fortune we saw the track of a large animal supposed to be a musk ox. During our progress to the westward we did not see any foot-prints of bears, but on our return found them numerous and of several sizes, apparently following the outward bound sledges. One night two of them had been within twelve or fifteen yards of our tent, although the dog which we had with us gave us no hint of their vicinity. We occasionally crossed the track of a fox, and found numerous marks of lemmings far out on the foe. One of the latter, caught about five miles from the nearest land, was the only animal killed during the journey.

The geological formation of the country to the westward of Cape Lady Franklin is chiefly of a coarse grey sandstone, forming gently sloping hills with intervening valleys and plains, in some places covered with soil. In places where the land was clear of snow it was found covered with last year's plants, chiefly saxifrages, poppies, a grass, and several species of lichens and mosses.

Having now given you a general summary of my proceedings whilst attached to the S.W. division of sledges, I shall reserve the details of my journal for your return to the ship.

I have, &c.

(Signed) D. LYALL, M.D., Surgeon.

Enclosure No. 14. of Sir Edward Belcher's Letter.

Mr. HERBERT, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship, "Assistance," Northumberland Sound,
May 16th, 1854.

Sir,

I have the honour to report the arrival of the sledge under my command on board this ship on Friday the 13th instant all well. On the 30th of April, in latitude 76° 35' N. and longitude 105° 4' W., receiving orders from Captain Richards to return to the ship, I started upon that date on my homeward route, and arrived at the Lady Franklin depôt on the 2d of May; this I found secure as it had been left; taking out my portion, I next day proceeded, and arrived at the "Enterprise's" depôt on the 8th of May; this I found broken into by bears, the open bacon and pemmican destroyed, and all my fuel gone; by a record left by Dr. Lyall, I was made acquainted that he also had found the cache disturbed. Under these circumstances, I considered it my duty to leave behind as much of my depôt as could be spared. I therefore surveyed the provisions left upon my sledge, and found that we had remaining three days, with exception of tea, sugar, and spirits; completing these articles from the depôt, having secured the cache as strongly as possible, and leaving a notification of my proceedings for the information of Captain Richards, I started next

Proceedings of
Mr. Herbert, Mate.

Proceedings of
Mr. Herbert, Mate.

morning for Northumberland Sound. Unfortunately we had very bad thick weather all that day, snowing heavily, nor did it clear up until next day at noon, when I found that I had been steering too much to the northward. Therefore not deeming it prudent to proceed with the small quantity of provisions left, I determined to fall back upon the grand depôt at Cape Lady Franklin, considering that the exigency of the occasion warranted me in doing so. I arrived at the depôt the same afternoon at 4 P.M., and found it secure, as Dr. Lyall had left it; taking out four days provisions, with the exception of spirits and bacon, properly securing the depôt, and leaving a notification of my proceedings, I started next morning for the ship, encamped upon the Spit Island the second evening, and arrived on board the next day, viz. Friday 13th May. I found the ice in the Queen's Channel (as I approached Spit Island), in a very decayed state, full of holes, and in some places lanes of water, over which we found difficulty in crossing, several of us getting wet. In conclusion, it gives me great pleasure to report upon the conduct of the crew, whose behaviour whilst under my command has been much to my satisfaction, and all I am happy to say have enjoyed perfect health, with the exception of a few trivial cases of diarrhœa, and snow blindness. The enclosed is a copy of Captain Richards' orders to me upon my leaving his division.

I am, &c.

(Signed) FRANCIS B. HERBERT, Mate,
late in charge of Her Majesty's Sledge, "Success."

Commander RICHARDS to Mr. F. B. HERBERT, Mate, commanding Her Majesty's Sledge "Success."

By Commander G. H. Richards, commanding South-western Division.

The time having arrived for you to quit the Western Division on your route homeward, you will set out on your return to Northumberland Sound to-morrow morning; you will erect a cairn on the point the division encamped upon the 28th instant, and deposit there one of the documents with which you will be supplied. If circumstances should favour, you will erect another on the N.W. point of Fishhook Bay (the nearest point to the Solitary Mount). Proceeding then direct for the depôt at Cape Fortune, you will supply yourself with the five days provisions left there for you, being careful to secure the cairn with the remainder. The S.W. bluff of Deception Group will be your next point; there you will probably find a cairn erected by Dr. Lyall, which you will visit, leaving a record of your proceedings; should you not find a cairn on that bluff, you will build one, and leave a document. From that bluff you will return by our outward track, visiting in succession the cairns on Sandstone Point, and the N.E. point of Deception Group, both of which I anticipate Dr. Lyall will have built; if not, you must endeavour to do so. At the Deception depôt you will, after taking your five days' provisions, and securing the depôt, return direct to Northumberland Sound. Nothing but the strongest necessity will warrant you in touching the grand depôt at Cape Lady Franklin; the whole of the provisions there will be required to complete the search to the westward, and as there is every probability of an early disruption of the ice in the Queen's Channel, I must urge you to use your utmost endeavour to cross it at as early a period as possible. At every cairn you may visit you will leave a brief record of your proceedings for my information, stating the date of leaving, and the probable direction you intend to take.

Dated at Point Success, this 29th April, 1853.

(Signed) GEO. HENRY RICHARDS,
Commanding South-western Division.

Enclosure No. 15. of Sir Edward Belcher's Letter.

COPY of ORDERS to Lieutenant J. P. CHEYNE, Sledge "Victory."

Orders to
Lieutenant Cheyne, 1853.

Sir,

Her Majesty's Ship "Assistance,"
May 1st, 1853.

You will proceed, on the return of the "Lady Franklin," and when Dr. Lyall shall report to you that the men are sufficiently recruited, with six men, and the same sledge as before, to Cape Becher, so as to reach it *on or before* the 14th May.

If you meet with the officer belonging to the "North Star," your communication with him will be sufficient to understand thoroughly the nature of the misfortune, &c. to the "North Star," with full particulars; obtain the despatches, and return with all possible dispatch.

You will not leave this before the 9th, and you will ask Dr. Lyall for his report (addressed to *me*), which you will enclose to Commander Pullen, to forward with my despatches, adding any other communication you may learn in conversation, but forwarding them as *in a note addressed to me*, as, "per order" on the *heading*, a copy of which you will furnish me, with your journal, &c.

If the officer from the "North Star" does not arrive by the 20th, at 4h. P.M., you will move that night on your way to the ship, as the duties of the service allotted must not be in any manner interfered with.

But between the 9th and that date you will, after depositing notice of your whereabouts, so that the officer may not *possibly miss you*,—proceed to examine Sir Robert Inglis Bay, erect cairns, and obtain angles to all objects, determine the latitude, and perform such duties as our small supply of instruments will enable you.

Upon every commanding height I wish a very distinct cairn, particularly on Long Island outer crest; specimens of the rocks detached from its cliffs, not sea-washed debris, and drawings of any particular stratifications.

Remark where the snow first disappears, and, if you can, determine whether it is the result of coal, bituminous shale, prynites, or the prevalent stink stone (easily determined by rubbing two pieces together), which seems to prevail from Cape Becher Warrender to Village Point. Coal does exist, and gold—the former on the beaches, the latter in a greasy greyish coloured quartz. It may exhibit itself under the stroke of the pick when gathering stones for cairns, more particularly on the islands.

Expecting your return on the 24th at latest, I must wish you better success, &c.

Yours, &c.

(Signed) EDWARD BELCHER, Captain.

If your return should take place before the 20th, by the early arrival of the officer, I wish you to look well into John Barrow Bay.

REPORT of H.M. Sledge "Victory," from 8th to 23d May, 1853.

Lieutenant Cheyne's
Journal, 1853.

Sir,

Her Majesty's Ship "Assistance," Northumberland Sound,
May 30th, 1853.

Having on the 8th May obtained observations for time and latitude at the observatory, I started the same evening, at 7h. 15m. P.M., on my second journey to Cape Becher, taking the sledge "Victory," and six men from the "Lady Franklin's" crew. I was kindly accompanied by Dr. Lyall. The whole were provisioned for 17 days. I took with me Parkinson and Frodsham, No. 2313.

May 8th, Sunday.

At 7h. 15m. P.M. we started under sail, with a moderate and fair breeze. At 9h. came upon a wolverine track, and passed numerous tracks of the lemming. 11h. 20m. passed Pemmican Point.

May 9th, Monday.

1h. A.M. pitched for lunch between Pemmican and Repose Points. At 2h. proceeded on. 5h. 30m. A.M. pitched in Repose Bay. A very thick fog had come on, so that we could not see 100 yards ahead at the time we pitched. We have been going along the old sledge track, since which time a bear and wolverine have been on it, walking towards the ships. At

Lieutenant Cheyne's
Journal, 1853.

May 10th, Tuesday.

7h. 30m. P.M. we started, fog clearing up a little, but still very thick. 10h. weather clearing.

0h. 30m. A.M. pitched on the north extreme of Long Island; lunched. 2h. proceeded with five men to the summit of the island, built a cairn, and deposited a cylinder, with a document written in pencil, and carefully wrapt up in extra paper. This cairn commands seaward from S.E., round S. to W.N.W. In the document I put the requisite information respecting our proceedings, and the depôts along the coast, &c. On returning to the tent, saw a bear and cub. I went after them with my gun, but they made off. At 5h. 30m. A.M. we returned to the tent; weather foggy, with snow; could not see to take angles or sights, as there was no sun, and no points visible over a mile or two distant. Open water is beginning to make outside this island; and inside, between it and Hungry Bay, the ice is getting very rotten and full of holes; water is also making round the hummocks, occasioned by the latter sinking as the floe becomes rotten. 7h. 30m. P.M. started with a fair wind. Before starting, we built a cairn at the northern low extreme, where we had pitched, intending it for one end of a base for the survey of Barrow Bay, if opportunity offered.

May 11th, Wednesday

At 1h. 30m. A.M., we pitched the tent on Observation Point, the right-hand entrance of Bear Harbour in Barrow Bay. Lunched. 2h. 30m. divided the party into three portions of two men in each, and sent them to build cairns on the most prominent points for a survey of the harbour. Dr. Lyall and myself went to the summit of Lyall Island to examine round us. From this island we saw several small harbours within a sound, all perfectly safe from any pressure of ice, and well protected in every way from all dangers, excepting one; viz., they were so secure that a ship might get in and not easily get out again. The ice in these places is as level as possible, without hummocks, excepting in the middle of Bear Harbour, where a few seem to have drifted loosely in and frozen up there. These harbours and the sound are perfectly landlocked by two islands. The first one, which I call from its shape Round Island, I went to the top of before lunch time, while the sledge proceeded on and placed a heap of stones on the summit; while on Lyall Island Dr. Lyall on looking round with his glass discovered the same bear and cub that I had chased yesterday, making directly towards the tent on Observation Point. We went to cut them off as our men were away unarmed. We got behind some hummocks and waited for them, but as soon as they came near us they turned and ran away. We separated and followed them, pressing them to the foot of a very steep hill, which however they to our surprise went straight up without any difficulty. We therefore returned and reached the tent by 6h. A.M.; the different couples had just arrived at the same time. I took five good observations for time at 8h. 20m. A.M. I could not get any more, as having no roof to the quicksilver, a light breeze springing up, shook the mercury in spite of every endeavour to screen it. At noon I obtained a beautiful meridian altitude, which makes the latitude of Observation Point $76^{\circ} 32' 02''$; error of sextant, $25''$; a compass bearing of sun's centre at noon, time of bearing taken by the chronometer. At 4h. P.M. it was quite calm again, so I made best use of the opportunity and took 21 capital altitudes for time. They are all independent, as without a roof you cannot get eq. alts., but must take them as you can catch them. Having a good chance at noon of trying the screw horizon made by Cary, I placed it alongside the mercurial one; the level was beautifully perfect, but the nonparallism of the surfaces of the glass made an error of $4\frac{1}{2}$ minutes of altitude, so that by looking at the reflected sun in different parts of the glass, my altitude took a range of $4\frac{1}{2}$ minutes, the position of the horizon remaining unaltered. While trying this the altitude remained the same in the mercurial horizon. I regret to say that the weather after P.M. sights were over became suddenly very thick, and it commenced snowing, with all appearance of a continuation, so we were obliged to leave without making any survey, hoping I would return from Cape Becher in time to do it then. Wind light from N.E. At 9h. 30m. P.M. we started and rounded Mount Barrow.

May 12th, Thursday.

At 1h. 45m. A.M. we pitched for lunch, and proceeded on at 2h. 45m. At 6h. 45m. we pitched the tent on Point Pressure. On going up to the

gravel cairn that I had placed here on my first journey to Cape Becher, I found the tin cylinder lying about 70 feet distant, with the bottom torn out and indented all over with a bear's teeth; the documents were left exposed inside; we saw the marks of the bear's paws where he had been digging it up. At 8h. P.M. we started, and at 10h. arrived at the N.W. extreme of Sir Robert Inglis Bay. This is a low point, on which we built a cairn.

At 0h. 30m. A.M. we pitched for lunch at the same spot in Inglis Bay where we had before slept and lunched on the first journey. We proceeded on at 1h. 30m., and at 6h. 15m. pitched on the floe in Inglis Bay. The weather has been very fine all night, a light wind on starting from the N.E., but it latterly fell calm, with a clear sun shining. My eyes are affected, even by 4h. A.M., by the strong light (direct and reflected) of the sun, so that travelling by day would not answer me, for it is impossible to pick out a road among hummocks properly with my eyes screened. Our sledge, which is one belonging to the last expedition, does not answer nearly so well as the new ones, owing to the greater bluntness in the bows: while going among hummocks, she brings up with a jerk, bringing the men suddenly to a stop, whereas the new ones go over much more easily, keeping their weigh on much longer. Another cause of their hauling more heavily is, that the bottom of the runners are quite straight fore and aft, resting on the ice the length of six stanchions, whereas the new ones only rest the length of three stanchions, the difference in pulling is very great indeed. At 5h. 30m. P.M., as we were rousing out for breakfast, a small female bear and two cubs came to the tent, they were killed, and at 8h. 30m. we struck the tent and started. At 11h. 30m. we arrived at High Cliff, pitched for lunch, and made a depôt of three days provisions and fuel. Saw two snow buntings (the first I have seen).

0h. 30m. A.M. proceeded under sail. 4h. 30m. arrived at Cape Becher, pitched the tent on the low point, and proceeded to Captain Pullen's cairn; found a bear had been there and torn the flags down off the bamboo, but had done no more injury. Dug out a tin case of letters lying five inches from the cask (under the side of the cairn), opposite to what we had dug before. 8h. 30m. P.M. started for Cape Majendie; kept along a smooth lead on the floe, hummocks on each side. 11h. 30m. pitched, and lunched close to the cape.

0h. 5m. took three men and walked round the base of Cape Majendie, accompanied by Dr. Lyall; kept a good look out for the depôt, but every place among the rocks was filled with snow; no appearance of the depôt. Went to the cairn on summit of the cape; found Captain Richards' cylinder, and that of Mr. Stewart. The directions by Captain Richards for finding the depôt are 850 moderate paces west of the hill cairn, 100 yards below a yellow cliff with a black streak down the centre of it, and about 100 yards above high-water mark. From the top of Cape Majendie I saw open water on the north side of Dundas Island, extending from the shores of the island to within $2\frac{1}{2}$ miles of Cape Majendie, and about 14 miles in length along the island, apparently beyond each extreme, the breadth towards Cape Majendie about six miles. This was the only open water to be seen in any direction. The ice down Baring Bay looked pretty smooth as far as you could depend upon the telescopic eye at this elevation, viz. 600 feet. The rocks here are white limestone. Having fulfilled my instructions at this Cape, we started back for Cape Becher, and pitched on the low point of it at 6h. 45m. Got my instruments out for obtaining sights. Commenced observing at 7h. A.M. After having shifted my position four different times to try and get a lee out of the wind, I was *obliged* to give it up, having only obtained six good sights. Having no roof to the horizon, the mercury shook with the wind. I tried every means to prevent it, but to no purpose. The screw horizon is of no use, as the glass is not true, one part of the glass giving $4\frac{1}{2}$ miles difference of altitude to another part. I observed among some large hummocks on the point, with my gun alongside of me, in case of a bear coming too close. After getting A.M. and P.M. sights, also angles to prominent capes, we started at 8h. 15m. P.M. to explore Sir Robert Inglis Bay. At midnight pitched for lunch about one mile beyond High Cliff; weather very fine, night getting cold.

Lieutenant Chenye's
Journal, 1853.

May 13th, Friday

May 14th, Saturday.

May 15th, Sunday.

May 16th, Monday.

1h. A.M. started; ordered sledge to keep on for the supposed island, while Dr. Lyall and myself went to a point to examine; on arriving there found the bay extending in towards Cape Majendie, so that there is only a narrow neck of land separating Inglis Bay from the bight between Cape Becher and Cape Majendie. I put up a small heap of stones for a mark, and then we went on for the apparent island. On getting to the summit of this land found it to be an island, which I shall call *pro tem.* Dyer Island. To my astonishment I saw the bay extending into a basin behind the island a very long way, making a large sweep; the floe in it is as smooth and level as a table. This I call *pro tem.* —, — Basin. All the ships in the world might anchor in it, and be safe from everything. No ice can come in. It is perfectly and most beautifully land-locked by Dyer Island and a peninsula called (*pro tem.*) Robb's Peninsula. In examining carefully with my glass the hills opposite, or at the head of this basin, I saw the sea ice through a small hollow between two of them, and towards it I saw a large ravine or small river to run from the head of the said basin, so I immediately made a signal to the sledge to round the island, and built a heap of stones on the left hand highest part, looking east. The bay where we had come along this morning since lunch is cut up by bear tracks, taking all directions. At 6h. A.M. we pitched on Robb's Peninsula, where I observed for time; I could only get five altitudes, because a light air springing up shook the mercury, but they are five good ones. Placed a small pile of stones on Robb Peninsula. At noon obtained a good meridian altitude for latitude. There was too much wind to obtain P.M. sights. At 8h. 30m. P.M. we started across the basin for the supposed opening. The floe here is quite level, apparently old, and new ice mixed. Went up two hills to examine and build small cairns, while the sledge proceeded on. Two fresh bear tracks leading up this way. Saw from a hill ice and open water over the low hills ahead.

May 17th, Tuesday.

0h. 30m. A.M. pitched for lunch in the narrow (supposed passage). 1h. 30m. proceeded on. Dr. Lyall and myself went over the hills to examine, while sledge proceeded on. 3h. 30m. arrived at a block within 2 miles of the coast of Queen's Channel, opposite Dundas Island. The portion that separates this creek from Queen's Channel consists of a low isthmus, two miles, or rather less, across, and cut up with small lakes and marshes. The weather being thick, and no sun out, I determined on pitching in hopes of getting some observations, bearings, &c., before returning. Returned to the sledge, and pitched at 4h. 30m. A.M. at the head of the creek, which I call (*pro tem.*) Hughes Creek; weather very thick, with snow. Not a living thing has been seen since leaving the ship, excepting five bears and two snow buntings. Nothing at all seen since leaving High Cliff. I got a very good meridian altitude for latitude, but no sights, either A.M. or P.M., could be obtained, as the sun was observed only appearing at noon for about twenty minutes. Got a bearing at noon. 8h. 45m. P.M. started; ran the creek down with a compass, and estimated distances. Measured a base in —, — Basin at entrance of creek, and took angles from each end to sundry points in the basin, so as to determine something like its form and size.

May 18th, Wednesday.

1h. A.M. pitched for lunch; weather overcast; wind very keen from S. by E. Temperature +16°. 2h. proceeded to Robb Peninsula; kept on past this point and the point of Dyer Island, running bearings and estimating distances as we went; also taking sextant angles when required. 6h. A.M. pitched on the floe at Extension Point; weather very thick, and snowing heavily. I intended to have pitched at Dyer Island, had the weather been fine, for the purpose of fixing some more points, but having left two depôts behind, our provisions on the sledge would not allow of this detention. Obtained a meridian altitude, bearing, and angles at Extension Point. At 9h. 30m. P.M. we started; weather very foggy and damp; could not get some angles that I wanted. A flock of ducks passed towards the open water off Dundas Island. 10h. 40m. arrived at depôt; dug it up and proceeded on for Cape Becher.

May 19th, Thursday.

0h. 30m. lunched. 1h. 30m. proceeded on along the land under the cliffs, the floe being too hummocky to travel along. 3h. 30m. pitched on the extreme low point of Cape Becher; the weather very foggy and damp. Could not see over a mile distant; temperature 20°. At 9h. A.M. a flock of

ducks passed over the tent. Just before getting up for breakfast a raven came hovering over the tent. 6h. P.M. breakfasted; after which Dr. Lyall and some of the party went to the summit of Cape Becher, but saw nothing fresh. Midnight, wind east, fresh and cold; weather very cloudy, and no sun.

Lieutenant Cheyne's
Journal, 1853.

1h. A.M. lunched. Sent two men to Cape Majendie to look for party from "North Star." Proceeded myself with James Reid to the summit of Cape Becher, and then on to another cairn near High Cliff. Found it to be one placed there by Captain Penny on the 19th July 1851; this was his furthest. On return got A.M. sights for time at 7h. 6h. 30m. A.M. the two men returned from Cape Majendie, but had seen nothing, not even an animal or bird. There is one important fact to notice here. The long low point of Cape Becher has every appearance of having been thrown up above water by the ice. A person looking down upon it from the summit of the cape is at once satisfied in his own mind that such has been the case. The pressure of ice upon it has been from the Baring Bay direction. This will account for the piece of painted wood found by Captain Penny on Baillie Hamilton Island, which no doubt has drifted up from Beechey Island. A very old piece of a tree was found to-day on this point by Dr. Lyall, well buried under the gravel, and lying on the Baring Bay side of the point. I placed a document in a cylinder at Captain Pullen's cairn. At noon obtained a good meridian altitude, bearing, and angles to different points. At 4h. 40m. P.M. obtained P.M. sights for time. 8h. 40m. P.M., seeing nothing of the "North Star" party, started on our return to the ship according to my orders. Between Cape Becher and High Cliff saw the tracks of a bear and cub quite fresh. They were seen yesterday at a distance by one of the men. On arriving at High Cliff took some angles, ordered the sledge to proceed on the old track across Inglis Bay, while I proceeded along with one man to Extension Point to obtain some angles that the foggy weather had prevented me from getting when last there. 11h. 30m. P.M. arrived at Extension Point, obtained the angles, and sun's true bearing, and proceeded to rejoin the sledges. No traces of animals since our last camping here.

May 20th, Friday.

0h. 30m. A.M. rejoined the party. 1h. lunched. 2h. proceeded on. 6h. A.M. arrived at the opposite outer point of Inglis Bay, where I had built a cairn; pitched. We have had a very fine breeze all day from the eastward, under sail all the way from High Cliff. Missed the meridian altitude of the sun from being fatigued and falling asleep. 8h. P.M. started after having got angles. 9h. 45m. arrived at Point Pressure; dug out our small depôt. A bear and cub have been at it, but it was too well buried for them to get at. 10h. proceeded on, having taken angles, &c. 10h. 45m. arrived at next point, from which Cape Becher is yet visible. Cape Becher can be seen from the outer low cone of Long Island, as the angle between them at this point is 176° only. Night pretty fine.

May 21st, Saturday.

0h. 15m. A.M. pitched and lunched. 1h. 15m. proceeded on, taking bearings and estimating distances en route. As we did not start from Cape Becher until the 20th, my instructions will not allow me again to go into Barrow Bay. While walking ahead of the sledge looking for a place to pitch, stumbled across three bears, distant about 30 yards, lying behind a hummock. My gun being in its cover, they were out of reach before I could extricate it. Pitched the tent at 5h. A.M. Before going to sleep had a piece of walrus blubber placed on the banking of the tent outside against my head, so that if the bears returned they would be sure to wake me up by taking it. The wind has been N.N.W. all day, and since 4h. A.M. has become thick with snow. At 1h. 30m. P.M. I got out of my bag to look for the bears. On loosing the tent door I saw them all three stealing up towards us about half a mile off. I watched them for 1½ hours. They came up just within a chance long shot, and then suddenly turned and made off. The old bear had been wounded, and only able to go upon three legs, which I suppose made her cautious. 8h. P.M. struck the tent and started. 10h. brought up by holes and rotten ice to the southward of Long Island; turned sledge in shore towards the main out of the sideway, found a better floe. Two ducks passed to the S.W. I wanted to get to Long Island to get angles, but open water prevented us.

May 22d, Sunday.

May 23d, Monday, 1853.

0h. 30m. A.M. pitched for lunch one mile S.E. of Lower Cliff, north of Hungry Bay. Saw three walrus coming up off the cliffs. The ice here is all breaking up. What is left is very rotten. 2h. 30m. proceeded on. In passing the steep cliffs we had nasty work, having to go over narrow ridges of rotten ice, between patches of open water. Two or three of the men got in once or twice. 7h. A.M. pitched on Point Repose. The night has been thick with snow. Wind N.N.W. We intend resting only six hours, and then starting again, so as to reach the ship this evening. 2h. P.M. started. 4h. passed Pemmican Point. 5h. 5m. passed Fox Point. Wind N.N.W. Weather overcast. 6h. 45m. sighted the ships from the end of Assistance Island. 9h. P.M. arrived alongside and found all well. Compared 2313 with standard chronometer.

| Names of Party. | Rating. | Ship. |
|----------------------|----------------------|----------------|
| James Reid - - | Ice quartermaster - | " Assistance." |
| Thomas Isaacs - - | Gunner's mate - | |
| Jeremiah Salavan - - | Captain forecandle - | |
| Thomas Mellish - - | A.B. - | |
| Samuel D. Raynes - - | Cooper - | |
| Joseph Anderson - - | P. marine - | |

Total weight, 880lbs. Weight per man, 147 lbs.

| Journeys - - - No. | 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. | 11. | 12. | 13. | 14. | 15. |
|------------------------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|
| Distance travelled, in miles | 10 | 7 | 9 | 9½ | 9½ | 7 | 10 | 9 | 8 | 12½ | 6 | 13 | 13 | 14 | 11 |

Total distance travelled, 148½ miles.

| Names of Places <i>pro tem.</i> | Latitude. | Longitude. | Earh. | Date. | How obtained. |
|--|-------------|-------------------------------|--------------------------------|-------------|--|
| Observation Point, } Mount Barrow } | 76° 32' 02" | 96° 13' 30" | 156° W. by time bearing. | May 11th | { Latitudes obtained by meridian altitudes. |
| Cape Becher - | 76° 13' 21" | 95° 39' 00" | " | 15th | { Longitudes obtained by A.M. and P.M. sights in mercurial horizon, ex- cept at Robbs Penin- sula, where only A.M. sights could be had. |
| Robbs Peninsula - | 76° 20' 01" | 95° 25' 30" | " | 16th | { Variations by time, azths. |
| Head of Creek - | 76° 18' 07" | { 95° 25' 30" ☉ observed } | " | 17th | |
| Extension Point - | 76° 18' 27" | { 95° 25' 30" ☉ observed } | 162° W. | 18th | { Mean lat. Cape Becher, 76° 13' 32". Mean long. 95° 37' 30". |
| Cape Becher - | 76° 13' 44" | 95° 36' 00" | 156° W. by time bearing. | 20th | { Chronometer used, Parkinson and Frod- sham, No. 2,313. |



Scale of three inches to a Degree
 Ship to C. Becher S $27\frac{1}{2}^{\circ}$ E. 43 miles.

Cape Becher, Lat. $76^{\circ} 13' 32''$
 " Long. $95^{\circ} 37' 30''$
 " Var. 156° W.

John P. Cheyne
 Lieut.

| Observation Point, 11th May. | Cape Becher, 15th May. | Robbs Peninsula, 16th May. | Cape Becher, 20th May. | Remarks. |
|---|---|---|---|---|
| <p>A.M. Sights.</p> <p>° ' " h. m. s. beats.</p> <p>50 12 10 7 49 20—9 } 50 25 20 7 51 30—11 } Index error—25". 50 36 20 7 53 25—11 } 50 46 00 7 54 55—18 } 50 56 10 7 56 30—8 }</p> <p>25° 17' 23" 7h. 53m. 05s. 5ths. Means. Altitude corrected for index error. Watch slow, mean time 0h. 28m. 03s. 3ths.</p> <p>P.M. Sights.</p> <p>° ' " h. m. s. beats.</p> <p>49 40 20 3 14 00—17 } 49 25 30 3 16 30—12 } 49 02 40 3 20 10—10 } 48 53 00 3 21 40—10 } 48 43 00 3 23 15—8 } 48 32 20 3 25 00—14 } 48 16 10 3 27 40—18 } 48 00 30 3 30 10—14 } 47 47 10 3 32 10—10 } 47 34 30 3 34 15—15 } 47 23 40 3 35 55—10 } Index error—40". 47 12 50 3 37 40—24 } 47 04 00 3 39 05—14 } 46 48 10 3 41 30—16 } 46 37 30 3 43 05—8 } 46 24 30 3 45 10—12 } 46 12 30 3 47 00—15 } 46 01 50 3 48 40—18 } 45 42 30 3 51 35—14 } 45 30 20 3 53 30—16 } 45 17 50 3 55 20—16 }</p> <p>23° 42' 47" 3h. 35m. 18s. 2ths. Means. Altitude corrected for index error. Watch slow, mean time 0h. 28m. 00s. 7ths. Mean error, slow, mean time 28m. 02s. N.B. The shades make the difference in index error.</p> | <p>° ' " h. m. s. beats.</p> <p>43 20 00 6 24 55—17 } 43 30 00 6 26 20—20 } 43 40 00 6 27 40—08 }</p> <p>21° 44' 45" 6h. 26m. 12s. 3ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 45s. 26ths.</p> <p>° ' " h. m. s. beats.</p> <p>44 12 50 6 32 20—9 } 44 23 40 6 33 50—8 } Index error—30". 44 38 10 6 35 55—7 }</p> <p>22° 12' 12" 6h. 33m. 58s. 5ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 48s. 9ths.</p> <p>P.M. Sights.</p> <p>° ' " h. m. s. beats.</p> <p>29 42 30 6 24 25—8 } 29 26 10 6 26 50—8 } 29 16 50 6 28 20—13 } Index error—45". 29 7 40 6 29 40—11 } 28 56 00 6 31 25—10 }</p> <p>14° 38' 32" 6h. 28m. 04s. 0ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 34s. 5ths.</p> <p>° ' " h. m. s. beats.</p> <p>28 41 30 6 33 40—13 } 28 29 10 6 35 30—13 } 28 18 10 6 37 05—5 } Mean error— 28 7 50 6 38 45—14 } h. m. s. ths. 27 59 10 6 40 05—15 } 0 30 40 4 27 47 00 6 42 00—20 }</p> <p>14° 06' 31" 6h. 37m. 45s. 6ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 32s. 9ths.</p> | <p>A.M. Sights.</p> <p>° ' " h. m. s. beats.</p> <p>53 07 10 7 49 10—13 } 53 27 50 7 52 30—15 } 53 46 20 7 55 35—7 } Index error—40". 53 56 40 7 57 15—10 } 54 10 20 7 59 40—14 }</p> <p>26° 50' 30" 7h. 54m. 45s. 2ths. Altitude corrected for index error. Watch slow, mean time 0h. 31m. 38s. 0ths.</p> <p>Observation Point } Meridian { 62 27 20 Cape Becher - - } alt. ☉ { 65 01 45 Robbs Peninsula - } corrected { 65 16 05 Head of Creek - } for the { 65 47 00 Extension Point - } Index error. { 66 12 40 Cape Becher - } { 67 12 55</p> <p>According to dates at foot of last page.</p> <p>Time by chron.</p> <p>h. m. °</p> <p>Observation Point - 11 52 φ N. 18 W. Cape Becher - - 11 29 φ N. 24 W. Extension Point - 11 32 φ N. 17 W. Variation at each place 156°, 156°, and 162°.</p> | <p>A.M. Sights.</p> <p>° ' " h. m. s. beats.</p> <p>45 52 20 6 28 00—13 } 46 07 20 6 30 10—12 } 46 35 40 6 34 10—5 } Index error—50". 46 52 30 6 36 35—10 } 46 27 00 6 41 40—5 }</p> <p>23° 17' 04" 6h. 34m. 03s. 4ths. Altitude corrected for index error. Watch slow, mean time 0h. 31m. 02s. 9ths.</p> <p>P.M. Sights.</p> <p>° ' " h. m. s. beats.</p> <p>48 11 50 4 3 40—6 } 47 54 50 4 6 10—10 } 47 43 30 4 7 50—7 } 47 33 10 4 9 20—8 } Index error—40". 47 22 10 4 11 00—11 } 47 12 00 4 12 25—15 } 46 49 40 4 15 35—12 }</p> <p>23° 45' 53" 4h. 9m. 21s. 7ths. Altitude corrected for index error. Watch slow, mean time 0h. 31m. 07s. 5ths. Mean error 0h. 31m. 05s. 2ths.</p> | <p>On the 6th May, two days before starting, No. 2313 was slow on mean time, at Northumberland Sound, 0h. 24m. 55s. 9ths. and was gaining 2s. 48ths.</p> <p>On the 28th May, at Northumberland Sound, No. 2313 was slow on mean time 0h. 25m. 50s., and reduced to the day of arrival on board, viz., the 24th May, by comparison with standard chronometer, it was slow on mean time 0h. 25m. 37s. 4ths, which gives a rate of 2s. 3ths. losing; therefore, its rate has almost altered exactly from + to minus. Proper interpolation of rate has been made.</p> |

Orders to Mr. Allard.

Enclosure No. 16. of Sir Edward Belcher's Letter.

Sir EDWARD BELCHER, Knight, C.B., to Mr. J. H. ALLARD, commanding
Her Majesty's Sledge "Enterprize."

COPY of the ORDERS of Her Majesty's Sledge "Enterprize."

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's Ship
"Assistance," and in command of the Arctic Squadron.

Having appointed you to command Her Majesty's sledge the "Enterprize," you are hereby required to keep your sledge crew in readiness to attend me on the search to the N.E. towards the head of Baffin's Bay, &c.

Your duty will probably consist chiefly in the laying out, or forwarding, depôts of provisions for the lighter sledges connected with this division, and you will therefore receive, from time to time, the instructions upon this subject. It is my direction, being thus specially attached to my division, that you be not in any manner interfered with or retarded in your allotted duties by any officer your superior, unless the *urgency of the service* be such, as *to my satisfaction*, will warrant such interference.

You will keep a strict journal of your proceedings, which you will deliver to me, duly signed, within a reasonable period after your return.

Given under my hand, on board Her Majesty's Ship "Assistance,"
9th April, 1853.

(Signed) EDWARD BELCHER, Captain.

Sir EDWARD BELCHER, Knight, C.B., to Mr. J. H. ALLARD, commanding
Her Majesty's Sledge "Enterprize."

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's
Ship "Assistance," &c. &c.

Whereas I deem it necessary that the means of transport by sea should be available at the depôt, which I shall give you before separation, and deeming the presence of Dr. Lyall of importance to this division, as well as to the peculiar duties which he is qualified to prosecute, you will, on your return to the ship, concert with Dr. Lyall as to the most convenient time for the crews when refreshed, and possibly that also of Mr. Pym of the "Perseverance," and return to the said depôt, and there deposit the boat and provisions under the charge of Dr. Lyall's party, following such further instructions as you may receive from me at the period of separation, or conveyed by any other means.

You will consider after the provisions are deposited, that you are not entitled to any further interference with the proceedings of Dr. Lyall, who will have my special instructions for his guidance.

You will report proceedings according to standing orders.

Given under my hand, on board Her Majesty Ship "Assistance," this
30th day of April, 1853, and re-dated and issued, 14th May, 1853,
off Point Separation.

(Signed) EDWARD BELCHER, Captain.

Vide further instructions.

13th May, off Point Separation.—Having completed the "Londesborough" and "Dauntless" with any stores or other articles, you will proceed with all despatch to the ship *direct*. On your return, in the execution of the service ordered (boat omitted), you will erect, *after* depositing all the surplus provisions, and removing the boots, &c. to the inner cairn, which you will erect, and of conspicuous size that it may easily be made out, on the inner spit of Princess Royal Island, unless it should be apparent to you that the shoals will retard my progress by that route; then you will retain the outer cairn as the depôt, and erect a staff and flag to guide us.

Having deposited the provisions of your own and "Perseverance" sledges, you will increase the size of the mound at depôt point; build a

Boat cancelled.

Depôt, Princess Royal Island,
Inner Spit.

large and broad-based cairn on Captain Richards' Wall Bluff; another between it and the old depôt point (near Coffin Island), but in sight of Coffin Island cairn; you will then return to the ship. On passing Wall Bluff, where we found the ice weak, you will carefully consider if it be safe to leave the boat behind, as regards your own and the other advancing sledges; the "Hamilton" ice boat will doubtless serve us. In the execution of these services I must trust to your general zeal, which I have already had occasion to notice, and endeavour to leave such an increased depôt at Princess Royal Island as may enable me to prosecute my northern work efficiently.

Wishing you every success on your homeward trip,

I have, &c.

(Signed) EDWARD BELCHER, Captain,
Commanding Expedition.

Mr. Allard's Journal,
1153.

Sir,

Princess Royal Island, June 7th, 1853.

You will proceed with Mr. Grove to the Depôt Point, and remove from thence the remaining provisions up to the first most convenient landing place, between Captain Richards' Wall Bluff cairn and Star Bluff, possibly the Old Depôt Point. I leave the mode of executing this duty to your own management; and after it has all been placed there, you will leave rations for nine men at that position in caché for five days; and also five for eleven "Lady Franklin;" you will then move on towards Village Point, and there deposit five days for "Londesborough," and five for "Lady Franklin," returning to ship with all despatch. You will erect the beacons previously ordered on Wall Bluff, and that connecting it with Coffin or Sentry Box Stations. If you should experience difficulty in moving the provisions by heavy loads, you must execute the service by half loads, returning after you have discovered the best road.

I do not expect to be absent more than ten days to the N.E. But should circumstances render a visit to North Cornwall requisite, I am provisioned only for thirty days. It is possible, therefore, that you may have to advance to my aid with the whale boat, for which you will hold yourself in readiness. The points at which you would have to seek me are the eastern end of Table Island; and the next, eastern end of North Cornwall. Of course you will strictly scrutinize any floe on which our flags may be seen.

I am, &c.

(Signed) EDWARD BELCHER, Captain,
Commanding Expedition.

JOURNAL of the Proceedings of Her Majesty's Sledge "ENTERPRIZE," from
2d of May 1853 to 20th of June 1853.

FIRST JOURNEY, *May 2d*, 1853.

At 6h. A.M. left the ships in company with H.M. sledges "Londesborough" and "Dauntless" to the N.E.; floe rather heavy, owing to recent fall of snow. 11h. 30m. lunched, and proceeded. 5h. 50m. encamped on Village Point, having made about 8 miles.

Monday, 2d.
A.M. Winds force, westerly.
" 6h. Northerly, 1. o. s.
Noon. South-westerly, 1. c.
P.M. 3h. " " 1. b. c.
" 6h. " " 1. b.
Hours travelled, 11.
Encamped for rest, 5h.
Stopped for lunch, ¾h.
1st travel, 8 miles, N.

SECOND JOURNEY, *May 3d*.

Breakfasted and proceeded at 8h. A.M. Observed the tracks of a bear and two cubs. Noon, lunched. 1h. P.M. proceeded, and encamped at 7h. on Coffin Island; had pemmican, &c.

Tuesday, 3d.
A. M. 6h. Variable, 1. to 2. f.
Noon " " " "
P.M. 3h. " " 0.
" 6h. " " "
Hours travelled, 10.
Encamped for rest, 12¾h.
Stopped for lunch, 1h.
2d travel, 8 miles, N.N.E. (true.)

THIRD JOURNEY, *Wednesday, May 4th*.

5h. called the cook. 7h. breakfasted. 7h. 50m. proceeded; floe very fair. Noon, lunched, and proceeded at 12h. 45m. Several bear and

Wednesday, 4th.
A.M. 6h. Calm, 0. o. s.
Noon " " " b. m.
P.M. 3h. " " "
" 6h. " " "

Hours travelled, 11h $\frac{1}{2}$.
 Encamped for rest, 12h.
 Stopped for lunch, $\frac{3}{4}$ h.
 3d travel, 8 miles, E. (true.)

lemming tracks were seen this day. 7h. 50m. encamped; had usual fare, pemmican, and tea after it.

Thursday, 5th.

A.M. 6h. Southerly, 1. o. m. f.
 Noon " " " "
 P.M. 3h. Westerly, 3. b. c.
 " 6h. " " "
 Hours travelled, 6 $\frac{3}{4}$.
 Encamped for rest, 12h.
 Stopped for lunch, $\frac{3}{4}$ h.
 Detained about provisions and drying clothes, 4h.
 4th travel, 5 miles, E. by S. (true.)

FOURTH JOURNEY, *Thursday, May 5th.*

6h. called the cook; breakfasted; and proceeded at 8h. Floe very good. Noon, lunched. 12h. 45m. proceeded under sail. 2h. observed the snow on the top of floe to be wet in some places. At about 3h. 30m. H.M. sledge "Londesborough" broke through the ice. Launched the "Hamilton" ice boat. Unloaded sledge; found that a quantity of bread was damaged. After getting everything out of the water, proceeded close to the land, and encamped at Star Point.

Friday, 6th.

A.M. 6h. Calm, 0. b. v.
 Noon Easterly, 1. " "
 P.M. 3h. " " "
 " 6h. " " "
 Hours travelled, 8 $\frac{1}{2}$.
 Encamped for rest, 12h.
 Stopped for lunch, $\frac{3}{4}$ h.
 Detained about provisions, 2h.
 5th travel, 8 miles, E.S.E. (true.)

FIFTH JOURNEY, *Friday, May 6th.*

6h. called the cook. 7h. 30m. breakfasted, after which a caché was made of the damaged bread. 9h. 30m. proceeded. Lunched at 1h. P.M. abreast the Wall Cliff, and proceeded to the E.S.E. 7h. encamped about three miles from the Depot Point.

Saturday, 7th.

A.M. 6h. Westerly, 1. b. v.
 Noon " " " "
 P.M. 3h. " " "
 " 6h. " " "
 Hours travelled, 8 $\frac{3}{4}$.
 Encamped for rest, 12 $\frac{1}{4}$ h.
 Stopped for lunch, $\frac{3}{4}$ h.
 Detained about provisions, 2 $\frac{1}{4}$ h.
 6th travel, 6 miles, E.S.E. (true.)

SIXTH JOURNEY, *Saturday, May 7th.*

5h. called the cook. 6h. 10m. breakfasted. 7h. packed up, and proceeded towards Depot Point, where the sledges arrived at noon, at which time we lunched, and then proceeded to open the depot, and complete provisions. Whilst here we were joined by a wolf, the first and only one we had yet seen. Having completed provisions we left at 3h. P.M., and encamped at 8h. 40m.

Sunday, 8th.

A.M. 6h. Westerly, 2. b. c. v.
 Noon " 3. " "
 P.M. 3h. " 4. " "
 " 6h. " 2. " "

Hours travelled, 6 $\frac{3}{4}$.
 Encamped for rest, 11 $\frac{1}{2}$ h.
 Stopped for lunch, $\frac{3}{4}$ h.
 Erecting cairns, 4h.

7th travel, 7 miles, S.E. by E. (true.)

SEVENTH JOURNEY, *Sunday, May 8th.*

6h. called the cook. 7h. 30m. breakfasted. 9h. proceeded towards an island, the inner part of which appearing to be close to the mainland, we steered towards the outer end. 10h. 30m. abreast of a low spit of land; here Captain Sir Edward Belcher, Knight, R.N., C.B., landed with an officer and three men, giving me directions to proceed with the sledges. Noon, lunched. 12h. 45m. proceeded; sent four men back to assist the Captain in what he might require. 3h. 40m. Captain and party rejoined. 4h. 30m. encamped on the outer end of the island, which was named Princess Royal island; a cairn was erected on the highest part of it. 6h. 30m. had pemmican, &c. The ice during the latter part of the day consisted of pack. Two men suffering slightly from snow-blindness.

Monday, 9th.

A.M. 6h. Calm, 0. b. c.
 Noon " 0. b. f.
 P.M. 3h. Westerly, 2. f.
 " 6h. " " "
 Hours travelled, 9 $\frac{3}{4}$.
 Encamped for rest, 13 $\frac{1}{2}$ h.
 Stopped for lunch, $\frac{3}{4}$ h.
 8th travel, 9 miles.

EIGHTH JOURNEY, *Monday, May 9th.*

5h. called the cook; breakfasted; deposited on the outer end of the island 80 rations for "Enterprize's" return. The "Londesborough" and "Dauntless" sledges also deposited their leather boots. 8h. 30m. proceeded to the eastward. Noon, lunched. 12h. 45m. proceeded. 7h. encamped.

Tuesday, 10th.

A.M. 6h. Calm, 0. o. m.
 Noon " 0. b. f.
 P.M. 3h. North-west, 2. c. m. f.
 " 6h. " " "
 Hours travelled, 7 $\frac{3}{4}$.
 Encamped for rest, 15h.
 Stopped for lunch, $\frac{3}{4}$ h.
 9th travel, 6 miles, S.E. by E.

NINTH JOURNEY, *Tuesday, May 10th.*

5h. called the cook. 7h. breakfasted. 8h. 30m. packed up, and proceeded. Travelling over a low flat gravel land, covered with snow. Sledges moving on, but slowly. Noon, lunched, after which we proceeded; the sun very trying to the eyes. 4h. 50m. encamped. The two men recovered from snow blindness.

Wednesday, 11th.

A.M. 6h. Calm, 0. b. c. m.
 Noon " " " "
 P.M. 3h. S.E. 1. " "
 " 6h. " 1. " "

TENTH JOURNEY, *Wednesday, May 11th.*

5h. called the cook. 8h. sent a party to assist in erecting cairns. Packed up, ready to proceed. Noon, lunched. 3h. P.M. party returned; pitched tents; had pemmican; turned day into night travelling. 9h. P.M. packed up, and proceeded. Observed a bear and cub coming towards us; did not succeed in capturing either, owing to the wolf, which was still in our company, making an attack on them; an Esquimaux dog that was with us joined the wolf in the attack, and got a severe blow in the side by the bear,

Thursday, 12th.

A.M. 3h. South-easterly, 1. b.
 " 6h. " " "

and would, no doubt, have been killed, had it not been for the wolf, which came into the rescue by laying hold of bruin by the hinder quarters: the wolf was then the object of the bear's attack, but the dog relieved again acted in concert with the wolf; we were ready with our guns, but could get no chance of nearing either bear or wolf. We were now travelling close to the land on old knolly ice, outside of which appeared to be very heavy pack. 6h. 45m. encamped; had tea.

ELEVENTH JOURNEY, *Thursday, May 12th.*

5h. P.M. called the cook. Breakfasted. 7h. deposited the "Hamilton" ice boat, and 170 rations on a low land; erected a flag and staff over them. 9h. proceeded. Midnight, lunched. 4h. 45m. encamped.

TWELFTH JOURNEY, *Friday, May 13th.*

5h. called the cook. 7h. 45m. proceeded in the direction of a headland forming the entrance of a deep bay. 11h. 45m. encamped on a low point, close to the headland. Lunched, and accompanied Sir Edward Belcher, Captain, R.N., with Mr. Loney (Master) and Mr. Grove (Mate), to the highest part of the land, to ascertain the depth and extent of the bay. 7h. 30m. returned to the tents.

FIRST RETURN JOURNEY, *May 14th.*

5h. called the cook. 7h. breakfast. 7h. 50m. received my orders from Captain Sir Edward Belcher, Kt., R.N., C.B.; parted company in execution of orders. 9h. 30m. passed an old encampment. Midnight, stopped half an hour to lunch. 2h. abreast of boat depôt. 4h. 30m. encamped about 2 miles S.E. by E. of Parker Point.

SECOND RETURN JOURNEY, *May 15th.*

5h. called the cook. 6h. 15m. breakfast. 7h. packed up and away; passed several fox and lemming tracks. Midnight, lunched. 12h. 30m. proceeded. 3h. observed the Depôt Point on Princess Royal Island. 6h. 30m. encamped on the island. Passed numerous tracks of bears.

THIRD RETURN JOURNEY, *May 16th.*

5h. called the cook. 7h. breakfasted. 7h. 30m. proceeded to the depôt; took out the cask containing 80 rations, and restored the boots; proceeded again at 9h. 30m. A bear and cub was seen, but not close enough to fire at. One of the dogs I had with me (an Exquimaux bitch) was in the habit of absenting herself from the tent for 2 or 3 hours as soon as we pitched; at our last encampment she made off, and not returning by the time we were again under weigh, led me to suppose she was killed by the bear and cub. Midnight, stopped half an hour to lunch; proceeded at 12h. 30m. I now began to find that the floe was getting bad for travelling over; water had flown up in many places, and where I had passed over only 10 days since was now almost impassable, even with a light sledge. 4h. encamped.

FOURTH RETURN JOURNEY, *May 17th.*

5h. called the cook. 6h. 30m. breakfasted. 7h. packed up, and proceeded. 9h. 30m. killed and skinned a bear, the time of first seeing which until he was skinned and the sledge under weigh occupying 17 minutes only. Midnight, lunched. 12h. 30m. proceeded. On nearing the Wall Point I found the ice still getting worse; and the weather being thick I thought it advisable to get on the land, which I had some difficulty in doing, owing to the immense ridge of hummocks that lined the coast. On landing and looking from an eminence, to my astonishment I saw a large space of water immediately in the track of where our sledges had crossed on their outward journey. 4h. encamped on the Wall Point.

Hours travelled, 9 $\frac{3}{4}$.
Encamped for rest, 20h.
Stopped for lunch, $\frac{3}{4}$ h.
Building cairns, 6 $\frac{1}{2}$ h.
10th travel, 8 miles, S.E. by E.
(true.)

Thursday, 12th.

P.M. 6h. Westerly, 2. c. m.
Midnight " "
A.M. Friday, 13th. "
" 3h. " "
" 6h. " "
Hours travelled, 7. "
Encamped for rest, 15h.
Stopped for lunch, $\frac{3}{4}$ h.
11th travel, 8 miles, S.E. by E.
(true.)

Friday, 13th.

P.M. 6h. "
Midnight. "
A.M. Saturday 14th.
" 3h. "
" 6h. "
A.M. Saturday 14th.
Hours travelled, 4. "
Encamped for rest, 12 $\frac{1}{2}$ h.
Stopped for lunch, 1h.
Ascending hill to ascertain the
depth and extent of bay, 6 $\frac{3}{4}$ h.
12th travel, 3 miles.
Distance outwards, 84 miles.

Saturday, 14th.

P.M. 6h. North-westerly, 1. b. c.
Midnight " " "
A.M. Sunday, 15th. "
" 3h. North-westerly, 1. b.
" 6h. Calm, 0. b.
Hours travelled, 8 $\frac{1}{2}$.
Encamped for rest, 14 $\frac{1}{2}$ h.
Stopped for lunch, $\frac{1}{2}$ h.
1st return travel, 14 miles.

Sunday, 15th.

P.M. 6h. Calm, 0. b.
Midnight " "
A.M. Monday, 16th.
" 3h. Calm, 0. b.
" 6h. "
Hours travelled, 11.
Encamped for rest, 13h.
Stopped for lunch, $\frac{1}{2}$ h.
2d return travel, 19 miles.

Monday, 16th.

P.M. 6h. S.-westerly, 2. o. m. s.
Midnight " "
A.M., Tuesday, 17th. "
" 3h. S.-westerly, 2. o. m. s.
" 6h. " "

Hours travelled, 6.
Encamped for rest, 15h.
Stopped for lunch, $\frac{1}{2}$ h.
Detained about provisions, 2h.
3d return travel, 11 miles.

Tuesday, 17th.

P.M. 6h. Southerly, 1. o. m.
Midnight " "
A.M., Wednesday, 18th.
" 3h. Easterly, 1. o. m.
" 6h. " "
Hours travelled, 9.
Encamped for rest, 14h.
Stopped for lunch, $\frac{1}{2}$ h.
Detained killing and slaying a
bear, 17 minutes.
4th return travel, 9 miles.

Wednesday, 18th.

P.M. 6h. East, 1. o. f.
Midnight " " "
A.M. Thursday, 19th.
" 6h. East, 2. o. f.
Hours travelled, 8½.
Encamped for rest, 15h.
Stopped for lunch, ¼h.
5th return travel, 12 miles.

FIFTH RETURN JOURNEY, *May 18th.*

5h. called the cook. 6h. 30m. breakfasted. 7h. packed up, and proceeded. 9h. 30m. abreast of Star Point; much water between it and Table Island. Observed 3 ducks flying to the eastward, also the track of oxen passing from Exmouth Island to the land between Wall and Star Points. Midnight, lunched. 12h. 30m. proceeded. 4h. encamped.

Thursday, 19th.

P.M. 6h.
Midnight.
A.M. Friday, 20th.
" 3h.
Hours travelled, 11.
Encamped for rest, 11h.
Stopped for lunch, ¼h.
6th travel, 20 miles.
Distance homewards, 85 miles.

SIXTH RETURN JOURNEY, *May 19th.*

5h. called the cook. 6h. 30m. breakfast; proceeded at 7h., passing amongst pack ice; water flown up in several places. 9h. 30m. landed on Coffin Island; ascended ditto, and found the water making off the N.E. extreme. Midnight, lunched. 12h. 30m. proceeded. 3h. encamped for a short time on Village Point. Noon, called the cook. 2h. packed up and proceeded. 5h. 30m. arrived on board the ship all well.

Saturday, May 21st, to Saturday, May 28th, 1853.

I remained with my sledge and crew on board, preparing to take out a depôt, and also awaiting the arrival of the sledge "Lady Franklin" (Dr. Lyall), who was to assist in laying out the same. We were ready to start on Friday, but were prevented by a gale of wind, and much snow and drift; however, the weather next day was more favourable, and we started in the evening on our outward journey.

Saturday, 28th.

P.M. 6h. Northerly, 2. b. c. v.
Midnight " " 1. "
A.M. Sunday, 29th.
" 3h. Calm, o. b. c. v.
" 6h. " "
Hours travelled, 7.
Encamped for rest.
Stopped for lunch, ¼h.
1st travel, second time, 8 miles.

FIRST JOURNEY OUTWARD, 2d Time, *May 28th, 1853.*

Leaving the ships at 7h., with the "Lady Franklin" (sledge) in company we made the best of our way to Village Point; stopped a short time to lunch, and encamped on Village Point at about 2h. 30m.

Sunday 29th.

P.M. 6h. Westerly, 3. o.
Midnight. Variable, 1. b. c. m.
A.M. Monday, 30th.
" 3h. Variable, 1. b. c.
" 6h. " "
Hours travelled, 9½.
Encamped for rest, 14h.
Stopped for lunch, ¼h.
2d travel, second time, 8½ miles.

SECOND JOURNEY OUTWARD, 2d Time, *May 29th, 1853.*

5h. called the cook. 7h. proceeded. Sledges completely burying themselves in the snow, under which in many places there was water, rendering it necessary for two crews to take one sledge on at a time. Midnight, lunched. 12h. 30m. proceeded. 5h. encamped on the N.E. extreme; found the water to have increased between it and Coffin Island.

Monday, 30th.

P.M. 6h. West, 1. c.
Midnight " " "
A.M. Tuesday, 31st.
" 3h. West, 1. o. f.
" 6h. " "
Hours travelled, 8½.
Encamped for rest, 15h.
Stopped for lunch, ¼h.
3d travel, second time, 7½ miles.

THIRD JOURNEY OUTWARD, 2d Time, *May 30th.*

By 7h. we were again under weigh, and finding that keeping close to the land caused the distance to be increased, I determined to strike out for the floe, and stick to it as long as I considered it safe for heavily laden sledges. The first part of this march we had much pack ice to contend with, but the latter part we were favoured by a good floe, with little or no snow on it. Encamped at 4h.

Tuesday, 31st.

P.M. 6h. Easterly, 1. b.
Midnight " " "
A.M. Wednesday, 1st June.
" 3h. Westerly, 3. b. c.
" 6h. " "
Hours travelled, 9.
Encamped for rest, 14½h.
Stopped for lunch, ¼h.
4th travel, second time, 8 miles.

FOURTH JOURNEY OUTWARD, 2d Time, *May 31st.*

After breakfast proceeded. Floe still very good, but knowing we were fast approaching the spot where the "Londesborough" sledge broke into nearly a month since, made me anxious about the sledges now under my charge; however, to prevent any accidents, I kept some distance in advance, trying the ice as I proceeded. About midnight, I began to find seal holes numerous, and the ice very thin in places; and likewise patches of water 5 or 6 feet in length, by 2 or 3 feet wide. My only resource now was to keep in for the land, on ascending which, as far as the eye could reach, there were several large spaces of water; many ducks were to be seen in some of them. When we encamped, launched our boat (Halkett's india-rubber), which held one person very comfortably for shooting. Our feathered friends appeared to look on us as foes: whether they smelt powder and shot, I know not; nevertheless, as fast as our india-rubber float approached in one direction, they were off in another.

FIFTH JOURNEY OUTWARD, 2d Time, *June 1st, 1853.*

On reaching the Wall Point, I was obliged for some distance to keep off the land, in consequence of the steepness of the cliff, and to regain which had to unload and make bridges of the sledges, and pass the provisions and gear along: this of course caused a little delay, but the sledge crews showed great zeal and cheerfulness in the manner in which they performed this or any other duty. A large extent of water off this point of more than one and a half miles in length, and half a mile wide.

Wednesday, 1st June.
P.M. 6h. Westerly, 2. o. m.
Midnight " " "
A.M. Thursday, 2d.
" 3h. Westerly, 3. o. f.
" 6h. " "
Hours travelled, 7. "
Encamped for rest, 15h.
Stopped for lunch, ½h.
Detained, having to unload sledges, 1½h.
5th travel, second time, 7½ miles.

SIXTH JOURNEY OUTWARD, 2d Time, *June 2d.*

Starting at the usual time, keeping along the low part of the land, which was covered with snow; cutting across bays where the ice would permit of so doing.

Thursday, 2d.
P.M. 6h. South-easterly, 2. c.
Midnight " " 1. c.
A.M. Friday, 3d.
" 3h. South-westerly, 1. m. d.
" 6h. " " 2 hours.
Hours travelled, 9.
Encamped for rest, 14½h.
Stopped for lunch, ½h.
6th travel, second time, 9 miles,

SEVENTH JOURNEY OUTWARD, 2d Time, *June 3d.*

This day at starting we were from 4 to 5 miles off the inner point of Princess Royal Island, at which place the depôt was to be left and properly secured against bears or any other animals likely to destroy it; crossing over a low flat of some 3 miles in extent, and a patch of ice of about 1½ miles, we encamped on the island about 11h. 30m. After the usual routine of lunch, and the half hour extended to an hour for an extra pipe of tobacco for the men, we took pickaxes, shovels, &c. and dug a place in the most conspicuous and secure spot we could find; this done, we returned to our encampment.

Friday, 3d.
P.M. 6h. Southerly, 1. o.
Midnight " " 1. c.

•INNER PART OF PRINCESS ROYAL ISLAND, *June 4th, 1853.*

Dr. Lyall had gone to the highest part of the island during the time we were engaged burying the provisions and erecting a cairn over, and on his return to the tents reported having seen a party to the S.E., but too distant for us to assist in, in that day's march; I knowing at the same time it was not any one likely to be in want of aid, and that it was in all probability the sledge "Dauntless," Mr. Grove (mate), which was due there about that time. 1 deer, 1 hare, and 3 ptarmigan seen.

Saturday 4th.
A.M. 3h. South-easterly, 2. c.
" 6h. " " 2. b. c.
Hours travelled, 4½.
Encamped for rest, 15h.
Stopped for lunch, 1h.
Dig a place to secure the depôt in, 3h.
7th travel, second time, 4½ miles.
Outward travel, second time, 53 miles.
P.M. 6h. Saturday, 4th.
Midnight. Easterly, 3. c.
A.M. Sunday, 5th.
" 3h. Westerly, 1. b. c.
" 6h. " " "
Hours travelled, "
Encamped for rest, 14h.
Stopped for lunch, 1h.
Burying depôt, and erecting cairn over, 6h.
Burying the depôt at Princess Royal Island.

ENCAMPMENT, INNER PART OF PRINCESS ROYAL ISLAND, *June 5th.*

After breakfast, ascertaining the whereabouts of the party, Dr. Lyall, myself, and 12 men, went out to meet and assist them on. On nearing, found it to be two parties, the sledge "Londesborough" (Captain Sir Edward Belcher, Kt., R.N., C.B.) and the "Dauntless," Mr. Grove (mate); sent 6 men to each sledge, who assisted them as far as their encampment on the outer end of the Island. About 4 we returned to our tents on the inner part of the same island.

Sunday, 5th.
P.M. 6h. Westerly, 1. b.
Midnight " " "
A.M. Monday, 6th.
" 3h. Northerly, 3. o. o.
" 6h. " " "
Hours travelled, 8½. "
Encamped for rest, 14½h.
Stopped for lunch, ¾h.
Assisting Londesborough and Dauntless sledges in.

June 6th.

About 7h. I took a party and crossed the island to Captain Sir Edward Belcher's tent, to await orders. Having received them, myself and party returned to the encampment, struck tents, and proceeded to dig up the depôt and transport it to the outer end of the island, where we encamped in company with the "Londesborough" and "Dauntless" sledges at 6h. A.M., completing the former with any provisions, &c. that might be required.

Monday, 6th.
P.M. 6h. Northerly, 1. c. m.
Midnight " " 3. o. s.
A.M. Tuesday, 7th.
" 3h. Northerly, 4. o. s. f.
" 6h. " " 1. b. c.
Hours travelled, 10½.
Encamped for rest, 13h.
Stopped for lunch, ½h.
Shift the depôt to complete sledges.

June 7th.

Before parting company with the "Londesborough" this evening, I received fresh orders as to the disposal of the depôt. The "Lady Franklin" accompanied the "Londesborough," and the "Dauntless" (Mr. Grove) was sent to assist the "Enterprize," under my command: we encamped on the inner part of the island, to await further orders.

Tuesday, 7th.
P.M. 6h. Northerly, 4. b. c.
Midnight " " 2. b. c.
A.M. Wednesday, 8th.
" 3h. Northerly, 1. b. c.
" 6h. " " "
Hours travelled, 5. "
Encamped for rest, 14h.
Stopped for lunch, 1h.
Sledges completed; return to inner part of Princess Royal Island; send a shooting party out.

Wednesday, 8th.

P.M. 6h. Northerly, 4 c. m.
Midnight " 1. b. c.
A.M. Thursday, 9th.
" 3h. Northerly, 1. b. v.
" 6h. " "
Not underweigh this day.
Receive fresh orders.

June 8th.

Not having to get under weigh this evening, I sent out a shooting party, who returned after some hours absence with two geese. About 2h. I observed two men coming towards the encampment; they were two of the "Lady Franklin's" sledge crew, with fresh orders from the captain.

Thursday, 9th.

P.M. 6h. South-easterly, 2. c.
Midnight " 1. c.
A.M. Friday, 10th.
" 3h. " 2. c.
" 6h. " 2. c. o.
Hours travelled, 4½.
Encamped for rest, 15h.
Stopped for lunch, ½h.
Detained by depôt, 4h.
Deposit provisions, and proceed in execution of orders.
6 miles.

June 9th.

Deposited 23 days provisions for 11 men at the Low point within the island (the place specified), and 2 men provisioned independent of the other for 20 days. I now proceeded with "Enterprize" and "Dauntless" on my return, in execution of orders.

Friday, 10th.

P.M. 6h. Southerly, 2. b.
Midnight " "
A.M. Saturday, 11th. "
" 3h. Calm, 0. c. m.
Hours travelled, 8½h.
Encamped for rest, 15h.
Stopped for lunch, ½h.
8 miles.

SECOND RETURN JOURNEY, 2d Time, June 10th.

Breakfasted and away; water increased since our outward journey. Lunched at the usual time, and encamped at 4h.

Saturday, 11th.

P.M. 6h. N.Westerly, 2. to 3. c. o.
Midnight " "
A.M. Sunday, 12th. "
" 3h. North-westerly, 2. c. o.
" 6h. " "
Hours travelled, 8.
Encamped for rest, 14h.
Stopped for lunch, ½h.
Detained by provisions, 1½h.
8 miles.

THIRD RETURN JOURNEY, 2d Time, June 11th.

We now proceeded towards Wall Point, where we arrived at 3h. 30m. Dug a trench, and deposited all provisions on "Enterprize" and "Dauntless" sledges, and encamped.

Sunday, 12th.

P.M. 6h. North-westerly, 2. b. c.
Midnight " "
A.M. Monday, 13th. "
" 3h. Calm, 0. b. c.
Hours travelled, 5.
Encamped for rest, 15h.
Stopped for lunch, ½h.
Detained by provisions, 3½h.
Return to depôt point. Dig up the depôt.
8 miles.

FOURTH JOURNEY, June 12th.

Returned to Depôt Point with sledges. Dug up the depôt. Loaded sledges, and erected a pile. This day for the first time we got water off the land for cooking with.

Monday, 13th.

P.M. 6h. North-westerly, 4. b. c.
Midnight " "
A.M. Tuesday, 14th. "
" 3h. North-westerly, 4. b. c.
Hours travelled, 5.
Encamped for rest, 14h.
Stopped for lunch, 1h.
Detained, 4h.
Reach Wall Point with depôt;
arrange depôt; send a party to
build a cairn.
8 miles.

FIFTH RETURN JOURNEY, 2d Time, June 13th.

Proceeded towards the Wall Point, where we arrived at midnight. After lunch sent a party under Mr. Grove to erect a cairn, whilst I remained to arrange the depôt. About 4h. they returned, having partly built it.

Tuesday, 14th.

P.M. 6h. North-westerly, 4. o. c.
Midnight " "
A.M. Wednesday, 15th.
" 3h. N.Westerly, 4. o. c. m.
" 6h. " "
Start from Wall to Star Point;
bury provisions, and return to
Wall.
Hours travelled, 9.
Encamped for rest, 14h.
Stopped for lunch, 1h.

SIXTH RETURN JOURNEY, 2d Time, June 14th.

Started with both sledges for the Star Point; buried the provisions required; erected a staff and cairn to denote their position; returned to the Wall Point and encamped.

Wednesday, 15th.

P.M. 6h. N.Westerly, 4. to 6. c. o.
Midnight " "
A.M. Thursday, 16th. "
" 3h. North-westerly, 4. c. o.
" 6h. " "
Hours travelled, 4.
Encamped for rest, 14h.
Stopped for lunch, ½h.
Detained erecting a cairn, 5½h.
4 miles.

SEVENTH RETURN JOURNEY, 2d Time, June 15th.

Went with a party of men after breakfast to finish the cairn commenced. Dug up the provisions left here (Wall Point). Loaded sledges, and encamped that march close to Star Point.

EIGHTH RETURN JOURNEY, 2d Time, *June 16th.*

Packed up and proceeded again at 7h., keeping close to the land. Water appears to be making fast. Lunched, and was again away. Encamped.

NINTH RETURN JOURNEY, 2d Time, *June 17th.*

Weather very thick, with snow; towards midnight it cleared. Picked out a conspicuous place for a cairn; erected it after lunch, and encamped on the N.E. extreme.

TENTH RETURN JOURNEY, 2d Time, *June 18th.*

Struck across for the land about Village Point; after getting about $1\frac{1}{2}$ miles towards it, found the snow, with water between it and the floe, so deep that I could not get even one sledge along at a time. Men above their knees in water. I partly retraced my steps, and swept the Bay, cutting off as much as possible. Floe in-shore much better.

ELEVENTH RETURN JOURNEY, 2d Time, *June 19th.*

Arrived at Village Point about 10h. 30m. Deposited cache of provisions, and left after lunch. 3h. encamped about 4 miles from ship. 11h. 30m. proceeded, and arrived on board about 2h. 30m. P.M.

GENERAL ROUTINE OBSERVED.

5h. called the cook. Breakfast and under weigh by 7h. Midnight, stop half an hour to lunch. Encamp about 4h. 30m. Have pemmican, tea, and smoke, and into blanket bags.

PROVISION SUGGESTIONS.

Pemmican, $\frac{3}{4}$ of a lb. we found rather short. Would recommend 1lb. The currant was generally liked, but the sugared pemmican not.

Biscuit, $\frac{3}{4}$ of a lb.; would recommend 1lb. Boiled bacon, allowance ample but rather fat; frequently the men could not eat it. Would suggest that alternately it be relieved by some other food.

The conduct of the men under my charge during the Spring operations was most satisfactory, showing on all occasions great zeal in the cause in which we were all engaged.

SLEDGE CREW of H.M. SLEDGE "ENTERPRIZE."

| Name. | Quality. | Age. | Ship. | Remarks. |
|--------------------|-------------------|------|---------------|--------------------------|
| Mr. J. H. Allard | Master | - | "Pioneer." | |
| James Robinson | Captain of sledge | 39 | "Assistance." | |
| Thomas Barber | Sail-maker | 31 | Ditto. | |
| George Quiddington | Carpenter's mate | 31 | Ditto. | |
| Henry Tranter | A.B. | 31 | Ditto. | |
| Richard Bex | R.M. | 26 | Ditto | Sent to "Dauntless." |
| Alexander Bailie | Carpenter's crew | 29 | Ditto | Sent to "Londesborough." |
| John Clark | Steward | 36 | Ditto. | |
| George Custance | Stoker | 29 | "Pioneer." | |
| John Green | R.M. | 31 | Ditto. | |
| William Wood | Ship's cook | 33 | Ditto. | |

EXCHANGES effected between May 2d and 20th.

| Name. | Quality. | Age. | Ship. | Remarks. |
|----------------|-------------------|------|--------------|--------------------------------|
| Ransom Unthank | Ice quartermaster | 38 | "Assistance" | Received from "Londesborough." |
| Isaac Barnott | Captain maintop | 28 | Ditto | Received from "Dauntless." |

Thursday, 16th.
P.M. 6h. N.W. 4. c. m. q.
Midnight " " " " " "
A.M. Friday, 17th. " " " " " "
" 3h. N.Westerly. 3. c. m.
Hours travelled, $8\frac{1}{2}$.
Encamped for rest, 15.
Stopped for lunch, $\frac{1}{2}$ h.
9 miles.

Friday, 17th.
P.M. 6h. North-westerly, 2. c. s.
Midnight " " " " " "
A.M. Saturday, 18th. " " " " " "
" 3h. North-westerly, 1. b.
" 6h. " " " " " "
Hours travelled, 5. " "
Encamped for rest, $14\frac{1}{2}$ h.
Stopped for lunch, $\frac{1}{2}$ h
Erecting a cairn, 4h.
5 miles.

Saturday, 18th.
P.M. 6h. Northerly, 3. c.
Midnight " " " " " "
A.M. Sunday, 19th. " " " " " "
" 3h. Southerly, 2. c.
" 6h. " " " " " "
Hours travelled, 9. " "
Encamped for rest, $14\frac{1}{2}$ h.
Stopped for lunch, $\frac{1}{2}$ h.
9 miles.

Sunday, 19th.
P.M. 6h. North-westerly, 1. b. v.
Midnight " " " " " "
A.M. Monday, 20th. " " " " " "
" 3h. North-westerly, 2. c.
" 6h. " " " " " "
Hours travelled, 10. " "
Encamped for rest, $8\frac{1}{2}$ h.
Stopped for lunch, 1h.
14 miles.

EXCHANGES between May 20th and 28th.

| Name. | Quality. | Age. | Ship. | Remarks. |
|---------------------|-----------------|------|--------------|-------------------------------------|
| Thomas Barber - - | Sail-maker - - | 31 | "Assistance" | Left on board from illness. |
| George Couzins - - | Stoker - - | 26 | "Pioneer" - | In lieu of Thomas Barber. |
| Isaac Barnott - - | A.B. - - | 28 | "Assistance" | Left on board, having bad leg. |
| Walter Marshall - - | A.B. - - | 28 | Ditto - - | In lieu of Isaac Barnott. |
| William Wood - - | Ship's cook - - | 33 | "Pioneer" - | Left on board, having swollen legs. |
| George Harris - - | A.B. - - | 30 | Ditto - - | In lieu of Wm. Wood. |

| | | |
|---|-------|-----------------------|
| Number of days out | - - - | - 19 days. |
| Ditto " home, shifting depôts, &c. | - - - | - 23 " |
| Ditto of hours travelled | - - - | - 283 hours. |
| Ditto ditto encamped for rest | - - - | - 518 $\frac{1}{4}$ " |
| Ditto ditto detained by weather | - - - | - " |
| Ditto ditto stopped for luncheon | - - - | - 25 $\frac{3}{4}$ " |
| Ditto ditto building cairns and making depôts | - - - | - 60 $\frac{3}{4}$ " |
| Estimated distance travelled | - - - | - 309 miles. |
| Mean rate of daily travelling | - - - | - 10 " |

Enclosure No. 17. of Sir Edward Belcher's Letter.

Lieutenant May's
Proceedings.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Northumberland Sound, June 20th, 1853.

I have the honour to acquaint you with my return to this ship on the 13th instant, with the crew of the sledge "Reliance," all well.

From the important nature of the despatches received from Captain Kellett, relative to the discovery of H.M.S. "Investigator" by the "Resolute," I have returned to the ship with all despatch, in order that you might receive them at the earliest moment. But finding from Lieutenant Cheyne, that in all probability you were without the range of communication from this, it became imperative for me to await the return of one of your limited sledges ("Enterprize" or "Dauntless"), in order that their receipt by you might be in some degree ensured.

These sledges returned yesterday evening all well, conveying your orders to the commanding officers of this ship, which I have the honour to acknowledge, and now deem it my duty to transmit to you forthwith the important despatches with which I have been charged. Lieutenant Cheyne and a party of six men are equipped and victualled for fourteen days, and will leave this evening with directions to use his best efforts to place these documents into your hands.

At present (from the reports I have received from the two sledges returned, and my own observation) I do not consider it practicable, from the decayed state of the ice to the northward, to advance a boat in that direction. A vigilant look-out is being preserved from Mount Britannia, in order that assistance may be rendered available for any returning parties that may stand in need of it.

On my passage across from the southward, I found the ice in good travelling condition until within about three miles of Spit Island, around which and to the eastward it had broken up, and there was a large extent of open water intermingled with loose streams of ice. But on Sunday last, the weather being very clear, I proceeded to Mount Britannia to look for the sledges due from the N.E., and then saw that to all appearance a lane of water extended across to the southward of Cape Lady Franklin, which will be shortly navigable for boats.

I beg leave to acquaint you, that your orders relative to the refitting of the ship for service are being carried out, and trust that, on your return, she will be found in a state to meet your approbation.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant,
in charge of H.M.S. "Assistance."

Enclosure No. 18 of Sir Edward Belcher's Letter.

MR. FRANCIS B. HERBERT, Mate, late in Charge of H.M. Sledge "Success"
to Sir EDWARD BELCHER, C.B.

Proceedings of
Mr. Herbert, Mate.

Sir,

Her Majesty's Ship "Assistance," Northumberland Sound,
June 29th 1853.

I have the honour to forward to you my journal of the proceedings of Her Majesty's sledge "Success," from the 10th of April to the 13th of May 1853, which I trust will meet with your approbation. It gives me great pleasure to report that the crew whilst under my command behaved much to my satisfaction by doing their duty well and cheerfully.

I have, &c.

(Signed) FRANCIS B. HERBERT, Mate,
Late in charge of Her Majesty's sledge "Success."

Sir EDWARD BELCHER, C.B., to Mr. FRANCIS B. HERBERT, Mate,
commanding the Sledge "Success."

Orders to Mr. Herbert.

Her Majesty's Sledge the "Success," Mr. HERBERT, Mate.

Motto, "Success to the Brave."

This is one of the most difficult matters on which I have had to treat. Success is sometimes the sport of fortune, but in these climes success only attends perseverance and determination in the onward path of duty and endurance. Borrowing the sentiment of another sledge banner, "Deeds not Words," must prove your claim to success. In our case, next to the example of severe duty in yourself, the infusion of cheerfulness and good humour into those under your *care*, as well as command, affords the best prospect of success; it renders all difficulties trifles, and easily to be overcome.

Entrusting this banner to your keeping, and with every confidence in your zeal and ability, I sincerely pray that you may be blessed with health and strength to complete your allotted task, and to return to us, if not as successful as you anticipate, still deserving commendation.

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's Ship
"Assistance," and in command of Arctic Squadron.

Whereas you have been appointed to Her Majesty's sledge "Success," to be employed on the South-western Searching Division, under Commander Richards.

You will place yourself under his direction, or of any Lieutenant who may succeed him, on that duty.

Upon quitting Commander Richards you will receive from him either definite orders for your guidance, or he will countersign this document in approbation of your return to this ship, *via* the main depôt at Cape Lady Franklin.

Using every proper effort to reach the ship within the period for which you will then have provision, I must impress upon you the necessity of not risking by change of weather, &c. any delay, by being led after the pursuit of game, bears, &c.

You will keep a journal of your proceedings under the form issued, and present the same to me, duly signed, within a reasonable period after your return.

No senior (excepting Lieutenant Osborn) is in any manner to interfere with or direct you.

Given under my hand, on board Her Majesty's Ship "Assistance,"
in Northumberland Sound, this 9th of April 1853.

(Signed) EDWARD BELCHER, Captain.

Orders to Mr. Herbert. Commander G. H. RICHARDS to Mr. FRANCIS B. HERBERT, Mate, commanding the Sledge "Success."

By Commander G. H. Richards, Commanding South-western Division.

The time having arrived for you to quit the Western Division on your route homeward, you will set out on your return to-morrow morning, for Northumberland Sound.

You will erect a cairn on the point the division encamped upon on the 28th instant, and deposit there one of the documents with which you will be supplied. If circumstances should favour you, you will erect another on the N.W. point of Fishhook Bay (the point nearest to the Solitary Mount.)

Proceeding then direct for the depôt at Cape Fortune, you will supply yourself with the five days provision left for you, being careful to secure the cairn with the remainder. The S.W. bluff of Deception Group will be your next point. There you will probably find a cairn erected by Doctor Lyall, which you will visit, leaving a record of your proceedings.

Should you not find a cairn on that bluff, you will build one, and leave a document. From that bluff you will return by our outward track, visiting in succession the cairns on Sandstone Point and the N.E. point of the Deception Group, both of which I anticipate Doctor Lyall will have erected; if not, you must endeavour to do so. At the Deception depôt you will, after taking your five days provision and securing the depôt, return direct to Northumberland Sound.

Nothing but the strongest necessity will warrant you in touching the grand depôt at Cape Lady Franklin. The whole of the provisions there will be required to complete the search to the westward; and as there is every probability of an early disruption of the ice in the Queen's Channel, I must urge you to use your utmost endeavour to cross it at as early a period as possible.

At every cairn you may visit you will leave a brief record of your proceedings, for my information, stating the date of leaving and the probable direction you intend to take.

Dated at Point Success, this 29th April 1853.

(Signed) GEORGE HENRY RICHARDS,
Commanding Division.

STATE and CONDITION of H.M. Sledges "Sir Edward" and "John Barrow."

Both victualled for 45 days, and their return secured by "Reliance" moving up depôt, as per Report.

(Signed) G. H. R.

Mr. Herbert's Journal,
1853.

April 10th, Sunday.

April 11th, Monday.

7h. 30m. - - Temp. + 2°

5h. P.M. - - Temp. - ½°

April 12th Tuesday.

7h. 20m. A.M. - Temp. - 7°

JOURNAL of the PROCEEDINGS of H.M. Sledge "Success."

At 3h. 30m. Sir Edward Belcher, C.B., addressed the sledges' crews.

4h. P.M. started from the ship with a strong breeze from the N.W.; towards the evening the wind moderated; weather became very thick, with snow. 9h. P.M. encamped upon Spit Island; had tea. Distance travelled, 6 miles.

6h. A.M. breakfasted. 7h. 30m. started with a breeze from the N.E.; thick weather. The floe during the forenoon was very rough and hummocky. Noon, lunched. At 2h. P.M. the sledge in going over a hummock turned over; unpacked, and examined the runners; found no damage done; packed, and proceeded. 4h. 30m. P.M. encamped, supper. Distance travelled, 6 miles.

6h. A.M. breakfasted. 7h. 20m. started under sail; wind fresh from the northward; weather thick, with snow. The temperature this morning inside the tent before breakfast was + 15°. During the forenoon neither the sun nor land was visible; steering by compass N.E., over a rough hummocky

floe. Noon, lunched; weather clear and floe much better during the afternoon. Observed the remarkable bluff upon Pioneer Island, bearing N.E. by N. (true), which will be a good mark for returning to the ship. 5h. P.M. encamped, supper. Distance travelled, 7 miles.

Mr. Herbert's Journal,
1853.

5h. 40m. breakfasted. 6h. 40m. started. This forenoon we had to cross over a belt of very heavy packed ice, about one mile in breadth, and over which we could only drag half the division at a time. At 11h. A.M. we all got safe over, except the "Reliance," (who carried the ice boat). In going over a hummock, she struck against a hard piece of ice and broke the left runner in two places. Halted and lunched. Noon, started, leaving the carpenters behind, to repair "Reliance," "Dauntless," bringing on the ice boat. 2h. P.M. "Reliance" joined company. During the afternoon we have had a good floe and fine weather. 4h. 30m. encamped; supper. Distance travelled, 6 miles.

April 13th, Wednesday.
6h. A.M. - - Temp. - 1°

5h. P.M. - - Temp. + 7°

6h. A.M. breakfasted. 7h. started, wind from the N.W. blowing fresh, with thick weather. Several of the men were frost-bitten on their faces, but none badly. Noon, lunched. All to-day we have had a good floe, steering in for the land. 5h. 15m. encamped; supper. Distance travelled, 7 miles.

April 14th, Thursday.
7h. A.M. - - Temp. - 11°

4h. 30m. P.M. - - Temp. - 15°

6h. A.M. breakfasted. 7h. started, wind fresh from the westward. During the forenoon several of the men were badly frost-bitten on their faces. We have had a good floe all to-day, steering N.W. along the coast. Noon, lunched. In the afternoon the wind changed to South; weather became very thick; set the sail. 5h. encamped; supper. Distance travelled, 8 miles. Directly we pitched, I made all the men examine their feet; none were frost-bitten, which would not have been the case were the canvass boots not perfection.

April 15th, Friday.
7h. A.M. - - Temp. - 17°

Noon - - Temp. - 18°

5h. P.M. - - Temp. - 6°

7h. A.M. breakfasted. 8h. started. During the night the wind shifted from south to north, blowing into the door of the tent, which occasioned us to pass a cold unpleasant night. Noon, halted and encamped close to the land, the weather having become too bad for travelling. 3h. P.M. landed; placed the depôt carried by "Dauntless" in a cairn. All along the beach where we encamped, the ice was heavily pressed against the land, forming large hummocks, some over 30 feet high. All the sastrugi, I also observed, pointed towards the N.W., from which circumstance I conclude that strong winds from that quarter prevail on this coast. 5h. P.M. supper. Distance travelled, 4 miles.

April 16th Saturday.
7h. A.M. - - Temp. - 20°

Noon - - Temp. - 26°

5h. P.M. - - Temp. - 20°

6h. 30m. breakfasted. 7h. 30m. started. "Dauntless" parted company. I went with Captain Richards to the top of a hill, over the encampment on the side of which the depôt was placed. We observed, close to the encampment, a fine harbour, about a mile and a half long and half a mile broad at the entrance, and which we had not observed from that position.

April 17th, Sunday.
7h. A.M. - - Temp. - 19°

This land is of sandstone formation, in some places thickly covered with moss, and altogether possessing more vegetation than any land I have yet seen within these regions. I observed, close to where we were standing, five deer quietly browsing; they were fine animals, and appeared to be in good condition; their colour was of a brownish white; one of them, the largest, had horns. 10h. A.M. rejoined the division. We have had all day a sharp breeze from the westward, coasting along about one mile off shore, over a good floe. 5h. P.M. encamped; supper. Distance travelled, 8 miles.

5h. P.M. - - Temp. - 6°

7h. A.M. breakfasted. 8h. started; wind fresh from the westward; thick weather, with snow drift; coasting along shore over a good floe, steering W.N.W. (true). 11h. A.M. halted and pitched, weather having become too bad for travelling. 12h. 20m. P.M. weather cleared up; having lunched, packed, and proceeded. 5h. P.M. encamped; supper. Distance travelled, 7 miles. After supper I went on shore with Lieutenant May, to try and procure some game; we saw three deer and a white hare, but did not succeed in killing anything.

April 18th, Monday.
7h. A.M. - - Temp. - 4°

5h. P.M. - - Temp. - 8½°

6h. A.M. breakfasted. 7h. 15m. started; a fine clear morning, with a sharp breeze from the westward; coasting along shore all day, steering W.N.W. Noon, lunched. 5h. P.M. encamped; supper. Distance travelled, 8

April 19th, Tuesday.

5h. P.M. - - Temp. - 9°

miles. Christopher Allen, A.B., complained of weakness and diarrhoea; gave him two opium pills.

April 20th, Wednesday.
7h. A.M. - Temp. - 23° 6h. A.M. breakfasted. Allen reports himself much better this morning. 7h. started; a fine clear day; wind light from the westward. I went with Captain Richards to the top of a high hill, abreast of our encampment. We saw great quantity of deer, hare, and fox tracks, and also had a good view of the tending of the land. Captain Richards obtained several bearings. 5h. P.M. - Temp. - 3° 12h. 30m. P.M. reached the sledges and lunched. 5h. 15m. P.M. encamped; supper. Distance travelled, 8 miles.

April 21st, Thursday.
7h. A.M. - Temp. - 14° 6h. A.M. breakfasted. 7h. started; a fine clear morning, calm. My eyes to-day were much affected by the sun. The government wooden spectacles I found answered well, with any wind blowing in my face, but otherwise the eye was too much confined by them, and I found that they increased the pain. During the forenoon the floe was very rough, and apparently very old. Noon, lunched. During the afternoon I wore a pair of spectacles of a light purple tint, that I borrowed from Lieutenant Osborn, and from which I experienced great relief. 5h. 15m. P.M. encamped; supper. Distance travelled, 7 miles.

April 22d, Friday.
5h. 30m. P.M. - Temp. - 5° 5h. 30m. A.M., breakfasted. 7h. started; a fine clear day; wind light, from the eastward; travelling all day over rough old floe. At 11h. 30m. A.M., found that one of the runners was twisted inward, greatly impeding our progress. Unpacked and relashed. 12h. 30m. P.M., rejoined the division. Lunched; transferred to the "Lady Franklin" (per order) one case of bacon, weighing 51lbs. 5h. 30m. P.M. encamped. Distance travelled, 8 miles. Supper.

April 23d, Saturday.
7h. A.M. - Temp. - 2° 6h. 30m. A.M. breakfasted. 7h. 20m. started under sail, with a strong breeze from the northward. Thick heavy weather. Steering all day S.W. over a rough old floe; land not in sight. We found the sail to-day or the greatest assistance, and it required considerable attention to prevent the sledge turning over. Noon, lunched. 5h. P.M. encamped; supper. Distance travelled, 7 miles.

April 24th, Sunday.
7h. A.M. - Temp. - 7° 6h. A.M. breakfasted. 7h. started under sail with a strong breeze from the N.W.; thick heavy weather. Ice of the same description as of yesterday.

Land not in sight, steering S.W. (true). Noon, lunched. 1h. P.M. sledge turned over; unpacked; found no damage done; packed and proceeded.

4h. P.M. reached low land. Encamped; supper. Distance travelled, 7 miles. Received from the "Lady Franklin" 5 days provision and fuel.

April 25th, Monday.
7h. A.M. breakfasted. "Lady Franklin" deposited for us one gutta percha case, marked to contain six days' provisions, but upon opening the same to take out one day's allowance (by Captain Richards' order), I found from the marks on the different packages that the case contained only five days. Transferred to Dr. Lyall my thermometer, he having broken his one last night accidentally. 7h. 30m. A.M. "Lady Franklin" started on her homeward route.

11h. A.M. - Temp. - 6° Captain Richards having communicated his intention of not starting until after lunch, we embraced the opportunity to have all our tent gear spread out to air, and also some minor repair done to the sledge, which has been severely strained during the last three or four days. Lieutenant May and Sergeant Jefferys went on the high land with their guns, to try and procure some game. At 11h. A.M. they returned, having seen a great number of deer, and succeeded in killing one white hare. 11h. 30m. A.M. lunched. Noon, started with a light breeze from the N.W., travelling over a good floe, steering N.W. along the land. 5h. P.M. encamped; supper. Distance travelled, 7 miles.

April 26th, Tuesday.
6h. A.M. breakfasted. 7h. started; a fine clear morning, with a sharp breeze from the N.W., steering N.W. along low land. Towards noon the weather became very thick, and the wind increased considerably. Lost sight of the land. Noon, lunched. 4h. P.M. encamped on a point of the low land; supper. Distance travelled, 7 miles.

April 27th, Wednesday.
6h. A.M. breakfasted. 7h. 15m. started, with a fresh breeze from the

N.W. ; weather fine and clear. 11h. 30m. lunched. Several of the men complained of sore eyes, and George Youngson, in particular, was much affected. 4h. 30m. encamped ; supper. Distance travelled, 7 miles. Administered *venum opii* to George Youngson's eyes.

Mr. Herbert's Journal,
1853.

6h. A.M. breakfasted. 7h. 20m. started, with a sharp breeze from the N.W. ; passed to-day the first high land since leaving the last depôt, and which, from its isolated position, has been named by us the Solitary Mount. From this point the coast takes a more southerly direction, the course that we have been steering this afternoon being W. by S. 5h. P.M. encamped ; supper. Distance travelled, 8 miles. Several of the men suffered much from sore eyes to-day, and to some I applied the *venum opii*, trusting that it may have as beneficial effect on them as it had yesterday upon George Youngson, whose eyes were quite recovered this morning.

April 28th, Thursday.

5h. 40m. A.M. breakfasted. 7h. started, with a light breeze from the northward. Fine clear morning. Coasting along low land ; steering, during the forenoon, W.S.W. Towards noon the wind veered round to the eastward, and increased considerably. Set our sail. Noon, lunched. During the afternoon steering along the coast S.W. 6h. P.M. reached a low point, where it is intended to deposit the provisions carried by us. 6h. 15m. P.M. encamped. From this position the loom of distant land is distinctly visible, supposed to be Melville Island, so that we are now on east side of Byam Martin's Channel, and the nearest land to the rendezvous. Gave to the "Sir Edward" and "John Barrow" each seven days' provision, and to the "Reliance" eight, and deposited for each seven days'. Supper. Distance travelled, 9 miles.

April 29th, Friday.

7h. A.M. breakfasted. Received orders and papers from Captain Richards. 8h. started on our homeward route, giving the onward parties three hearty cheers, which they returned. The morning was fine and clear ; light breeze from the northward ; the distant land of Melville Island quite distinct.

April 30th, Saturday.

We kept all to-day upon the outward track, and at 3h. 30m. P.M. arrived at the encampment of the 28th inst. Encamped, and took a party of men on the top of a hill to build a cairn ; left a cylinder containing an official document. I saw five deer, but could not succeed in getting within shot of them. Supper. Distance travelled, 9 miles.

May 1st, Sunday.

6h. 30m. breakfasted. 7h. started ; a fine clear morning, with a light breeze from the S.E. 10h. 30m. arrived at the long low point nearest to the Solitary Mount ; halted, and erected a cairn, and deposited a document, as ordered by Captain Richards. Noon, lunched. Crossed the outward track during the afternoon, steering S.E. for Cape Fortune. 5h. P.M. encamped ; supper. Distance travelled, 10 miles.

May 2d, Monday.

6h. A.M. breakfasted. 7h. started ; thick heavy morning, light breeze from the S.E. ; kept on the outward track (upon which we had pitched last night) until 10h. A.M., when the weather cleared ; observed Cape Fortune, and steered direct for it S.E. (true). Noon, lunched ; a breeze sprung up from the westward ; set the sail. 3h. P.M. reached the encampment ground of the 23rd of April. 4h. 30m. observed the depôt on Cape Fortune. 5h. 30m. P.M. reached ditto, found it undisturbed, everything exactly as it had been left. Encamped ; supper. Distance travelled, 13 miles.

May 3d, Tuesday.

8h. A.M. breakfasted ; determined to allow the men to rest until noon. Opened the cairn, and took out our depôt, carefully securing the remainder as it was before. Had all the tent gear out to air. I gave Josh. (Abbott, the captain of the sledge) and another hand leave to go on the high land, to try and procure game. On his return, he reported having seen several ptarmigan, but he could not secure any, as he had not taken any small shot with him ; he also saw a herd of deer, but could not get within shot of them. Noon, packed and started. Weather very thick and heavy, with a light breeze from the S.E. ; the weather being too thick to observe the S.W. bluff of the Deception Group, and the sun obscured, kept to-day on the outward track, which was but faintly discernible, being nearly covered with snow drift. 6h. P.M. encamped ; supper. Distance travelled, 6 miles.

May 4th, Wednesday.

6h. 15m. A.M. breakfasted. 7h. 15m. started; a thick heavy day, no sun or land visible. Before leaving Cape Fortune I changed the card on the needle of my compass from the north to the south point, as I knew that the variation at that position was very nearly 180°, and to-day I have steered by compass N.E., which is the true course from Cape Fortune to S.W. bluff of Deception Group. 5h. P.M. encamped; supper. Distance travelled, 11 miles.

May 5th, Thursday.

7h. A.M. breakfasted. 8h. started; up to noon the weather was thick; land not visible; steering by sun N.E. Noon, lunched. The weather partially cleared up; observed the land; steered for the most eastern point seen. 3h. P.M. passed an old encampment; lost sight of the land. 6h. P.M. encamped; supper. Distance travelled, 12 miles. During the last 2 days I have suffered very severely from snow blindness, occasioning me great pain when looking at any distant object; the men have also complained a good deal, and we all find that a heavy day has much greater effect upon us than when the weather is clear, with the sun powerful.

May 6th, Friday.

6h. 30m. breakfasted. A fine clear morning. Observed the S.W. bluff and a cairn on it; we passed it yesterday in the thick weather, our present encampment being close to the shore, about 2 miles to the eastward of it. Ordered the captain of the sledge to proceed on, while I with one hand visited the cairn, which I found had been erected by Doctor Lyall. I left a notification of my proceedings for the information of Captain Richards; replaced the cylinder, containing one of the official documents which had been left by Dr. Lyall, and arrived up with the sledge at 4h. 30m. P.M. Encamped; supper. Distance travelled, 10 miles.

May 7th, Saturday.

6h. A.M. breakfasted. 7h. started; a fine clear morning, with a light westerly breeze. During the course of the day we several times crossed the outward tracks and also the return track of the "Lady Franklin." 11h. A.M. crossed the track of two bears, a large and a small one, quite fresh, and tending in towards the land. Noon, lunched. Observed the two remarkable hills which, from their similarity of appearance, have been named "The Sisters." 5h. halted; encamped abreast the westernmost Sister Hill; supper. Distance travelled, 13 miles.

May 8th, Sunday.

7h. A.M. breakfasted. 8h. started; a fine clear day, with a fresh north-westerly breeze. 11h. observed a cairn upon Point Deception. At 11h. 30m., when we had just halted for lunch, we saw three bears (an old one and two cubs) amongst some hummocks close to the shore. I took with me the captain of the sledge, and tried to creep up close to them, but they perceived me, and started off. 2h. P.M. observed the cairn over the depôt; reached the depôt at 3h. P.M., and found that it had been broken into by bears; the remains of several pieces of bacon and two empty tins were strewn about; two unopen cases of pemmican had also been dragged out, but they had not succeeded in getting at the meat; a gutta percha case, marked "Sir Edward and John Barrow," was broken into, but nothing in it had been destroyed. Under these circumstances, fearing that the depôt may again (notwithstanding all our precautions) be broken into, I leave here all the provision that I can possibly spare, taking out merely the following articles (which will complete me to three days, within which time I hope to reach the ship)—chocolate, 3 tins; rum, 1 tin, containing 4½ pints; tea, a paper marked 10 oz.; sugar, a paper marked 1 lb. 4 oz.: these articles I took out of the gutta percha case marked "Sir Edward;" the other, which was my own depôt, I did not open. Having fortified the cache as strongly as possible, and leaving a statement of my proceeding in a cylinder left by Dr. Lyall on his return, which contained a document by which I found that he had also found the depôt disturbed, and had strengthened it; encamped, and had supper. Distance travelled, 12 miles. After supper I saw the three same bears that had been seen in the forenoon, but I could not succeed in getting within shot of them.

May 9th, Monday

6h. A.M. breakfasted. 7h. started, with a strong breeze from the N.W., steering by the sun E.N.E. 9h. A.M. weather became very thick, with snow; lost sight of the sun and the land, steering by compass S.W. by S.; the breeze to-day had great effect upon the sail, so much so that we had to keep running in order to keep up with the sledge. Noon,

unched. During the afternoon the weather became much worse, snowing heavily. 4h. P.M. encamped; supper. Distance travelled, 14 miles.

5h. 45m. A.M. breakfasted. 6h. 30m. started; wind fresh from the northward, weather thick and heavy; occasionally observed the sun, steering by ditto E.N.E. At 10h. 30m. A.M. the weather cleared up, when from a high hummock I found that during the thick weather I had steered too much to the north; fearing a continuance of bad weather, and having but 1 day's provision left, I determined upon proceeding to Cape Lady Franklin. Having lunched, steered in for the land. 3h. P.M. observed the remarkable hummocks about the depôt, and at 4h. P.M. arrived at ditto. Encamped, and took a party up to open the depôt; found it undisturbed since Dr. Lyall had left it on the 1st of May. I took out 4 days' provisions and fuel, with the exception of rum and bacon, carefully closed and secured it, and left a notification of my proceedings in the tin cylinder. 5h. P.M. supper. Distance travelled, 12 miles.

5h. 45m. A.M. breakfasted. 6h. 45m. started; a fine day, wind from the N.W., the opposite land obscured by a fog hanging over it; kept all day upon old sledge tracks. Noon, lunched. 4h. P.M. arrived at the rough packed ice, called by us the Queen's Causeway; found the flag that we had left there down, and the staff broken. 4h. 30m. P.M. encamped close to an old encampment; supper. Distance travelled, 14 miles.

6h. breakfast. 7h. 15m. started under sail; a fine clear day, with a light breeze from the N.W.; observed Spit Island and the land about Northumberland Sound. Noon, lunched; issued 1 tin of boiled beef in lieu of bacon. During the afternoon the floe was very soft and sludgy; in some places we passed large holes of water. At 4h. 30m. about 2 miles from Spit Island we came to a lane of broken ice, over which we could not cross; I therefore altered course more to the northward, until I came to a more sound place, when we pushed across, five hands dragging, and the rest in the rear of the sledge. The sledge broke through; nothing was wet except the felt cover. The five men in the rear could not cross, and had to walk a long way north before doing so; even then they had all fallen in, and were wet to the waist; this occasioned us considerable delay, and we did not encamp upon Spit Island until 8h. 30m. P.M. Supper. Distance travelled, 14 miles.

9h. A.M. breakfasted. 10h. started. 11h. observed the ship's mast-heads; hoisted our distinguishing flag; observed the ensign hoisted on board the ship. 1h. 30m. P.M. we were met by a party of the officers and men; and at 2h. 15m. arrived alongside the "Assistance," when I reported myself to Mr. Pym (mate), the commanding officer.

Mr. Herbert's Journal.
1853.

May 10th, Tuesday.

May 11th, Wednesday.

May 12th, Thursday.

May 13th, Friday.

CREW of H.M. Sledge "SUCCESS."

| No. | Name. | Rate or Rank. | Name of Ship. |
|-----|---------------------|------------------------|----------------|
| 1 | Mr. Frs. B. Herbert | Mate - - - - | " Assistance." |
| 2 | Joseph Abbott | Ice Quartermaster - - | " Pioneer." |
| 3 | Arthur Dickens | Captain Forecastle - - | " |
| 4 | Robert Bachelor | Boatswain's Mate - - | " |
| 5 | George Cousins | Stoker - - - - | " |
| 6 | Christopher Allen | Able Seaman - - - - | " |
| 7 | Henry Dellar | Ship's Cook - - - - | " Assistance." |
| 8 | George Youngson | Officers' Cook - - - - | " |
| 9 | James Poyer | Carpenter's Crew - - - | " |
| 10 | Henry Jones | Able Seaman - - - - | " |
| 11 | Isaac Stallard | Royal Marine - - - - | " |

(Signed) FRANCIS B. HERBERT, Mate,
Late in charge of H.M. Sledge "Success."

Enclosure No. 19. of Sir Edward Belcher's Letter.

Proceedings of
Dr. Lyall,
1853.

Her Majesty's Ship "Assistance," Northumberland Sound,
July 4th, 1853.

Sir,

Along with this I have the honour to transmit to you a journal of the proceedings of Her Majesty's sledge "Lady Franklin" whilst attached to the South-western Searching Division, between the 10th April and the 3rd May 1853.

It gives me much pleasure to be able to express my entire satisfaction with the conduct of the sledge crew, whose names are mentioned below.

I have, &c.

(Signed) D. LYALL, M.D.,
Surgeon Commanding Sledge.

LIST of the CREW of the Sledge "LADY FRANKLIN."

| Name. | Rate or Rank. | Ship. |
|------------------------|---|----------------------|
| James Reid - - - | { Ice Quartermaster (captain of sledge) - - } | H.M.S. "Assistance." |
| Thomas Isaacs - - - | Gunner's mate - - - | " |
| Thos. Marshall - - - | Coxswain of Launch - - - | " |
| Jeremiah Galavan - - - | Captain of Forecastle - - - | " |
| Joseph Barnes - - - | Captain of Foretop - - - | " |
| Gwylm Munden - - - | Bombardier R.M.A. - - - | " |
| Samuel Heaynes - - - | Cooper - - - | " |
| William Evans - - - | A.B. - - - | " |
| Thomas Mellish - - - | A.B. - - - | " |
| Joseph Anderson - - - | P.R.M. - - - | " |

SIR EDWARD BELCHER, C.B., to DR. LYALL, Her Majesty's Ship
"Assistance."

DR. D. LYALL, "The Lady Franklin" Sledge.

Mottoes.—"Speed, speed to the rescue."

"Boldly, faithfully, and successfully."

Ever ready, eye piercing, and capable of gazing at sun or snow; soars high, surveys calmly but vigorously, and gathers strength from above.

With the sentiments thus recorded, and trusting, under Divine Providence, to the exertions of the bearer, and the sanguine prayers and hopes of the lady whose name is borne by the sledge, I can only add my most fervent prayer: that may our humble exertions, if not crowned by success to the living, afford some comfort to the bereaved, by knowing the *positive fate* of the missing.

In committing to your hands this banner, with the command of the sledge "Lady Franklin," I feel that I send forth one willing and able to do his duty.

By SIR E. BELCHER, Knight, C.B., Captain of Her Majesty's Ship
"Assistance," and in command of the Arctic Squadron.

Having volunteered to accompany the South-western Searching Division on part of their journey, and deeming your presence on the southern shore not only of the greatest importance to the general health of the division, but also instilling a very cheering feeling in the minds of any who may be so unfortunate as to be sent back for surgical aid,—

Orders to Dr. Lyall.

2. I have much pleasure in placing under your orders the "Lady Franklin" sledge, with her crew, who have been commanded to obey you by a special document annexed.

3. You will arrange with Commander Richards upon all matters of detail connected with the special duty on which he is engaged.

4. The Commissariat sledges will accompany him to certain distances, and with him will rest the point from which they will have to return.

5. As this return journey will be attended with less labour as well as weight, (unless indeed you have unfortunately invalids), I wish to leave to your discretion, the returning closely upon your outward track, or by deviating slightly, touch upon any neglected points which may appear to invite interest. But you must seriously consider the possibility of, with limited provision, reaching the depôt within the calculated time.

6. It would be superfluous in me to direct your attention to any specific objects, as our general intercourse hitherto satisfies me that you will devote your attention to the general interests of science, and although our special pursuits vary, that you will collect all that may pass beneath your eye, as if I had been your companion.

7. You will keep a journal of your proceedings according to the general form provided, and, within a reasonable period after your return, present the same to me duly signed.

8. I must now commit you to the care of an all-wise Providence, and my most earnest prayers will be offered for your safe return, with health if not success.

Given under my hand, on board Her Majesty's Ship "Assistance,"
Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER, Captain.

COPY OF ORDERS from Commander G. H. RICHARDS to Dr. LYALL.

By Commander G. H. Richards, commanding the S.W. Division of Sledges employed in the search for Her Majesty's Ships, "Erebus" and "Terror."

Having accompanied the S.W. Division to this point, Lat. 76° 27' N., long. 103° 18' W., about 100 miles distant from the Spit Island, in Northumberland Sound, and having 11 days provisions on your sledge and in depôt, you will proceed to-morrow on your homeward journey. Steering, in the first instance, for the S.W. bluff of the Deception Group, you will erect on that summit a conspicuous cairn, leaving one of the records with which you are supplied, as well as one from yourself, with your own observations on the appearance of the bays to the southward, for the information of any officer who may be hereafter directed to call there, should the weather be thick; also as to whether there is a channel to the southward of that group to Cape Lady Franklin (of which there appears little doubt). Proceeding then along the coast by our outward track, you will erect another cairn on Deception Point (the extreme point, about 2 miles on this side of the depôt, and if possible, an intermediate cairn on the Sandstone Point, or on any other convenient central position. At each of these cairns you will leave one of the records enclosed, as well as a brief record of your own proceedings.

This duty performed, you will be free to follow your original instructions from Sir E. Belcher; but bearing in mind that you cannot count on any supplies from the depôt at Cape Lady Franklin, which is not to be disturbed except in case of urgent necessity.

As a general rule, every officer who visits a cairn on this shore, will, in addition to filling up the printed form, note the *time of his departure*, and the *particular route he is about to take*.

Dated at Cape Fortune, this 24th day of April 1853.

(Signed) GEO. HENRY RICHARDS, Commander.

Orders to Dr. Lyall.

Sir EDWARD BELCHER, C.B., to Dr. LYALL.

By Sir Edward Belcher, Knight., C.B., Captan of Her Majesty's Ship "Assistance," and in command of the Searching Squadron in the Arctic Seas.

Whereas I deem it expedient that you should command the crew of the sledge "Lady Franklin," and whereas doubts may possibly arise as to your authority under the General Regulations of Her Majesty's Service :

You are hereby empowered, and I hereby assign to you the rank corresponding to your position in Her Majesty's Service, viz. ranking with lieutenants, and commanding your sledge crew with the temporary rank of acting-lieutenant pro tem., without any alteration of pay: hereby enjoining all the sledge crew of the said "Lady Franklin," to obey you as their said lieutenant, as they will answer for the contrary at their peril.

This document does not, however, give you any authority over any sledge commanded by any *officer* ; but if accident should unfortunately deprive a sledge of such a commander, you are required to exercise your judgment, and give such orders for Her Majesty's Service, as you may think meet, and for which this shall be considered your sufficient authority.

Given under my hand, on board Her Majesty's Ship "Assistance." this 9th day of April 1853.

(Signed) EDWARD BELCHER, Captain.

LIST of EQUIPMENT and WEIGHTS of Her Majesty's Sledge, "LADY FRANKLIN,"
South-western Division, 10th April 1853.

| | lbs. |
|--|-----------|
| No. 1. Tent and brush, spare line for lashing ditto | 62 |
| 2. Sleeping bags | 74 |
| 3. Buffalo robe and cover | 73 |
| 4. Waterproof and canvass bottoms | 48 |
| 5. Cooking apparatus, complete | 32 |
| 6. Axe | 5½ |
| 7. Pick | 11 |
| 8. Spade | 5½ |
| 9. Boat-hook | 4 |
| 10. Tin cylinders for cairn | 4 |
| 11. Sundry bag | 16 |
| 12. Ammunition bag | 20 |
| 13. Medicine box, &c. | 10 |
| 14. Haversack, water bottle, pannikin, spoon, &c. | 13 |
| 15. Knapsack, clothes, and washing traps ; spectacles and crape | 77 |
| 16. Instruments and journal | 4 |
| 17. Sledge and wooden bottom | 195 |
| 18. Boarding pikes for tent, bamboos, and pemmican axe | 40 |
| Provisions for 50 days | 1,320 |
| Fuel for 54 days | 162 |
| Packages | 228 |
| Fowling piece and Hudson's Bay gun | 20 |
| Total equipment | 2,424 |
| Dragging weight, per man | 242 6 oz. |

(Signed) D. LYALL, Surgeon,
Officer Commanding Sledge.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Lady Franklin," between the 10th April and the 3d May, 1853.

Dr. Lyall's
Journal,
1853.

| Date. | Time of Day. | Temp. | Winds and Weather. | |
|---------------------------------|--------------|---------------------|---|--|
| Sunday, 10th April, 1853. | 4 p.m. | Zero. | N.E. 5. | 4h. P.M. The sledge "Lady Franklin" left Her Majesty's Ship "Assistance," along with the sledges "Sir Edward," "John Barrow," "Reliance," "Success," and "Enterprize." On starting, made sail, which we carried over a pretty smooth floe, to the north end of Spit Island, where we encamped at 9h. 15m. P.M. It was blowing fresh from the N.E. when we left the ship, but the wind moderated as soon as we got round the point. Distance travelled, 6 miles. |
| | 6 p.m. | | o. q. N.E. 2. | |
| | 9 30 p.m. | — 5° | Overcast. N.E. 3. Overcast. | |
| Monday, 11th. | 6 a.m. | Inside tent, 20° | | 6h. 30m. A.M. finished breakfast; 7h. 30m. started; 11h. 45m.; stopped to lunch; 0h. 15m. P.M. went on; 4h. P.M. pitched. After leaving Spit Island the ice was rough and hummocky; further out it was composed of a very broken pack, cemented together by comparatively young ice, a good deal of which was covered with wet snow. Distance travelled, 7 miles. |
| | 7 a.m. | Outside 2° | N. 3. Overcast. | |
| | Noon. | 7° | N. 4. Overcast. | |
| Tuesday, 12th. | 6 a.m. | In tent, 16° 5' | N.W. 2. Overcast. Snow. | 6h. 30m. A.M. finished breakfast; 7h. 5m. started; 11h. 40m. stopped to lunch; 0h. 15m. P.M. went on; 5h. 15m. pitched tents. The ice passed over to-day was mostly smooth; what had been leads in the pack, covered with loose snow, two or three inches deep. A good deal of snow fell during the day, but it cleared up for a short time in the afternoon, when we saw Spit, Crescent, and Pioneer Islands, and the mainland beyond, as well as the south shore of the channel near Cape Lady Franklin. Distance travelled, 9 miles. |
| | 6 50 | Outside, — 7° | | |
| | Noon. | — 8° | N.W. 2. Overcast. Snow. | |
| Wednesday, 13th. | 5 30 p.m. | — 8° | W.N.W. 2. | 5h. 30m. A.M. finished breakfast; S.W. shore of the Queen's Channel visible near Cape Lady Franklin; 6h. 30m. started; passed through very hummocky ice, the hummocks being composed of ice from 18 inches to 2 feet thick; 11h. 20m. halted to lunch, and to repair damages sustained by different sledges on their passage through the belt of pack. The "Lady Franklin" split one of the stanchions of her port runner, which was pinned and lashed when we halted to lunch. In the afternoon we passed over old floe ice, the hollows being full of snow. On the ridges there were observed, in some places, patches of minute black particles which looked like sand, but when the snow was melted in the hand, no grittiness was perceptible; some of the larger particles made a mark on the hand like mud. In the afternoon the depôt on Cape Lady Franklin could be seen with the glass, Crescent, Pioneer, and Spit Islands being visible at the same time. 4h. 30m. P.M. encamped. Distance travelled, 8 miles. |
| | 6 a.m. | In tent, 16° 5' | | |
| | 6 30 | Outside, — 11° | Overcast. N.W. 2. Hazy from N. to S.S.E. | |
| | 11 50 | 1° 5' | N.W. 2. Overcast. | |
| Thursday, 14th. | 5 p.m. | 2° | N.W. 1. Overcast. | 5h. 50m. A.M. finished breakfast. Land about Cape Lady Franklin in sight, distant about 7 miles. About 7h. A.M. started; 11h. 30m. stopped to lunch; 4h. 15m. P.M. encamped about 2 miles off the land, and the same distance to the westward of the depôt on Cape Lady |
| | 6 a.m. | In tent, 25 | | |
| | 6 45 | Outside, — 11° | N.W. 1. 0. Hazy. | |

Dr. Lyall's
Journal,
1853.

| Date. | Time of Day. | Temp. | Winds and Weather. | |
|--------------------|--------------|---|--|---|
| Friday, 15th. | Noon. | Temp. not observed; mercury in tube would not join. | N.W. 4. Hazy. Drift. | Franklin. The floe passed over to-day has been chiefly old ice, with here and there a few hummocks where there has been a crack followed by pressure. Two or three patches of this year's ice were also crossed over. During the day a number of the men had their noses and cheeks repeatedly frostbitten. Distance travelled, 8 miles. |
| | 5 p.m. | — 13° | N.W. 5. Drift. | |
| | 6 20 a.m. | In tent, Zero. | b. c. N.W. 5. Drift. | 6h. 10m., A.M. finished breakfast; 7h. started; 11h. 30m. halted to lunch; noon, went on, having made sail; 5h. P.M. encamped. The floe to-day has been smooth; new ice covered with firm snow. Our course at first lay parallel to the land round the Cape, the shores of which were lined with heavy hummocks of ice piled up on the beach; we then struck across a deep inlet towards an island, steering about W. by N. |
| | 7 Noon. | Outside, — 21° — 7° | N.W. 3. S.W. 3. | Distance travelled, 9 miles. |
| | 5 15 p.m. | — 6° | Hazy. S W. 3. Hazy. Snow. | |
| Saturday, 16th. | 7 a.m. | In tent, — 10° | | 7h. 5m. A.M. finished breakfast; 8h. started; 11h. 45. in consequence of the low temperature and a strong breeze blowing in our faces, which caused nearly all hands to get repeatedly frostbitten, we were obliged to encamp. The ice to-day has been of the same character as that passed over yesterday; our course has lain along the shore of the island which was in sight yesterday. Encamped close to the hummocks lining the beach. A five days depôt for the sledges proceeding farther to the westward was landed by the "Enterprize," and covered up with a double wall of stones. John Clark, steward, had his fingers rather severely frostbitten, and Henry Deller, ship's cook, had one of his great toes frostbitten whilst cooking in the evening. Distance travelled, 5 miles. |
| | 8 a.m. | Outside, — 20° | N. 5. 0. Drift. | |
| | Noon. | — 16° | N. 4. Drift. | |
| | 5 p.m. | — 17° | N. 4. Drift. | |
| Sunday, 17th. | 7 a.m. | In tent, — 5° | N. 3. | 6h. 20m. A.M. finished breakfast; 8h. started, giving three cheers to the "Enterprize," which parted from us on her return to Northumberland Sound. Just before we started, Captain Richards and Mr. Herbert went to the top of the low hill on which the depôt is left, and saw, within a half or a quarter of a mile of them, five deer, which did not appear to be at all afraid of them. We travelled along a low sloping coast until noon, when we halted to lunch. In the forenoon, two deer (a doe and fawn) were seen, which bolted over the hill as soon as they saw Captain Richards and Lieutenant Osborn, who were some distance ahead of the sledges. Our course during the day has been along low sloping hills of sandstone, mostly covered with snow; where the ground was bare, a good deal of moss, saxifrage, and lichen (several species), and a small grass, in scanty tufts, were visible. Encamped on the ice. Abreast of where we had pitched our tents, a deep bay runs in for two or three miles; this has, for the present, been called Sandstone Bay. The point near which we have encamped has been named Sandstone Point, and two rounded hills to the S.W., the Sisters. Distance travelled, 8 miles. |
| | 8 a.m. | Outside, — 19° | b. c. N. 3. Drift. | |
| | Noon. | — 12 | N.W. 4. Drift. | |
| | 5 p.m. | — 6° | b. c. N.W. 4. Drift. b. c. | |

| Date. | Time of Day. | Temp. | Winds and Weather. | |
|---------------------|---------------|----------------------------|-----------------------|--|
| Monday, 18th. | 6 20 a.m. | In tent, — 5° | N.W. 4. | 6h. 20m. A.M. finished breakfast; 7h. 30m. started; 11h. halted and pitched the tents for lunch opposite to a deep inlet named Sisters Inlet; 0h. 20m. P.M.; struck tents and went on towards a low point surrounded by heavy hummocks, where we encamped for the night at 4h. 40m. The course has been about W. by N. or W.N.W. Several of the men got frost-bitten in the forenoon. Distance travelled, 7 miles. |
| | 7 30 | Outside, — 14° | W.N.W. 4. | |
| | 11 30 | — 9° | W.N.W. 4. | |
| | 5 p.m. | — 8° | W.N.W. 2. b. | |
| Tuesday, 19th. | 6 20 a.m. | In tent, 5° | W.N.W. 2. b. | 6h. 5m. A.M. finished breakfast; 7h. 15m. sledges started; 11h. 30m.; halted to lunch, and waited for Captain Richards to get a meridian altitude of the sun; 5h. P.M. pitched tents. In the morning there was an appearance of land, raised by refraction, to the northward of us. After breakfast I accompanied Captain Richards and Mr. Osborn to the top of the hill just over our encampment, and walked across its flat top to a plain on the other side, where the land trended to the southward of west. The land was of grey sandstone, broken pieces cropping out in some places like ruined huts. There was a good deal of the common vegetation, and many traces of deer were seen. We also saw the fresh tracks of hares in several places, but none of the animals themselves. Rejoined the sledges just before luncheon. This has been the finest day that we have had since we have been out. At 5h. P.M. distant land could be seen bearing about due west. There is a low island about 8 or 9 miles off to the northward, with a long line of heavy hummocks on the east-end. 4h. 50m. P.M. encamped. The floe passed over to-day has been quite smooth. Distance travelled, 8 miles. |
| | 6 30 Noon. | Outside, — 1 — 8° | W.S.W. 2. b. | |
| | 5 p.m. | — 9° | W.S.W. 1. b. | |
| Wednesday, 20th. | 6 a.m. | In tent. — 5° | W.S.W. 2. b. c. | 5h. 10m. A.M. finished breakfast; 6h. 40m. started; 11h. 45m. halted to lunch; 5h. P.M. encamped. In the forenoon, Captain Richards and Mr. Herbert landed and walked to the top of a hill, from whence they saw the channel behind the islands along which we have been travelling for the last three days. They saw fresh tracks, both of deer and hares, and picked up a ptarmigan's feather. In the morning there was a strong appearance of distant land extending from about N.E. to N.W. Our course to-day has been about W. by S., and distant land, raised by refraction, has been occasionally visible right ahead. The ice travelled over was old, the snow irregular, covered in some places by a thin crust, through which the men's feet broke, making the work very heavy. Distance travelled, 8 miles. Bearing of S.W. bluff of island, S. by W., true. |
| | 6 30 Noon. | Outside, — 23° — 12° | W.S.W. 2. b. c. | |
| | 5 p.m. | — 9° | W.S.W. 1. b. c. | |
| Thursday, 21st. | 6 30 a.m. | In tent, 15° | Calm. | 6h. 30m., A.M. finished breakfast; 7h. started; noon, halted for lunch; 5h. 15m. encamped. This is the first day that we have felt it warm in the sun. Have been travelling 4 or 5 miles off the land, which |
| | 7 | Outside, — 14° | 7. b. 1. c. | |

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| Date. | Time of Day. | Temp. | Winds and Weather. | |
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| Friday, 22d. | Noon. | — 9° | Calm. b. c. | is still of the same character. Our course has been about W.S.W. High land in sight ahead. Ice old, with smooth rounded hummocks and deep snow between. Distance travelled, 8 miles. |
| | 5 30 p.m. | Zero. | N. l. 1 b. 7. c. | |
| | 5 30 a.m. | In tent, 20° | Calm. b. c. | 5h. 10m. A.M. finished breakfast; 6h. 30m. started; 11h. 15m. halted to lunch; 5h. 15m. encamped. The floe to-day has been of the same character as that passed over yesterday, and the weather has been equally fine. After passing the S.W. bluff of the island, at a distance of 4 or 5 miles from the land, we saw down a deep inlet or channel, running to the southward, and separating the island from the main. Steering for high land, bearing about S.W. by W. Distance travelled, 9 miles. |
| | 6 | 0° 5' | | |
| Saturday, 23d. | Noon. | — 2° | N.W. l. 7. b. l. c. | 6h. 30m. A.M. finished breakfast; 7h. 30m. started under sail; 11h. 30m. halted for lunch. The floe travelled over has been of the same character as yesterday. The sledges were a good deal assisted by the wind; the large having a considerable advantage over the small ones, by going over two ridges, whilst the others were brought up between them. Still steering towards the same high land. Distance travelled, 10 miles. |
| | 5 30 | — 5° | N.W. l. b. c. | |
| | 6 45 a.m. | In tent, 14° | N.W. 3. Overcast. Light snow falling. | 6h. 30m. A.M. finished breakfast; 7h. 30m. started under sail; 11h. 30m. halted for lunch. The floe travelled over has been of the same character as yesterday. The sledges were a good deal assisted by the wind; the large having a considerable advantage over the small ones, by going over two ridges, whilst the others were brought up between them. Still steering towards the same high land. Distance travelled, 10 miles. |
| | 7 30 | Outside, — 2° | | |
| Sunday, 24th. | Noon. | 1° 5' | N. 4. Overcast. Drift. | 6h. A.M. finished breakfast; 7h. started under sail; noon, halted for lunch. During the forenoon the sledge capsized twice, but without doing any damage. Throughout the day the wind was fresh, causing a thick drift, which rendered distant objects invisible. For the last 2 or 3 miles our course lay over smooth old hummocks and thick intervening snow, in which the sledges now and then got buried. A little before 4h. we found ourselves on low land covered with snow, and scarcely above the level of the floe, where we pitched for the night, and prepared to deposit our provisions for the other sledges. The depôt for the "Sir Edward," "John Barrow," and "Success," were placed on a small knoll, close to, and covered up with shingle. The place where we have encamped is on the shore of an extensive plain, running to the foot of the high hill, towards which we have been steering for the last few days. Immediately on landing, we saw what we supposed to be the tracks of musk oxen. There was a good deal of vegetation on the small spots cleared of snow, chiefly saxifrages, mosses, and a little grass. Distance travelled, 9 miles. |
| | 5 p.m. | Zero. | N. 4. 1. b. 7. c. | |
| | 6 30 a.m. | In tent, 6° | N.W. 4. b. overhead Hazy horizon. | 6h. A.M. finished breakfast; 7h. started under sail; noon, halted for lunch. During the forenoon the sledge capsized twice, but without doing any damage. Throughout the day the wind was fresh, causing a thick drift, which rendered distant objects invisible. For the last 2 or 3 miles our course lay over smooth old hummocks and thick intervening snow, in which the sledges now and then got buried. A little before 4h. we found ourselves on low land covered with snow, and scarcely above the level of the floe, where we pitched for the night, and prepared to deposit our provisions for the other sledges. The depôt for the "Sir Edward," "John Barrow," and "Success," were placed on a small knoll, close to, and covered up with shingle. The place where we have encamped is on the shore of an extensive plain, running to the foot of the high hill, towards which we have been steering for the last few days. Immediately on landing, we saw what we supposed to be the tracks of musk oxen. There was a good deal of vegetation on the small spots cleared of snow, chiefly saxifrages, mosses, and a little grass. Distance travelled, 9 miles. |
| | 7 | Outside, — 7° | | |
| Monday, 25th. | Noon. | — 5° | N.W. 5. Drift. | 5h. 40m. A.M. finished breakfast. On opening the thermometer case this morning, found the tube broken; received Mr. Herbert's in lieu. By order of Captain Richards, exchanged Thomas Marshall for George Harris, of the sledge "Reliance," who complained of pain in the chest. 8h. 30m. started under sail, exchanging three cheers with the other sledges, which we left on the land. When 4 or 5 miles off the land, a small grey lemming was caught. Until 3h. P.M. we stuck to the outward tracks, and then |
| | 4 p.m. | — 6° | N.W. 6. b. c. thick drift. | |
| | 7 a.m. | Outside, by Herbert's Therm. below — 10° | N.W. by W. 2. Hazy. | |
| | Noon. | — 4° | N.W. 2. Hazy. | |

| Date. | Time of Day. | Temp. | Winds and Weather | |
|---------------------|--------------------------|---------------------|------------------------------|--|
| Tuesday, 26th. | 5 30 p.m. | — 8° | N.W. 1. Hazy. | kept away a little to the southward. The weather has been hazy, so that the only land we have seen was that left in the morning, which became visible twice or thrice for a few minutes when the fog lifted. 5h. P.M. pitched. Distance travelled, 14 miles. |
| | 6 30 a.m. | In tent, 10° | N.W. 2. Very hazy. | 6h. 10m. A.M. finished breakfast; 7h. 20m. started under sail; noon, halted to lunch; 5h. 50m. pitched. The weather has been very hazy during the day. About 2h. P.M. it cleared up a little for a few minutes, when we saw an appearance of high land, bearing W.S.W. by compass, and low distant land at the same time on our starboard quarter. Steered W.S.W. The floe has been thickly studded with smooth rounded hummocks, and covered with deep soft snow, which rendered walking very laborious. Saw a fox's track. Distance travelled, 11 miles. |
| | 7 Outside, below | — 10° | | |
| | Noon. | — 2° | N.W. 2. Very hazy. | |
| 6 p.m. | Zero. | Calm. Very hazy. | | |
| Wednesday, 27th. | 6 30 a.m. | In tent, 22° | N.W. 1. Clear. | 6h. 45m. A.M. finished breakfast. The weather being clear, the S.W. bluff was seen, apparently within less than half a mile of us. At 7h. 45m. when the sledge started, I left with four men to erect a cairn on the S.W. bluff. We were more than an hour in reaching the land. Having erected a cairn, and placed a cylinder with a record in it, we left the hill; crossed a channel about half a mile wide, and a low island on the other side of it, and rejoined the sledge about 0h. 40m. P.M. On shore we saw the dung of a deer and hare, and on the floe the tracks of a fox and two lemmings. 1h. P.M. lunched; and then stood along the shore of the low island, inside of the hummocks, for about half a mile, again coming out upon the floe. Steering for the eastern point of land visible. 6h. P.M. encamped. During the forenoon the floe was very uneven, thickly studded with rounded hummocks. After leaving the low island we found it tolerably smooth, although, in some places, deeply covered with soft snow. On the top of the hill we found a cutting breeze blowing from the N.W.; it blew from the same direction on the floe until 4h. P.M., when it fell calm. Distance travelled, 10 miles. |
| | 7 30 Outside, — 2° | — 2° | | |
| | 1 p.m. | 2° | N.W. 4. b. | |
| | 6 p.m. | — 4° | Calm. b. | |
| Thursday, 28th. | 6 a.m. | In tent, 14° | N.W. 2. b. c. | At 5h. 45m. A.M. finished breakfast; 6h. 45m. started under sail; 11h. 30m. halted to lunch; 5h. P.M. pitched to the eastward of a point lined with heavy hummocks. We have been steering about W.S.W. (compass), along the land, over a tolerably smooth floe. Saw the tracks of several foxes and lemmings on the floe. Except the last mile or so, the coast which we have skirted to-day was free from hummocks. Distance travelled, 14 miles. |
| | 6 45 Outside, 1° | 1° | | |
| | Noon. | 4° | W. b. c. Hazy horizon. | |
| | 6 p.m. | Zero. | W.S.W. 2. Hazy. | |
| Friday, 29th. | 6 a.m. | In tent, 10° | W.N.W. 2. b. c. | 5h. 45m. finished breakfast; 7h. started under sail; 11h. 30m. halted to lunch. The floe passed over to-day has been smooth, and the wind being fair, the sledge went as fast as the men could walk. The fresh tracks of two bears were seen in the morning, within 15 yards of the tent, where they had suddenly |
| | 7 Outside, — 4° | — 4° | | |

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| | Noon. | 4° | N.W. 4. | turned, and retreated towards the southward, from whence they had come. We also crossed the tracks of several lemmings, and two or three foxes or hares. |
| | 7 p.m. | 9° | b. c. N.W. 4. b. c. | Skirted the land from point to point, until we came to Deception Point, where I left the sledge to go on, and landing with five men, erected a cairn and deposited a cylinder and record. Sandstone Point, where I was ordered by Commander Richards to build a cairn, was accidentally passed, as I mistook Deception Point for it. The surface stones on Deception Point are of the same grey sandstone which we have observed everywhere else on this coast. The ground, where not concealed by snow, was found to be covered chiefly by a black lichen, which appears to be the principal food of the deer; the dung of which, and of hares, was plentiful. The sledge had been going on whilst we were on the hill, and about 6h. P.M. the tent was pitched close to some high hummocks abreast of the depôt, where we arrived half an hour afterwards. |
| | | | | On inspection we found that the upper part of one side of the stone cairn, covering the depôt, had been pulled down, and about 10 or 15 yards off there was lying a case of pemmican, a good deal scratched, but uninjured; a case of bacon, which had been opened before being put in the cache, was also scratched, but the bacon was untouched. There was an empty box lying still farther off, which had probably contained stearine. A box containing bars of mixed stearine and oil, belonging to the 'Lady Franklin,' was lying close to the cairn; it had been scratched, but not opened. A gutta-percha case on top, containing the "Lady Franklin's" groceries, &c., had been scratched, and had a small hole in the side of it, but was otherwise uninjured. |
| | | | | Bear tracks of at least two sizes were numerous around. |
| | | | | After taking out the articles belonging to ourselves, we replaced the others which had been disturbed, and covered them up with stones for the night. |
| | | | | Distance travelled, 18 miles. |
| Saturday, 30th. | 6 30 a.m. | In tent, 10° | | 6h. 30m A.M. finished breakfast. After breakfast went with a party to strengthen the cairn over the depôt, and left a cylinder, with a paper in it, containing an account of the state in which we found it. 8h. A.M. started under sail; crossed the mouth of the channel between the Deception Islands and Cape Lady Franklin. The land of which Cape Lady Franklin forms the extremity, has every appearance of being an island. A deep sound, running in to the S.W., at the entrance of Deception Channel, appears also to be studded with islands. |
| | 7 30 | Outside, Zero. | N.W. 2. b. | |
| | Noon. | 4° | N.W. 1. b. | |
| | 6 30 p.m. | -1° 5' | Calm. b. | Having fallen calm in the afternoon, we felt the weather oppressively hot, although the temperature was scarcely above Zero. Crossed a bear's track, as well as numerous tracks of lemmings. 6h. 15m. encamped close to very high hummocks on the beach, within a mile or two of the grand depôt. |
| | | | | Distance travelled, 13 miles. |
| Sunday, 1st May. | 6 a.m. | In tent 23° | | 6h. A.M. finished breakfast; 6h. 45m. started; went on ahead of the sledge, and landed to examine the state of the depôt on Cape Lady Franklin. Found that the flag had been torn in pieces; two oars |
| | 6 30 | Outside, -1° | Calm. b. c. | |

| Date. | Time of Day. | Temp. | Winds and Weather. | |
|-----------------|--------------|---------------------|--------------------------------|--|
| Monday, 2d. | Noon. | 20° ? | E. 1. Overcast. | broken through the middle, two large casks and a small one rolled away from the side of the boat, and a number of preserved meat tins pulled out from beneath it. Some pieces of gnawed wood and a leather thong, in the same condition, were found a short distance off; but so far as we could see, no damage had been done to any of the provisions. The only tracks of animals visible, were the fresh foot-prints of foxes around the boat, and of deer in the vicinity; but no doubt this must have been the work of bears or wolverines. The preserved meats were replaced under the boat, and the casks around it, and the whole covered with snow. 8h. 30m. left the land, and struck out on the old sledge tracks across the Queen's Channel; 11h. 30m. halted to lunch; 5h. P.M. pitched by the flag at the edge of the heavy pack in mid-channel. During the march the tracks of an old and young bear, and of several lemmings, were observed. The day has been fine, and the land on both sides of the channel has been distinctly visible. Several of the men are complaining of sore eyes. Distance travelled, 15 miles. |
| | 5 30 p.m. | 5° | E. 1. b. c. | |
| | 6 a.m. | In tent, 33° | | |
| | 7 | Outside, 14° | E. 2. Overcast. Snow. | 6h. A.M. finished breakfast; 7h. started; 11h. 15m. halted to lunch; 6h. P.M. pitched on S.W. side of Spit Island. When about 4 or 5 miles off the land, and still following the tracks of the outward bound sledges, on coming to some old packed ice, we found that, from the accumulation of snow upon it, it had given way in many places, cracks and holes had formed in it, and pools of water were common on the surface, covered by a thin crust of ice, through which we often broke. Found ourselves obliged to leave the old sledge tracks, and struck away to the northward, where the ice appeared firmest. During our passage across the belt of rotten ice, which was 2 or 3 miles in width, we all got wet up nearly to the knees, and James Reid and Gwylm Munden slipped into water holes. Very fortunately, the temperature to-day has been higher than on any previous day that we have been out. Distance travelled, 16 miles. |
| 11 30 | 22° | S.E. 2. b. c. | | |
| 6 p.m. | 14° | S.E. 3. b. c. | | |
| Tuesday, 3d. | 6 a.m. | In tent, 24° | Hazy. | 5h. 40m. A.M. finished breakfast; 6h. 45m. started. On getting round to the low point at the north end of Spit Island, found that there was open water between it and the low island, about one-third or half a mile to the northward; open water was also observed between the south end of the former island and the opposite point. 11h. A.M. arrived on board the "Assistance." Distance travelled, 7 miles. |

(Signed) D. LYALL, Surgeon,
Lately commanding the Sledge "Lady Franklin."

Enclosure No. 20. of Sir Edward Belcher's Letter.

Outline of Commander
Richards's Proceedings,
1853.

G. HENRY RICHARDS, Commander, to Sir EDWARD BELCHER, C.B.

Her Majesty's Ship "Assistance," Northumberland Sound,
July 12th, 1853.

Sir,

I have the honour to report to you my arrival here this day from the search of the coast to the southward and westward; and as it will be impossible for me to compile my chart and journal during the present active operations of the season, I think it desirable to lay before you a general outline of the proceedings of the division under my command, since leaving the ship.

On the 10th of April the South-west Division, consisting of the following sledges, viz :—

- "Sir Edward," Commander Richards and 7 men, victualled for 40 days ;
- "John Barrow," Lieutenant Osborn and 7 men, victualled for 40 days ;
- "Reliance," Lieutenant May and 7 men, victualled for 30 days ;
- "Lady Franklin," Dr. Lyall and 10 men, victualled for 50 days ;
- "Success," Mr. Herbert and 10 men, victualled for 50 days ;
- "Enterprize," Mr. Grove and 10 men, victualled for 50 days ;

left Northumberland Sound and proceeded across the Queen's Channel; on the 16th we reached a group of islands, 15 miles W.N.W. of Cape Lady Franklin, to which I gave the temporary name of the Deception Group.

Here we dropped our first depôt, and the "Enterprize," Mr. Grove, returned to the ship. On the 17th we proceeded on to the westward, and on the 21st we reached the western termination of this Group, and steered for a high cape bearing S.W. of us, where we arrived on the evening of the 24th, and which I named Cape Fortune. Its position is lat. $76^{\circ} 26' 30''$ N., long. $103^{\circ} 33'$ W. To the eastward, between this cape and Cape Lady Franklin, we saw some deep and apparently very extensive inlets, which, being anxious to push to the westward, I reserved for examination on my return.

The second depôt was placed at Cape Fortune; and the "Lady Franklin," Doctor Lyall, despatched to the ship on the morning of the 25th of April; the division moving on at the same time with the trend of the coast N.W.

On Friday evening, the 29th, we reached the entrance to the Byam Martin Channel. Its N.E. point I called Point Success, and being the nearest position to the spot where I was directed to deposit the despatches for the Admiralty and Captain Kellett, viz., lat. $76^{\circ} 32'$ N., long. $105^{\circ} 4'$ W., I established it as the rendezvous, and placed the despatches in a cairn, on a conspicuous hill; the third depôt was placed here, and the "Success," Mr. Herbert, directed to return to the ship.

On the morning of the 30th April the three remaining sledges proceeded across the channel, the hills of Melville Island barely visible, bearing S.W. From this date up to the 5th of May, the weather was very thick, and we rarely got a glimpse of the land; but on the evening of the 5th, after we had camped, the weather cleared, and the land was discovered 2 or 3 miles from us. At 8h. A.M. of the 6th of May we landed on Melville Island, about the N.E. point; its position, lat. $76^{\circ} 00' 30''$ N.; long. $106^{\circ} 25'$ W. nearly.

Here the fourth depôt and the light boat brought by the "Reliance" were deposited, and Lieutenant May left on the same evening for the grand depôt at Cape Lady Franklin, with directions to re-victual, and return to Cape Fortune, with provisions for the returning sledges, to enable them to examine the inlets to the eastward of that cape.

On the morning of the 7th, Lieutenant Osborn and myself, with the two remaining sledges, proceeded on the coast, trending westerly and north-westerly; passing along the north coast of Melville Island, we crossed two extensive bays, to which I gave the names of the Bay of Promise and the Bay of Plenty, in consequence of game being more abundant there than at any other place we had hitherto visited.

On the 17th of May we reached a very remarkable bold headland, seven or eight hundred feet high, on which we erected a large beacon. I called this headland Cape Belcher; it is in lat. $76^{\circ} 43'$ N.; long. $109^{\circ} 00'$ W. nearly.

It now became necessary, in order to enable me to push to the westward, that the two remaining sledges should separate. Lieutenant Osborn, therefore, after completing me with 40 days' provisions, was directed to return to the grand depôt at Cape Lady Franklin, and re-provisioning his sledge, to search the coast easterly to Goodsir and Marshall's farthest.

We parted company on the evening of the 17th of May; and on the morning of the 18th, steering north-westerly, I discovered sledge tracks, apparently very recent. Halting the sledge, I proceeded with two of my crew to follow them up, and in an hour came upon an encampment, which proved to be a party under Lieutenant Hamilton, 21 days out from Her Majesty's ship "Resolute." We must have passed each other within a mile; but the thick weather, had it not been for the sledge tracks, would have prevented our meeting. From Lieutenant Hamilton I learned that the "Resolute" and "Intrepid" had reached Winter Harbour, and had wintered in Bridport Inlet; that the "Investigator" had been discovered at Bank's Land, having been three winters in the ice; and the "Resolute's" parties having communicated with the "Investigator," Lieutenant Hamilton was the bearer of Commander M'Clure's journal of proceedings since entering Bhering's Straits; I also learnt from Mr. Hamilton that Commander M'Clintock had left the Hecla and Griper Gulf early in April, to carry on the search to the westward.

It would have been, therefore, worse than useless for me, under these circumstances, to follow out my original instructions; and, considering that it would be for the benefit of the service that I communicated with Captain Kellett, inasmuch as it would enable me to bring you his despatches, the latest intelligence of what had been effected by his parties, as well as the determination that had been come to with regard to the abandonment of the "Investigator," I resolved at once on this step, and to return by the southern coast of Melville Island and up the Byam Martin Channel.

Directing Lieutenant Hamilton to the rendezvous for your despatches, and desiring him to endeavour to overtake Lieutenant Osborne and deliver to him Captain M'Clure's journal, we parted without loss of time.

My course now became South-westerly, and then South-easterly, and on the 30th of May, at 8h. P.M., after a very heavy journey, having experienced a constant series of gales of wind since the 18th of May, we arrived on the south shore of the Hecla and Griper Gulf.

Here I found a tent pitched, and Lieutenant Pim of the "Resolute," weather bound. He was about to proceed to the westward with a depôt for Commander M'Clintock.

Having no time to spare, and the gale being fair for me, I proceeded at once to cross the isthmus. The deep ravines by which the land is intersected, and the almost total disappearance of the snow from the hills, rendered the passage of the sledge most laborious, but we were enabled to reach the shore of Bridport Inlet on the morning of the 5th of June, and I had the satisfaction of seeing the "Resolute" and "Intrepid" frozen in off Dealy Island, about 8 miles distant.

I arrived on board the "Resolute" on the same morning, and found Captain Kellett absent; as he was in the neighbourhood, however, the signal of recall was made by the commanding officer, and on the 7th I had the pleasure of seeing him return on board. The invalids of "Investigator" were on board "Resolute;" and a party, with Dr. Domville, had gone to the former vessel to hold a medical survey on the remainder of her crew.

The surgeon's party were daily expected back; but, anxious as I felt to bring the result of this examination, the state of the ice, now rapidly decaying, did not justify me in remaining an hour longer than to receive Captain Kellett's despatches.

On the evening of the 8th of June, I started; Captain Kellett kindly accompanying me for 10 miles of my journey, along the south coast of Melville Island.

Rounding Point Griffiths on the 11th, I steered to the northward along the west coast of the Byam Martin Channel; the travelling exceedingly bad from sludge and water on the floe. I passed and examined the two cairns built by Dr. Bradford, and arrived at my old position, the boat at the N.E. point of Melville Island, on the 18th of June, in the morning. Here I repeated my observations; built a large cairn; and placing the boat on the

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Richards's Proceedings,
1853.

sledge, we started at 7h. P.M. of the same day ; steering a course east for the opposite shore, to unite our search with that of Commander Aldrich. The march across the channel was a most severe one, owing to the deep snow, into which the sledge, with her increased weight, sank more than two feet, rendering it necessary to dig her out frequently with a shovel.

On the 21st we were close to the eastern side of the strait, and coasted along to the northward towards the rendezvous. I did not discover Commander Aldrich's cairn as far south as $76^{\circ}.00'$ N., but it is not surprising; for those I found on the west side were crumbled to dust, and it was a mere chance my seeing them ; I should probably not have done so had it not been for some large tin potatoe cases having been left there. I have little doubt, however, that I passed Point Aldrich, from the similarity of the coast to that laid down by him, but his cairn is possibly a few miles to the southward of the position on the chart, or I failed to see it. On the 24th of June I arrived at the rendezvous cairn, and found it entirely crumbled down. There is a great scarcity of stones on this coast, and cairns built of the frozen soil in early summer thaw and disappear in June. I rebuilt it, however, and getting observations, and packing up our provisions, started at 2h. P.M. of the 25th. On the 29th, at 10h. P.M., we arrived at the depôt at Cape Fortune.

The floe during this last journey was most distressing ; the snow had melted, leaving water knee deep, and the old hummocks lay so thick, that it was impossible to avoid them by winding.

With much difficulty and severe labour we were enabled to drag the boat and sledge over them, the young ice now forming at night over the surface of the water one-eighth of an inch in thickness.

I found here letters from Lieutenant Osborn and the officers who had preceded him, and learnt that all was well up to the date of their leaving. The greater part of the 29th of June I passed on the summit of Cape Fortune, in the hope of being able to see into some of the deep bays to the S.E., but unfortunately the thick weather obscured everything.

Lieutenant Osborn had built a large cairn on this hill.

In the afternoon we started, keeping along the land, to avoid the heavy ice where we could, and crossing the inlets at their narrowest parts. It was impossible to camp on the floe ; we therefore rested to *cook* for a short time on the back of an old hummock, and used every exertion to reach the land. The work was most trying to the people.

On the 7th of July I sighted Cape Lady Franklin, with a beacon on it (a satisfactory proof to me that Lieutenant Osborn's party had arrived safely). On the 8th we halted under the cape, and had to use our boat, for the first time, to get to the land, having hitherto passed over scarcely anything but old and heavy floe.

Getting observations and angles on Cape Lady Franklin, I proceeded on to the depôt, and found two men from Lieutenant Osborn's party (one sick). I learnt from his letter that he had arrived on the 19th June, and finding water in the channel, had gone with five men in the whale boat to prosecute the search to the S.E. on the 25th.

Being anxious not to retard the movements of the ship, and I knew she would not start until the safety of the western parties had been ascertained, I felt very desirous to cross the strait without loss of time.

But it was a matter for consideration. In the small light boat I could not carry all my party over without much risk ; if I left any behind, Lieutenant Osborn would be placed in a similar predicament. The weather, however, was not favourable for any movement at present, and I determined to wait until the 11th of July, by which time I fully expected Lieutenant Osborn, and I should have the escort of a larger boat. If he did not arrive by that day, I should leave all my equipment behind, and cross the channel with my people in the light boat. The arrival, however, of Mr. Loney at our camp rendered this latter step unnecessary, as he had brought a cutter with him, and orders for my immediate return ; his boat was 12 miles off, at the floe edge. No time was lost, and in an hour (after burying a depôt of 720 rations) we were on the floe with our sledge and small boat ; at

10h. P.M. we reached the cutter, 10 or 12 miles S.S.E. of Cape Lady Franklin, and on the morning of the 11th we left the south shore of the Queen's Channel, and passing through a loose pack, we camped on Barrow Island until the morning of the 12th, when we started for Northumberland Sound, arriving at the ship on the same evening, after an absence of 94 days.

Outline of Commander
Richards's Proceedings,
1853.

I have thus, Sir, endeavoured to give you a brief outline of the proceedings of the division which you did me the honour to place under my command. A more detailed account, together with a chart and copies of the correspondence which has passed between the officers under my orders and myself, I shall lay before you, as soon as the service shall admit of time to prepare them. It is with much regret I am obliged to inform you, that so far as the great object of our search is concerned, we have been entirely unsuccessful, no traces whatever have been discovered of the missing expedition, and my own opinion is, that the frozen sea we have passed over is rarely, if ever, navigable. It will be satisfactory, however, I trust, to you to know, that a large extent of new coast, viz. the northern shores of Cornwallis and Bathurst Lands, as well as a great part of Melville Island, have been thoroughly examined, and the question of any of our countrymen having ever sought refuge there entirely set at rest. The shores abound with game, but parties well supplied with arms and ammunition find difficulty in capturing any.

During this journey of 94 days, the sledge "Sir Edward" has passed over, as nearly as I can estimate at present, 860 geographical miles; and I am thankful to say, that the whole of the division has been preserved from any serious casualty.

It is now my pleasing duty to bring under your notice the support and assistance I have invariably received from my able second, Lieutenant Osborn, and I am no less indebted to him for the judicious adaptation of his orders to altered circumstances, when he became aware of my deviation from my original instructions; thus ensuring the search of an extensive portion of coast which, from the state of the ice on my return, it would have been impossible for me to have completed.

To the officers of the division my best thanks are due, and the singular exemption from accident or illness among so large a party, I attribute, under Providence, to the care and attention exhibited by them.

The conduct of the petty officers and seamen composing the sledge crews, has been throughout most praiseworthy; their cheerful endurance under circumstances of frequent difficulty, and constantly severe labour, is above all praise of mine.

My own sledge crew, four of them petty officers and three seamen (all most deserving men), I trust I may be permitted to bring under your especial notice. During a period of 94 days, on very arduous and trying service, their conduct has been most creditable to themselves, and most satisfactory to me.

I have, &c.

(Signed) G. HENRY RICHARDS, Commander,
Late commanding the South-west Division of Search.

A LIST of the CREW of the Sledge "Sir Edward."

Edward Humphries, Sailmaker's Mate and Captain of Sledge.
George Jefferies, Sergeant R.M.
Richard Bayley, Boatswain's Mate.
George Edwards, Carpenter's Mate.
John Simmonds, A.B.
Henry Billett, A.B.
Louis Read, A.B.

G. H. R.

SCHEME of VICTUALLING for TRAVELLING PARTIES.

| SPECIES. | THOSE OF EIGHT PERSONS. | | | | | | | | | THOSE OF ELEVEN PERSONS. | | | | | | | | |
|---|--------------------------------------|------------------|------------------|------------------|---------------------------|---------------------------|-------------------|--------------------|--------------------|--|------------------------|-------------------|---------------------------|-----------------------------|---------------------|------------------------------|-----------------------------|-------------------------------|
| | Number of Days. | | | | | | | | | Number of Days. | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 10 | 40 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 10 | 40 |
| Biscuit lbs. | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 60 | 240 | 8 $\frac{1}{4}$ | 16 $\frac{1}{2}$ | 24 $\frac{3}{4}$ | 33 | 41 $\frac{1}{4}$ | 49 $\frac{1}{2}$ | 57 $\frac{3}{4}$ | 82 $\frac{1}{2}$ | 412 $\frac{1}{2}$ |
| Boiled Bacon " | 3 | 6 | 9 | 12 | 15 | 18 | 21 | 30 | 120 | 4 $\frac{1}{8}$ | 8 $\frac{1}{4}$ | 12 $\frac{3}{8}$ | 16 $\frac{1}{2}$ | 20 $\frac{5}{8}$ | 24 $\frac{3}{4}$ | 28 $\frac{7}{8}$ | 41 $\frac{1}{4}$ | 206 $\frac{1}{4}$ |
| Pemmican, or Preserved Meat " | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 60 | 240 | 8 $\frac{1}{4}$ | 16 $\frac{1}{2}$ | 24 $\frac{3}{4}$ | 33 | 41 $\frac{1}{4}$ | 49 $\frac{1}{2}$ | 57 $\frac{3}{4}$ | 82 $\frac{1}{2}$ | 412 $\frac{1}{2}$ |
| Flour, or " | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 10 | 40 | lb. oz. 1 6 | lb. oz. 2 12 | lb. oz. 4 2 | lb. oz. 5 8 | lb. oz. 6 14 | lb. oz. 8 4 | lb. oz. 9 10 | lb. oz. 13 12 | lb. oz. 68 12 |
| Maccaroni, or " | $\frac{1}{2}$ | 1 | 1 $\frac{1}{2}$ | 2 | 2 $\frac{1}{2}$ | 3 | 3 $\frac{1}{2}$ | 5 | 20 | 0 11 | 1 6 | 2 1 | 2 12 | 3 7 | 4 2 | 4 13 | 6 14 | 34 6 |
| Preserved Potato " | $\frac{1}{2}$ | 1 | 1 $\frac{1}{2}$ | 2 | 2 $\frac{1}{2}$ | 3 | 3 $\frac{1}{2}$ | 5 | 20 | 0 11 | 1 6 | 2 1 | 2 12 | 3 7 | 4 2 | 4 13 | 6 14 | 34 6 |
| Chocolate Paste bls. | $\frac{3}{4}$ | 1 $\frac{1}{2}$ | 2 $\frac{1}{4}$ | 3 | 3 $\frac{3}{4}$ | 4 $\frac{1}{2}$ | 5 $\frac{1}{4}$ | 7 $\frac{1}{2}$ | 30 | 1 0 $\frac{1}{2}$ | 2 1 | 3 1 $\frac{1}{2}$ | 4 2 | 5 2 $\frac{1}{2}$ | 6 3 | 7 3 $\frac{1}{2}$ | 10 5 | 51 9 |
| Tea oz. | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 1 4 | 5 0 | 0 2 $\frac{3}{4}$ | 0 5 $\frac{1}{2}$ | 0 8 $\frac{1}{4}$ | 0 11 | 0 13 $\frac{3}{4}$ | 1 0 $\frac{1}{2}$ | 1 3 $\frac{1}{4}$ | 1 11 $\frac{1}{2}$ | 8 9 $\frac{1}{2}$ |
| Sugar " | lb. oz. 0 6 | lb. oz. 0 12 | lb. oz. 1 2 | lb. oz. 1 8 | lb. oz. 1 14 | lb. oz. 2 4 | lb. oz. 2 10 | 3 12 | 15 0 | 0 8 $\frac{1}{4}$ | 1 0 $\frac{1}{2}$ | 1 8 $\frac{3}{4}$ | 2 1 | 2 9 $\frac{1}{2}$ | 3 1 $\frac{1}{2}$ | 3 9 $\frac{3}{4}$ | 5 2 $\frac{1}{2}$ | 25 12 $\frac{1}{2}$ |
| Rum gills | 5 $\frac{1}{3}$ | 10 $\frac{2}{3}$ | 16 | 21 $\frac{1}{3}$ | 26 $\frac{2}{3}$ | 1 0 | 1 5 $\frac{1}{3}$ | 1 21 $\frac{1}{3}$ | 6 21 $\frac{1}{3}$ | gills 7 $\frac{1}{3}$ | gills 14 $\frac{2}{3}$ | gills 22 | gills 29 $\frac{1}{3}$ | gal. gil. 1 4 $\frac{2}{3}$ | gal. gil. 1 12 | gal. gil. 1 19 $\frac{1}{3}$ | gal. gil. 2 9 $\frac{1}{3}$ | gal. gil. 11 14 $\frac{2}{3}$ |
| Lemon Juice " | oz. 2 | oz. 4 | oz. 6 | oz. 8 | oz. 10 | oz. 12 | oz. 14 | lb. oz. 1 4 | lb. oz. 5 0 | 2 $\frac{3}{4}$ | 5 $\frac{1}{2}$ | 8 $\frac{1}{4}$ | 11 | 13 $\frac{3}{4}$ | 1 0 $\frac{1}{2}$ | 1 3 $\frac{1}{4}$ | 1 11 $\frac{1}{2}$ | 8 9 $\frac{1}{2}$ |
| Pepper " | .. | .. | .. | .. | .. | .. | 2 | 0 2 $\frac{3}{4}$ | 0 11 | .. | .. | .. | .. | .. | .. | 0 2 $\frac{3}{4}$ | 0 4 | 1 4 |
| Mustard " | .. | .. | .. | .. | .. | .. | 4 | 0 5 $\frac{1}{2}$ | 1 6 | .. | .. | .. | .. | .. | .. | 0 5 $\frac{1}{2}$ | 0 8 | 2 8 |
| Salt " | .. | .. | .. | .. | .. | .. | 8 | 0 11 | 2 12 | .. | .. | .. | .. | .. | .. | 0 11 | 1 0 | 5 0 |
| Onion Powder " | .. | .. | .. | .. | .. | .. | 8 | 0 11 | 2 12 | .. | .. | .. | .. | .. | .. | 0 11 | 1 0 | 5 0 |
| Cayenne " | At the rate of 2 ounces per 42 days. | | | | | | | | | At the rate of 2 $\frac{3}{4}$ ounces per 42 days. | | | | | | | | |
| Tobacco " | 3 $\frac{3}{7}$ | 6 $\frac{6}{7}$ | 10 $\frac{2}{7}$ | 13 $\frac{5}{7}$ | lb. oz. 1 1 $\frac{1}{7}$ | lb. oz. 1 4 $\frac{4}{7}$ | lb. oz. 1 8 | 2 2 $\frac{2}{7}$ | 8 9 $\frac{1}{7}$ | 4 $\frac{4}{7}$ | 9 $\frac{9}{7}$ | 14 $\frac{14}{7}$ | lb. oz. 1 2 $\frac{6}{7}$ | lb. oz. 1 7 $\frac{7}{7}$ | 1 12 $\frac{12}{7}$ | 2 1 | 2 15 $\frac{15}{7}$ | 14 11 $\frac{11}{7}$ |

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Calculated upon the Scheme established by Sir E. Belcher.—JAMES LEWIS.

SCALE OF VICTUALLING and SLEDGE EQUIPMENT.

SCALE of VICTUALLING ordered by Captain SIR EDWARD BELCHER for the Travelling Parties from H.M.S. "Assistance" and "Pioneer."

| Name of Article. | Daily Quantity. | | Proportion for ten days for 8 men. | Total Provisions on Sledge. | | Remarks. |
|---|---------------------|---|---------------------------------------|-----------------------------------|--|--|
| | Per man | For 8 men. | | 40 days. | How arranged. | |
| Pemmican - - - - | $\frac{3}{4}$ lb. | 6 lbs. | 60 lbs. | 240 lbs. | Divided into depôts of 10 days each, and secured in light French potato tin cases. | Edward's potatoes were issued in lieu. |
| Bacon - - - - | 6 oz. | 3 lbs. | 30 lbs. | 120 lbs. | | |
| Biscuits - - - - | $\frac{3}{4}$ lb. | 6 lbs. | 60 lbs. | 240 lbs. | | |
| Contd. Rum - - - - | 3 oz. | gills oz. 5 $\frac{1}{2}$ to 22 | gal. gills 1 21 $\frac{1}{2}$ | gals. gills 6 21 $\frac{1}{2}$ | | |
| Tobacco - - - - | .. | 3 $\frac{3}{4}$ oz. | 2 lb. 2 $\frac{3}{4}$ oz. | 8 lbs. 9 $\frac{1}{2}$ oz. | | |
| Biscuit Dust - - - - | $\frac{1}{2}$ oz. | $\frac{1}{2}$ lb. | 5 lbs. | 20 lbs. | | |
| Tea - - - - | $\frac{1}{4}$ oz. | 2 oz. | 1 lb. 4 oz. | 5 lbs. | | |
| Sugar - - - - | $\frac{3}{4}$ oz. | 6 oz. | 3 lbs. 12 oz. | 15 lbs. | | |
| Chocolate (Moore's) - - - - | 1 $\frac{1}{2}$ oz. | 12 oz. | 7 lbs. 8 oz. | 36 lbs. | | |
| Sugar - - - - | — | — | — | — | | |
| Alcohol, or - - - - | — | — | — | — | We carried 20 days of each description of fuel. | |
| Composition of Seal Oil and Stearine - - - - | either | gills oz. 7 = 28 2 $\frac{1}{2}$ lbs. | 19 lbs. 2 oz. 25 lbs. | 38 lbs. 4 oz. 50 lbs. | | |
| Lime Juice - - - - | $\frac{1}{4}$ oz. | 2 oz. | 1 lb. 4 oz. | 5 lbs. | Packages about 60 lbs. | |
| Pepper, Salt, Mustard, and Onion Powder - - - - | — | — | 1 lb. 14 oz. | 17 lbs. 14 oz. | | |
| Cayenne Pepper - - - - | — | — | Two ounces for 42 days for the party. | | | |
| | | | Total - | 783 lbs. | | |

NAMES, Rating, and Ages of Sledge Crew appointed to H.M. Sledge "John Barrow."

| Names of Sledge Crew. | Rank or Rating. | Age. | Remarks. |
|------------------------|--------------------|------|---|
| Sherard Osborn - - - | Commander - | 30 | Served and travelled in Arctic regions in 1850, 1851, 1852, 1853, and 1854. |
| Joseph Organ - - - | Ice quartermaster. | 28 | Served and travelled in Arctic regions in 1848, 1849, 1850, 1851, 1852, 1853, and 1854. |
| Thomas Hall - - - | Gunner's Mate | 31 | His first cruise to the North. Travelled in 1852-53, and 1854. |
| Samuel Walker - - - | Carpenter's do. | 27 | Ditto ditto. |
| George Wicketts - - - | Able Seaman | 31 | Ditto ditto. |
| Thomas Copeland - - - | Ditto - - | 24 | Both these men served and travelled in these regions in 1850, 1851, 1852, 1853, and 1854. |
| William McArthur - - - | Ditto - - | 24 | |
| Simon Dix - - - | Royal Marine | 30 | The same as the above. |

EQUIPMENT of H.M. Sledge "John Barrow" for long Journey.

| | Weight lbs. | | Weight lbs. |
|---|------------------|---|-----------------|
| Sledge and ropes with strong canvas bottom - - - - | 120 | Brought forward - - | - |
| Forster's patent sledge boat - - - - | 24 | 8 Knapsacks, allowing each man 7 lbs. for spare clothing - - - - | 56 |
| 1 Waterproof and 1 Duck Cloth (Floor) - - - - | 36 | 1 Gun and gear with spare ammunition - - - - | 36 |
| 1 Tent (8 men) and ropes, bow-lines, &c. - - - - | 37 | Luncheon haversack with spoons, pan-nikins, and daily rum can - - - - | 8 |
| 1 Felt robe - - - - | 25 $\frac{1}{2}$ | Small axe, &c., such as candles - - - - | 7 $\frac{1}{2}$ |
| 1 Fur robe (Buffalo) - - - - | 39 | Eight sleeping-bags - - - - | 56 |
| 2 Cooking Apparatuses (one being a spare one) - - - - | 40 | Total dead weight - - - - | 557 |
| Store Bag, containing, &c. - - - - | 18 | Provisions and fuel, 40 days - - - - | 783 |
| Medicine Case (tin) containing, &c. - - - - | 10 | Cans and packages - - - - | 60 |
| 1 Shovel - - - - | 4 $\frac{1}{2}$ | Total - - - - | 1,400 |
| 1 Pickaxe - - - - | 10 | | |
| Officers' instruments, sextant, thermometer, artificial horizon, note-book, telescope - - - - | 10 | This dragged by 7 men gives 200 lbs. each, with a daily reduction of 22 lbs. 11 $\frac{3}{4}$ oz. for food, which however was completed constantly by supporting sledges. | |
| 2 Cook's knives - - - - | 1 $\frac{1}{2}$ | NOTE.—There are 24 lbs. for spare boots which should be added; for a time they were placed in depôt early on the march. | |
| 4 Tent poles, and 1 pike spare - - - - | 21 | | |
| 1 Boat-hook staff - - - - | 3 | | |
| 2 Bamboos - - - - | 10 | | |
| Carried forward - - - - | - | | |

II.

A a

EQUIPMENT of the Boat and Party from Cape Lady Franklin to the South-east down the Queen's Channel, June and July 1853.

| | Weight. |
|---|----------|
| A Mahogany Wood Gig—long 25 feet; beam 6 ft.; 4 oars, &c., estimated at | 800 lbs. |
| A Waterproof and a Duck Cloth for a sail | - |
| A Felt robe | - |
| Cook's gear | - |
| Shovel | - |
| Mast and boat-hook | - |
| Pannikins, spoons, and officers' instruments | - |
| 6 Sleeping-bags | - |
| 1 Gun and gear | - |
| Provisions for 20 days and fuel | - |
| Packages | - |
| Total | - 1,287 |

Dead Weight - - - - - 987 lbs.
Provisions, &c. for 20 days - - - - - 300

Total weight - - - - - 1,287

This dragged by 5 men is equal to 257 lbs. per man, with a daily reduction of 13 lbs. 14 oz. for food.

TOTAL of Travelling Journeys executed by H. M. Sledge "John Barrow," equipped by H. M. S. "Pioneer," and commanded by SHERARD OSBORN, whilst employed in the search for SIR JOHN FRANKLIN in 1853.

| Nature of Journey. | Total distance in direct daily course or courses. | Total estimated ground actually gone over by sledge or crew. | Total number of days on each journey. | Total number of hours travelling. | Total number of hours at rest. | Total No. of hours lost by bad weather, sickness, erecting cairns, making depots, and at luncheon. |
|--|---|--|---------------------------------------|-----------------------------------|--------------------------------|--|
| The march to establish grand depôt, commencing March 22d, ending Mar. 29th, 1853 | Miles. 65½ | Miles. 80 | 8 | 63½ | 91 | |
| The journey to North West Cape, Melville Island, and from grand depôt down west side of the Queen's Channel, commencing April 10th, ending July 15th, 1853 | 922½ | 1,200 | 97 | 850 | 1,104 | |
| The journey to open communication with H. M. S. "North Star," and to deliver despatches, commencing September 11th, ending Sept. 22d, 1853 | 106 | 150 | 12 | 108 | 120 | Vide Journal No. 4. |
| Total for the year 1853 | 1,094 | 1,430 | 117 | 1,021½ | 2,315 | |

LIST of ANIMALS and BIRDS shot or captured during the Spring Journey of 1853, westward from Northumberland Sound and Queen's Channel.

| Animal or Bird. | When. | Where. | Nos. | Estimated weight. | Remarks. |
|-----------------|-------|------------------------------------|------|-------------------|--|
| Deer | May | Melville Island | 1 | 100 lbs. | Three more seen; trails numerous. |
| Ditto | June | Bathurst Island | 2 | 200 | Two more wounded, and great numbers seen. |
| Polar Bears | July | Queen's Channel | 3 | 2,000 | A mother and two cubs. Eight or nine more bears seen. |
| Seal | July | Ditto | 1 | 100 | Had been killed by a bear. Very numerous. |
| Calf Musk | May | Melville Island | 1 | 50 | Capt. R. and self shot a cow and calf to-day. |
| Ptarmigans | May | Bathurst Island } north shore } | 20 | 30 | Very numerous, and breeding on Helen Island. |
| Ditto | June | | | | |
| Ditto | July | | | | |
| Ducks | July | Cheyne Islands | 30 | 80 | In enormous flocks. We took their eggs in preference to shooting, and had no shot besides to kill them had we wished to do so. |
| Brent Geese | June | Queen's Channel | 6 | 15 | Very numerous. |
| Lemmings | June | Everywhere to W. | 20 | ? | |
| | | | | 2,575 | |

Enclosure No. 21. of Sir Edward Belcher's Letter.

Commander SHERARD OSBORN'S Sledge Journey, 1853.

COPY of ORDERS received from Sir EDWARD BELCHER, C.B., on leaving
Northumberland Sound, April 10th, 1853.

Her Majesty's Sledge "The John Barrow."

Mottoes :

"Be of Good Courage" and "Dum spiro spero."

Unfortunately I have not the motto of the Barrow family. I think, however, that "While I breathe I hope," will not offend my good friend; and I believe, moreover, that no more appropriate feelings could have been selected, either for himself, or the gallant bearer of the banner; and although last, not least, the fair lady who worked it.

By faith and courage I sincerely trust, that you may shed additional lustre on the efforts of the northern division of what I firmly believe to be the long talked of Arctic Ocean; and may your efforts meet with the reward you deserve, for services already rendered.

By Sir Edward Belcher, Kt., C.B., Captain of Her Majesty's Ship
"Assistance," and in command of the Arctic Squadron.

Having in the handsomest manner, and to me the most gratifying, volunteered to support Commander Richards in the arduous duty of the South-western Expedition, in search of our missing countrymen,—

I cannot better instruct you than by furnishing you with a copy of my orders to him, under the spirit of which, you will, under the ordinary routine of the service, considering them also as addressed to you, carry out to the letter their spirit, in the event of illness or any other unforeseen accident occurring to him.

You will keep a strict daily record of your proceedings, independent of Commander Richards; and on your return, having completed your observations, drawings, &c., present the same to me, within a reasonable period, duly signed.

The same orders, relative to meeting with superiors or inferiors (addressed to Commander Richards), is strictly to apply to yourself; and in the event of separation, you will act to the best of your judgment *on its spirit*.

You will present the enclosed to any superior, who is thereby strictly enjoined to obedience.

With my prayers for your safety, I must also add my wishes for your health, fine weather, and success.

Given under my hand, on board Her Majesty's Ship "Assistance," in
Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER,
Captain.

To Lieutenant Sherard Osborn,
Commanding H. M. Steam Tender "Pioneer."

A sealed letter, to be opened
only in case of necessity, and
then to be returned to me.
—E.B.

Lieutenant Osborn's
Journal, 1853.

The JOURNAL of Her Majesty's Sledge, "John Barrow," Lieutenant SHERARD OSBORN (commanding Her Majesty's Steam Vessel, "Pioneer"), in charge, whilst forming a part of the South-western Division of Sledges under the orders of Commander G. H. RICHARDS.

1. The original notes, taken in pencil, and under all the disadvantages of cold and fatigue, were necessarily concise, and to others than myself, barely legible. I have subsequently enlarged upon subjects remarked in the said note book, using it as a framework or foundation for my Journal.

The copy of the said notes, intended to be written in the form of a journal, and as a winter occupation, was ordered by Sir Edward Belcher in 14 days, and was sent to him in 16 days; it was the best I could do within the period.

2. The temperatures were always carefully noted at the time; the instrument used being one supplied me by Sir Edward Belcher, manufactured by Watkins and Hill.

3. The winds, courses, drifts, tides, and currents, are always alluded to, irrespective of anything but their true direction, taking the meridian of the place as a true N. and S. line.

4. The chronometer used for obtaining longitudes by \odot observations, was one by Barraud, No. 522.

On April 6, it was fast on mean time of ship in Northumberland Sound, (lat. $76^{\circ} 51' N.$, and long. $96^{\circ} 58' 23'' W.$) 5h. 50m. 44.6s., and the rate was a daily gain of 4.72s.

The accumulated error by that rate in 106 days would be S.W.S. 5h. 59m. 4.92s., whereas, after my return to the ship, on July 24, No. 522 was fast on mean time Northumberland Sound, 4h. 55m. 21.98s., gaining daily, showing an hour's discrepancy, occasioned, I think, by the stopping of the watch in the cold.

5. The symbol z, in the weather denotes snow drift.

Leave Northumberland Sound
for the long journey to Melville
Island.

Sunday, April 10th.—Performed Divine Service, and inspected the "Pioneer" prior to departure. All the men equipped in their travelling clothing. After Mr. Allard starts with Sir Edward Belcher, there will only be left on board, the assistant-surgeon, Mr. Richards, and two engineers, Messrs. Harwood and Webb, with the steward to cook and attend upon them. Only *one man* of the crew will be left behind (Richard Hales) and he is to live and work on board the "Assistance;" and I have received orders through Captain Richards, for all the men as they return to join that vessel.

At noon, all the sledges proceeded alongside of H.M.S. "Assistance," and Sir E. Belcher read and presented to each officer in charge of a sledge, an address and his orders. The crews then returned to their respective vessels to dinner.

At 3h. 30m. the crews of both vessels mustered on quarter deck of Her Majesty's ship "Assistance," and another general address was read by the senior officer, and then the South-western Division of Sledges were ordered to man their drag ropes, and as soon as the sails could be set and trimmed, we started to the westward. Those who were going to remain behind, left us off the point of Mount Beaufort, and the division proceeded alone, under the orders of Commander G. H. Richards.

South-western Division of Sledges.

- No. 1.—The "Sir Edward," Commander Richards and 7 men, victualled for 40 days.
No. 2.—The "John Barrow," Lieutenant Sherard Osborn and 7 men, victualled for 40 days.
No. 3.—The "Success," Lieutenant Walter May and 7 men, carrying the ice boat, and victualled for 30 days.

No. 4.—The “Lady Franklin,” Dr. Lyall and 9 men, victualled for 50 days.

No. 5.—The “Success,” Mr. Herbert, Mate, and 9 men, victualled for 50 days.

No. 6.—The “Dauntless,” Mr. J. B. Grove and 9 men, victualled for 50 days.

Lieutenant Osborn's
Journal, 1853.

The breeze freshened rapidly, and veered more to the northward, with a gale threatening from that quarter.

Around and about the hummocks off the entrance into the sound, there was every appearance of the ice being weak and thin, but improving as we reached over between Spit and Pioneer Island. About 9h. 15m. P.M. we reached Spit Point, where half a day's food had been left on our return from establishing the depôt. We encamped for the night, ready to take advantage of an entire day's march for crossing and getting clear of the weak ice westward of Spit Island.

Wind, N.N.E.; 5. to 8. o. c. q. z. Temperature, shade, +1°. Course M.G. W. 15°. N. 6 miles.

Note.—It will be observed that we commenced our spring journeys travelling by day-time, a measure which I always advocated as a safeguard from the low temperatures and consequent frostbites of this season; the favourable result of this precautionary measure will be remarked upon hereafter.

Monday, April 11th.—6h. the temperature in the shade +2°, with the wind N.N.E.; 3. o. c. m. (N.B. *Much colder to the sensations*). A raw hazy morning; blowing our fingers, and hastening the cooks, who are not yet expert at their lilliputian kitchens. An expeditious consumption of chocolate and biscuit, and by 8h. A.M. we were away. Following the old trail, we rounded Spit Point, as close as possible, and after many a heavy drag, and many a fall on the slippery pile of old ice that had been thrust by pressure upon the coast in this neighbourhood, we struck off to the westward, endeavouring, as far as possible, to strike the old route, so as to cross the Queen's Causeway by the made path.

Travelling between Spit Island and Cape Lady Franklin across the Queen's Channel.

Though so short a time had elapsed, yet snow drift and the rising of the water through cracks in the floe had nearly obliterated the trail, and it was only here and there, by bits of tin, rag, &c., that we were enabled to preserve a due course. No improvement in the state of the packed ice had taken place; and all the sledges strained very much, requiring every care upon the part of officers and crews to prevent any accident occurring of a serious nature.

The “Reliance” sledge carried away one of her stanchions; a temporary repair was applied, and no delay took place.

At 4h. P.M. we reached and encamped beyond the bad, or rather weak ice, and near the place where the boat sledge was repaired in March.

6h. temperature +1°.

Wind N.; 1. o. c., and very hazy, as it has been throughout the day.

Course M.G. 6 miles. S. 70°. W.

Bearing from night camp, true.

Spit Point, extreme E.N.E., 6 miles.

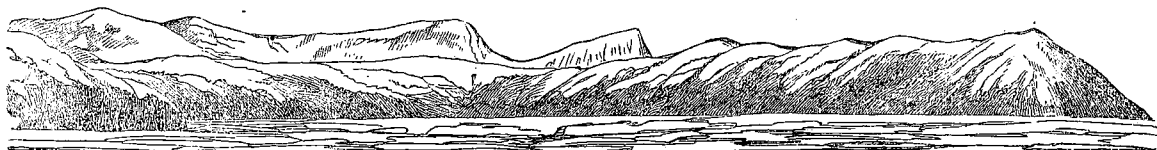
Tuesday, April 12th.—6h. 30m. A.M., temperature, +1°. Wind N.W.; Crossing the Queen's Channel. 2. o. f. s.

For half an hour before we started Captain Richards and myself anxiously sought the old trail, for surrounded as we were with belts of hummocks, it was of great importance (with our heavily laden sledges, and in such thick weather) to follow the smooth route, which we knew existed up the Queen's Causeway. At last we thought we had the right clue, and away we started; but within one hour's time our route became entangled amongst very cross ice and hummocks. The wind was sufficiently fair to carry our sails sharp on a wind which we find helps somewhat, and it was a strange sight, amongst snow squalls and fog, to see the hearse-like motion of our sledges, as they wound (or *rove* as we call it) amongst the extraordinary wild scene of a pack in Queen's Channel.

Sledges and lashings groaned again at the shocks necessarily caused in passing over such ice, and it was not with a little pleasure we discovered,

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just at lunch time, a fine belt of smooth ice, bounded on either hand with heavily packed ice. This smooth lead went rather southward of our route, but anything was preferable to risking our argosies over such ice as we had been crossing; so after a hasty lunch under the lee of the sledges, we edged down the lane, going nearly S.W. true.



Cape Sir John Frankln, S. 54° E. true 8. to 9.

As the day advanced the weather broke a little, and Captain Richards and myself kept an anxious look out for the beacons left by us in March, on the extremes of the causeway. About 3h. 30m. p.m., from the top of a lofty hummock, we espied them, and if it had been the Eddystone we could hardly have been more pleased. The sledges made slow progress to-day, on account of the depth of snow lying upon the young floe, and it was 5h. p.m. before they reached a camping place. Whilst supper was preparing the officers and some men from each sledge erected marks to guide us to the beacon to-morrow, a necessary precautionary measure, as the intervening space was heavy pack, and there was every indication of a continuation of thick weather.

6h. p.m., west l. o. c. very misty, with light snow.

Temperature in shade -1° .

Course, M. G. S. 70° , W. 8 miles.

6h. p.m. Observations: too thick to see the land, except one glimpse of Spit Point.

| | | | |
|---------------|---|----------------------|-------------------------|
| From Camp. | { | Spit Point N. + — | N. 68° E. 14'. |
| | | Causeway beacon (W.) | N. 70° W. |
| | | Do. (E.) | N. 20° W. 2'. |

Wednesday, April 13th.—6h. a.m., calm, o. m. and very gloomy. Temperature in shade $+1^{\circ}$. Dr. Lyall's thermometer indicates -10° . Query, Who is right?

Our cooks were smart to-day, and as there were many of the former expedition under Captain Austin amongst them, I heard a number of self-congratulatory remarks on their operations of this year having commenced so much earlier; with here and there a quiet hope expressed that all would end well. In the joking that arose amongst the crews upon the occasion of this anniversary, it was very evident that they did not remember that both myself and Lieutenant May were amongst the old hands. However, it was cheering to hear the expression on all sides, that they would beat those last expedition parties, and provided they *did that*, I cared but little how much they pretended to despise their labours. 6h. 30m. started in a thick mist, which we cared little for, thanks to the marks erected last night, and in a short time reached the east cairn. We found the route we had cut through the pack, much encumbered by heavy snow drifts running across it, varying from 10 to 20 feet in height. Taking a party ahead to level and cut through the obstacles, the remaining men of the division manned three sledges and started; it was a truly anxious time for the officers. The three large sledges stood it best, and Captain Richards had a new and heavy one, of small size, which showed no symptoms of weakness. But both my sledge and that of Lieutenant May gave out. The latter, the "Reliance" broke down and damaged the ice boat, and my runners worked so much between the stanchions as to cause the iron and wood to separate, through the breaking of the rivet heads. Arrangements were made to repair damages with such means as we had at hand, the two carpenters in our division, Samuel Walker and Joseph Edwardes, proving themselves expert workmen, with slender means. In the annexed diagram I have shown the repairs applied to my craft; repairs which proved most useful, and stood the test of 97 days journey. After a lunch on frozen bacon

Queen's Causeway."

and some private cheese, supplied by the short party officers, the division started, May and myself overtaking them about 1h. P.M.; our journey now leading over a terribly ancient floe piece, which had wedged itself into Queen's Channel some time during last winter. The aged knolls, with deep snow surrounding them, were very trying to the men's strength, and there were only two alternatives, either to go over the slippery knolls and be threatened with broken limbs by falls, or through the hollows and be knee-deep in snow. We halted about 4h. P.M., heartily tired. The western coast began to show out of the haze, and as day closed it was seen extending as far as west, with a very indented coast line.

6h. P.M. Wind, N.; 1. b. c.; horizon very clear to the westward; temperature in shade + 2°.

Course, M. G. S. 60° W. 6 miles, went over 10 miles or more to accomplish it.

Bearings from night camp 7h. 5m. P.M. app. time. Ex. of land seen to the west, N. 85° W. ϕ . Sun's cent. \oplus S. 89° E., and this compared with Admiral Beaufort's table of \odot bearings, gave a variation of 165° westerly.

Thursday, April 14th.—7h. Wind, W.; 1. b. c.; very misty, and continued so throughout the day, with a rising N.W. gale and snow drift. The temperature +2° in shade; but I have not much faith in the thermometer I have got, as it varies much, and stands generally 10° higher than a highly-finished instrument belonging to Doctor Lyall.

Started, steering S. 45° W. to close the land; the men suffering much from the falls consequent upon the slippery state of the surface of the knolls of ice.

Towards noon, we had occasional glimpses of the western coast about the steep cliffs, south of Cape Lady Franklin, with one or two small islets lying off them. A rising north-wester cut us to the bone, frostbites of the nose and cheeks called for constant care, and the necessity for us to keep our bodies warm occasioned the progress of the division to be rapid, although a very tortuous route had to be taken to avoid ridges of hummocks.

About noon we lunched; blowing our fingers and thanking Providence for a glass of alcohol to keep alive the circulation, instead of cod-liver oil, or pure water, as some Arctic authorities have recommended. The afternoon march was as bad as Arctic travelling can be, which is saying a good deal; and at 3h. 30m. we made out our depôt cairn on Cape Lady Franklin, bearing about S.S.W. (true) 2 miles distant.

At 4h. 30m. the tents were pitched, and we were enabled, thanks to Mr. Harwood's tallow lamp, to have our dinner of pemmican, and our pints of tea in one hour's time, a comfort only to be appreciated by those who, cold and hungry, have often in this climate to wait two or three hours, shivering with the former, and faint from thirst and exhaustion.

The night was a dirty one, with a heavy westerly gale and snow drift.

6h. P.M. temperature in shade 11°. Wind W. 7h. drifting snow.

Course M.G. S. 56° W. 6 miles.

Bearing from camp. Cape Lady Franklin, extreme, S. 22° W. $\frac{3}{4}$ mile.

Friday, April 15th.—Awoke at 2h. A.M. by the pressure of the gale, which was blowing with great violence against the head of the tent; force 8 to squalls of 10 or 11.

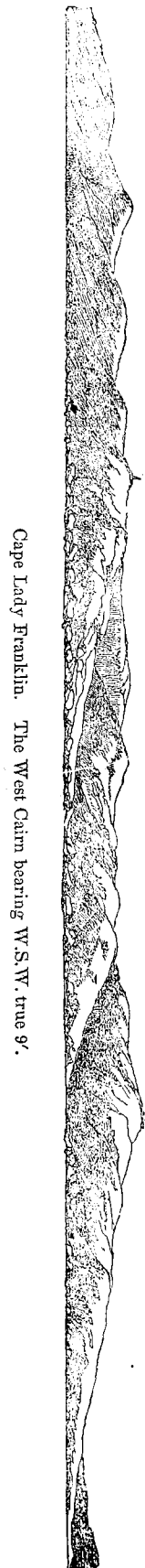
7h. temperature 13°. Wind W.; 3. b. c. m., with snow drift.

Faces required to be covered with cloth masks and comforters; started with improving appearance of floe, we having now reached the smooth ice of one year's formation, which lines the coast westward of Cape Lady Franklin. Without and northward of us there was a ridge of hummocks and some appearance of packed ice.

The wind veered rapidly in the forenoon to the south, and at last we made sail, and in spite of a considerable depth of snow overlaying the smooth ice, our progress was rapid throughout the day.

As we advanced, there were evident signs of our passing out of the strong tideway of Queen's Channel; rents in the floe and hummocks became less common, and the sails now materially aided the crews in their labour. We were crossing in the afternoon an extensive bay, which shows westward of

The division reaches abreast of Cape Lady Franklin.



Cape Lady Franklin. The West Cairn bearing W.S.W. true 9°.

Crossing Young Inlet to the westward of Cape Lady Franklin.

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Cape Lady Franklin, and which has within its compass several islands, edging sufficiently in to see that no channel led directly south within its limits, and assure ourselves by a rough examination of no vessels being frozen in it, the division pushed on in hopes of reaching the extreme land seen by us yesterday to the westward. Thick snow and a rising gale prevented us landing, and at 5h. 15m. we halted, and secured our tents carefully for a heavy gale; all hands in high spirits at the rapid march we had made, and the certainty of placing the first cache (which will be established to-morrow) at the distance we had originally contemplated on leaving the ships.

7h. P.M., temperature — 30°. Wind S.S.E., 5. q. f. s., drift.

Course M.G. 10 miles, W. $\frac{1}{2}$ N.

| | | | | | |
|----------------------|---|----------------------------------|---|---|---------------|
| Bearings at Noon. | { | Cape Lady Franklin, near extreme | - | - | S. 68° E. 4'. |
| | | N. extreme of East Deception | - | - | N. 69° W. |
| | | S.E. extreme of „ near | - | - | S. 80° W. |
| | | Cent. high summit to North | - | - | N. 89° W. |
| | | Last night camp, about | - | - | East. |

Night Camp, Cape Lady Franklin, by account - - S. 68° E. 10'.

Saturday, April 16th.—6h. 30m. A.M. temperature in shade, —15°. Wind, N.; 7., drift.

During the night there was a momentary cessation in the breeze, and then it shifted suddenly back to the N.W. from S.E., and blew with great violence, forcing the fine snow drift into the doorway of the tent, and covering us as we lay in our sleeping bags with drift; clothing all stiffly frozen; boots unwilling to be dragged on; and the breakfast a severe struggle between cold and hunger. Jokes and round oaths on all sides at benumbed fingers, noses, and toes. The temperature within our tents was —10°.

Reach the east extreme of Cator Harbour, Deception Island, and establish a cache.

It was actually necessary to start for the land, in order that Mr. Grove and his sledge might return as expeditiously as possible, to form one of the N.E. division; and although strict prudence would have hesitated at exposing the men to a march against the gale and snow drift then blowing, necessity compelled us to the measure. The division packed up and proceeded; the crews and officers walking and dragging with half averted bodies, for the wind actually felt as if *scalding* the face, so similar are the extremes of heat and cold.

The land showed through the drift about 10h. A.M., and somewhere about noon we reached the point fixed upon for the cache, and encamped; our food to-day, such as bacon and pemmican, actually *splintered* when struck with an axe. Busy completing provisions to 40 days, and establishing a cache of 5 days each for Nos. 5. and 4. sledges, and 2½ days for Nos. 3., 2., and 1.; this leaves No. 6. sledge with just sufficient to reach back to the ship. Strong breeze and bitterly cold. Piled up stones over our provisions, and secured it strongly against bears or wolves.

6h. P.M. temperature of air, —13°. Wind, W. by N.; 5.; temperature —13°; Dr. Lyall's thermometer indicates 18°.

Note.—We all had occasion to-day to suffer from due attention not having been paid to the representations of those employed in former Arctic expeditions, in the shape of metal prismatic compasses; had bone, wood, or ivory been substituted, bearings would have been more easily taken, and no fingers would have been burnt or blistered by coming in contact with the cold metal.

Noon, temperature —17°. Wind, N.; 6. q. z.

Bearings from cache, taken A.M. April 17th.

| | | | |
|--------------------------------------|---|---|---------------|
| Summit of Cape Franklin | - | - | S. 73° E. 14' |
| Extremes of Ricard Island | - | - | S. 51° E. |
| Ditto | - | - | S. 66° E. |
| Cairn over the cache, 200 yards S.W. | | | |

Sunday, April 17th.—6h. 30m. A.M. temperature in shade, —6°. Wind, N.W.; 5. q. b. c. m. z.; Dr. Lyall's thermometer registers —18°, and it feels far more like the latter than the former. Last night deer were

seen, and this morning Captain Richards and Mr. Herbert fell in with a herd, grazing near a new harbour, called since after my friend "John Bertie Cator," formerly commanding the "Intrepid." Giving our able support, the "Dauntless," three cheers, we parted company; she striking for Northumberland Sound, and we to the westward, where, for yet awhile, the coast appears to lead. After crossing Cator Harbour, we neared a point upon which several deer were grazing; the beautiful whiteness of their coats rendered it difficult to detect them upon the uniform coating of snow which covered the land. The necessity for pushing ahead to the utmost, without loss of one hour, placed it beyond our power to go in pursuit of game at this season; and the sudden manner in which gales of wind spring up made the detaching of any sportsmen from the division extremely hazardous; it will not, therefore, be wondered at, that although we saw a good deal of game, and recent traces of more, that none were shot at this season. Captain Richards, I was delighted to see, felt as I did, that every mile done was a prize won, and that what health and strength we unavoidably lost on the outward route, might be recovered as we came back, when the season would be better, and game yet more plentiful. I landed to try and get within shot of the deer, but they went off at a great pace, and appeared very wild. On examining the places where they had been feeding, I found under the snow abundance of a dwarfish black lichen, resembling *tripe de roche*; this evidently constituted their main food. Saxifrage, of which there was some, appeared untouched. Sandstone in patches occurs here, and is evidently on the increase; we, of course, hail it as the promise of a better vegetation, and some change from the eternally monotonous limestone of the eastern region we have left.

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The S.W. division crosses Cator Harbour and Hosken Bay, reaching for Cassup on its western extremity.

Noon, we lunched under the lee of our sledges; the weather cold, but improving. In the afternoon we opened out a bay some 4 miles broad and $3\frac{1}{2}$ deep, rendered extremely picturesque by three hills situated at its southern extreme. Captain Richards christened them "The Mother and Two Sisters." Dr. Lyall, Commander Richards, and myself tried to walk in for the latter, intending to surmount them for a view, but we found the journey too laborious, on account of the depth of snow overlaying both land and floe. Landing on what is now "The Brother," we saw sufficient to prove that we were skirting outside of an extensive range of islands, lying off the northern coast of Bathurst Land, and entailing much search upon the different sledge parties as they returned homeward.

Sandstone here becomes the rule, and limestone the exception; vegetation scanty, though it be more abundant, and traces of deer and hare numerous and recent. In good spirits at the prospect, and satisfied with a fair day's progress with full laden sledges, we rejoined our men, and encamped at Point Sandstone.

Course M.G. N. 68° W. 7 miles.

6h. temperature in the sun, -3° , and shade, -7° . Wind N.W. 5. b. c. m.

Course M.G. N. 68° W. 7 miles. Walked 10 miles.

Note.—Walking against a strong breeze, with a low temperature, we have had good proof of the efficiency of the clothing and foot gear supplied to the men. Canvass boots, large like ours, with plenty of soft blanket socks, so that there is warmth without pressure, is a certain rule for securing the feet against frostbites, which we have followed this time with advantage.

Bearings observed to-day, 10h. A.M., Deer Point, Osborn Group.

Cape Lady Franklin in line with

| | | | | |
|------------------------------|---|---|---|-----------------------|
| Point to the eastward | - | - | - | S. 74° E. |
| North extreme of West Sister | - | - | - | S. 78° W. 6' |
| North extreme of Brother | - | - | - | N. 84° W. 5' |

Monday, April 18th.—6h. A.M., temperature in shade, -12° , sun, -3° . Wind, N.W.; 6. b. c. q. m., heavy snow drift. Started for the westward, hoping that the gale would abate. A fine channel, leading due south, showed to the west of the Sisters; land was visible all round the bottom part of it, and we afterwards found that it opened into Sir W. Parker's Channel. 11h. A.M., the gale still freshening, and the drift so heavy, that we were

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Coasting along north shore of Helen Island.

obliged to pitch and await a lull, which happily took place soon after noon, when the division immediately packed up and again proceeded for a point bearing nearly due west. Hitherto, since leaving the cache (No. 1), our course has been over ice of one season's formation; the line of demarcation between it and the old floes, which in most places seem to have remained in the bay and inlets (to the southward), is easily observed. The young ice has been formed during the prevalence of winds off shore, as it is perfectly smooth for a breadth varying either a little more or less than a mile, in a north and south direction; beyond that the ice is rough and packed, without being heavy or ancient looking; my own impression is, that the floe we are travelling upon will break up early in the season.

4h. encamped. People very tired from the effects of low temperature and a contrary gale, the latter being a greater obstacle than a person would easily suppose in Arctic travelling. Our camp was formed near a lofty pile of fragments of floe, caused by the crash of the moving pack against ancient grounded ice, which lines the coast line. There was every appearance of land to the northward of us, very distant.

6h. P.M. Wind, N.W.; 4. q. b. c. m. Temperature in shade, -4° . Course, M. G. 6 or 7 miles, W. Walked 9 miles.

Bearings at night camp.—P.M., at 6h. 5m. app. time, the sun bore by compass N. $82^{\circ} 30'$ E., long. of position, 101° W.; lat. $76^{\circ} 40'$ N.; this by Admiral Beaufort's table, gives a variation equal to $169^{\circ} 30'$ W.

Observed N. extremity of Sisters in line to bear - S. 63° E.
Sandstone Point, now Point Harvey - - - S. 83° E. $7'$.

Tuesday, April 19th.—6h. temperature in shade, 6° . Wind, N.W.; 2. b. c. v. A fine clear morning, with great refraction; strong indications of land to the north and north-west. Leaving the division to proceed along the coast, which now appeared to turn to the south-west, Captain Richards, Doctor Lyall, and myself, started for a neighbouring hill to obtain a view of our future route. After a scramble over a steep and rocky land, we reached the top of Mount Disappointment, for so we felt it to be, on seeing the coast turn abruptly southward, and then with strong indication of recovering its westerly direction, the same coast was seen glimmering to the south-west; I need hardly say, a straight and not an indented coast is what we pray and hope for. Far to the north and little westward, other land was seen, it did not appear lofty, but was so distorted by mirage as to defy all certitude as to its outline.

Rounding N.W. extreme of Helen Island, and reach Point.

In hopes of seeing something to justify us in striking westward, so as not to lose the ground we undoubtedly should by following the coast line down to the south, we walked from hill top to hill top, but they only confirmed the fact that we must now turn at right angles to our wished for course, and searching the western shores of these islands, strike again upon the north coast of Bathurst Land, which we afterwards found we had left since starting from Cape Lady Franklin.

Traces of deer were both numerous and recent, three had been seen during the past night; in the valleys we saw a deal of saxifrage, moss, and grass, and small fragments of coal, evidently washed down by summer torrents. I had occasion to-day to have my bad opinion confirmed of the glass artificial horizons supplied to our expeditions, and would strongly advise none but quicksilver ones in future, to prevent such useless articles being again taken on such important service; my observed latitude differed from that of Captain Richards 7 miles, as annexed.

P.M., steering W.S.W. the sun came in our eyes, the glare rather painful. A low island observed to the N.W. 4h. 30m. encamped.

6h. temperature 10° . Wind, S.S.W.; 1. b. c. m.
Course M. G. W. $3'$ \times S. 86° W. $3'$. Walked, 10 miles.

| Bearings from camp 4h. 30m. P.M. | True. |
|--|--------------------|
| Last encampment point - - - - | N. 79° E. |
| Mount Disappointment, summit - - - - | S. 85° E. |
| South-west extremity of Helen Island, then visible - - - - | S. 43° W. |
| Land to the westward, Seymour Island - - - - | N. 45° W. |

Latitude, $76^{\circ} 38' 8''$ N. Variation observed 170° W. Observations, glass artificial horizon, noon $\odot 48^{\circ} 58' 20''$; index error, $1' 15''$ sub. Temperature zero. ϕ by compass N. 10° W. With quicksilver artificial horizon, observed meridian altitude $\odot 48^{\circ} 42' 30''$ and latitude, = $76^{\circ} 45' 19''$ N.

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Wednesday, April 20th.—5h. 30m. A.M. Temperature 12° . Wind, S.W.; 2. b. c. m.

6h. Strong refraction, loom of land to the northward, at least 40 miles distant, and Bathurst Land showing to the W.S.W. and W. by S. The route to-day took us suddenly off young floe to a very ancient one, the line of separation running nearly west, and embracing within the young ice a small island (Seymour). Heavy snow lay in the hollows formed by the summer thaws, and struggling through it or over the surface of the slippery knolls of ice, the labour to our gallant crews was most toilsome.

Captain Richards and Mr. Herbert followed the western coast for a considerable distance, and joined the division in the afternoon; Seymour Island showed out very plainly, it had much ice about it, but was very low, with one solitary ridge of stone (a back bone) showing through the snow. After lunch, the southern point of Helen Island slowly opened from the land beyond it, showing a channel of seven or nine miles broad, leading between it and Bathurst Land. Veils, spectacles, and shades were much in requisition to-day; the wooden ones supplied to the men were by no means to be approved of, they keep the eye too hot, and strain the vision, *vide* General Remarks. I wore Dr. Wm. White Cooper's shades, and liked them. Many of the men had private spectacles, bought in England, and being made of plain neutral tinted glass, were both cheap and efficacious. At 5h. P.M. halted and encamped. 6h. temperature. Wind, S.W.; 2. b. c. m.

Coasting down the west side of
Helen Island.

Course M. G. S. 70° W. 8 miles. Walked, 10 or 12 miles.

Lunch position, $3\frac{1}{2}$ miles off the west and northern extremity of Heien Island, Osborn Group.

| | | |
|---|-------|--|
| North extremity visible of Helen Island | - - - | N. 80° E. |
| Summit of Mount Disappointment | - - - | N. 86° E. |
| Cape Smart, S.W. extremity | - - - | S. 36° W. |
| Extremity of land (Bathurst) seen to westward | - - - | S. 69° W. |
| Seymour Island, extremes | - - - | { N. 1° W. N. 7° W. |

Night Camp.

| | | |
|---------------------------|-------|--------------------|
| Mount Disappointment | - - - | N. 8° E. |
| Cape Smart, extremity | - - - | S. 27° W. |
| Centre of Seymour Island | - - - | N. 18° E. |
| Hill to S.W. Mount Wilmot | - - - | S. 53° W. |

Note.—The above bearings are all true, the variation allowed upon the compass bearings being 170° W.

Thursday, April 21st.—6h. 30m. A.M., temperature in sun, $+25^{\circ}$, and shade— 12° . Wind, N.; 1. b. c. v.

7h. started, steering for a remarkable hill to the S.W. by W., over a very ancient floe, whose surface might be best represented thus:



our road was, therefore, necessarily circuitous and slow. The day was, however, fine, indeed the first one since leaving the ship, and the glorious sun poured down his rays upon us most cheerily. Snow blindness had of course to be feared, but we were forearmed, and every care was taken by all to avert that malady; whilst mutual congratulations passed at noon when we saw the snow melting freely upon black surfaces, and the heat of the sun drawing up a column of vapour from our saturated buffalo robes.

Obtained a meridian altitude for latitude, and found it cold work handling metal. We already contrive to eat our allowance of food, and, like "Oliver,"

Off the south-west bluff, Cape
Smart, steering for Cape For-
tune.

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wish for more. Two low islets were discovered lying off the south-west bluff (Cape Smart).

During our afternoon march, the coast to the S.E. within the islands showed itself to be deeply indented with gulfs and bays, and gives large promise of an extensive coast line, that will require search as we advance. At present the object is westing, in order that the caches may be laid down at a proper distance for Captain Richards to advance well towards the unknown region beyond Melville Island; all short of that I deem of secondary importance, so far as Franklin is concerned.

5h. 10m. halted, encamped; the weather threatening. 6h. temperature + 6°. Wind, S.W.; 1. b. c. v. Course M. G. S. 50° W. 6¼ miles. Walked, 10 miles.

Land was seen to day considerably to the westward of where we are steering; but it is desirable to reach the main land as soon as possible to establish the second cache, and allow the "Lady Franklin," Dr. D. Lyall, to return and support the N.E. division of search.

Noon, observed meridian altitude.

☉ 50°. 13'. 40". Art. Hor. Index error 1' 15' sub.

φ N. 9° W. Var. 171. W.

Observations at night camp:

S. 50° W. and 3 miles from noon position.

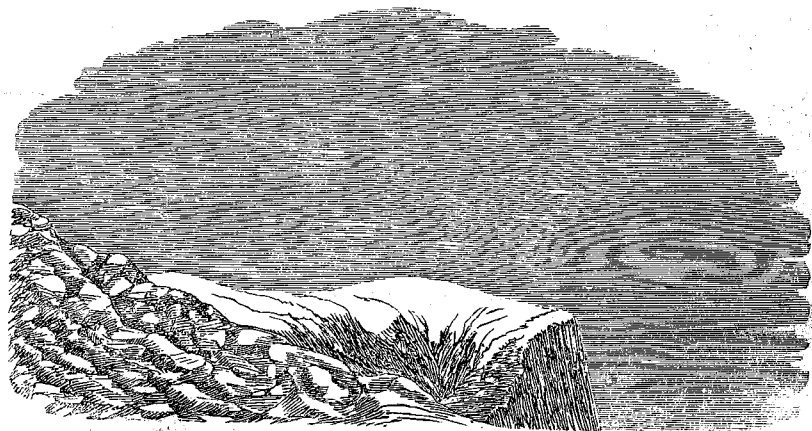
Cape Smart, Helen Island, S. 36° E.

N. extremity of Helen Island N. 70° E.

Cape Fortune, or Clarke, S. 53° W.

Friday, April 22d.—5h. A.M. temperature, shade, + 10°. Wind N.E.; 1. b. c. 6h. 25m. started; sledges under sail, and the land ahead so clearly defined as to lead many to believe we should reach it to-day.

The effect of the sun yesterday upon the snow has by no means improved the travelling. The outer surface of the snow has formed a thin crust of frozen ice and snow, which bears the weight for a minute, and then breaks through, causing a constant series of shocks to the knees and ankle-joints, most wearying in its effect. The floe is truly execrable, and has not moved I should say for many years; so summer worn is its surface. The sledges immerse themselves the whole depth of the runner, and require to be constantly hauled out with a "One! two!! three!!! haul!" The larger sledges showed that they were suffering from the same defects as the smaller ones had done, weakness in the wooden runner and stanchions. The "Success" and "Lady Franklin" had many of the rivet heads broken off the metal runners, and the two separating, caused the snow to be introduced, and then an irregular instead of a smooth surface greatly increased the labour of



Cape Smart, S. 56° E. 8 or 10.

traction. The "Success" had to halt and re-lash; but rejoined company with creditable smartness. 5h. 20m. halted and encamped, after a long and severe march. People much done up, and a few complaining of soreness in the eyes. Of the two evils, frostbites or snow blindness, there was, however, but one opinion amongst all of the officers and men; the latter was far to be preferred upon more than one ground.

7h. temperature, + 1½°. shade. Wind, W.N.W.; 2. b. c. v.

Course M.G. S. 50° W. 9 miles. Walked, 12 miles.
 Observed from noon position, 4½ miles. S. 50° W. of last camp.
 Steep cliff, Helen Island - S. 55° E.
 Low islet off Cape Rob. Smart S. 50° 30' E.
 Point Ware (Doubt) - - S. 34° 20' E.

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Night camp, 9 miles S. 51° W. of position, April 21st, 1853.
 Cape on Robert Smart - - - S. 85° E.
 Point Ware - - - - - S. 47° E.
 The steep cliff, Helen Island - - S. 69° E.
 Cape Clarke, extremity - - - S. 52° W.

Saturday, April 23d.—6h. 30m. A.M.; temperature in shade + 3°. Wind, N.W.; 2. o. c. m. 7h. 15m. started, marching to the S.W.

A north-west wind and cloudy sky are rarities in these regions, especially when accompanied by a rising temperature. I believe that aloft it would be a true S.W. wind, and has its direction turned by the neighbouring land.

Cape Flyaway, as the men now call the hill ahead, appears nearly as far off as ever; two days ago some of the novices in Arctic travelling thought they would reach it by camping time, and called it 11, when it was full 30, miles off. The breeze fast freshening into a double reefed breeze, with much snow and drift. Our sledges under sail, booming along like primitive rigged boats, in a seething sea. Officers and men smothered in drift. All white but their faces, which resembled, as it was graphically described, "a soldier's jacket hanging over Dover Cliffs."

Marching for Cape Fortune (or
 Clarke).

Lieutenant May and myself repeatedly timed the sledges over measured distances, and the mean of our notes was, that in every 20 minutes they went over 1,500 paces; reducing this to yards, and allowing a quarter of an hour for rest and loss in each hour, we made on a rough calculation that we were travelling at the rate of 1¼ miles per hour.

Of course, I need not say that the wind was almost favourable, the men doing their utmost, and the officers attending at the sledges, and aiding in every possible manner.

At 5h. P.M. encamped.

6h. temperature, + 3½°. Wind, N.W.; 5. o. c. v.

Course M. G. S. 50° W. 9 miles. Walked, 11 miles.

Bearings from night camp.

Cape Clarke, Bathurst Land - - S. 50° W.
 Ext. of land seen to the westward - - N. 84° W.

Sunday, April 24th.—6h. A.M. temperature, + 1°. Wind, N.W.; 5. o. drifting snow. 7h. started under sail; breeze freshening and drift increasing. Sails on sledges braced sharp up. People suffering a good deal from the effects of the weather, but dragging most zealously; unable to see 20 yards ahead.

11h. 30m. halted and lunched under the lee of our sledges; smothered in snow drift; found snow and fat bacon an odd mixture, for of course the mouth could not be opened to introduce the one without being filled with the other.

Captain Richards observed a meridian altitude, having men to wipe the glass of the artificial horizon at the time of observation; with my instrument that was impossible, another proof of its inutility for Arctic travelling.

3h. 30m. Much to our satisfaction a ridge of piled up ice was met, and crossing it, we found ourselves at the base of the cliff, then named Cape Fortune. Captain Richards chose a spot for the cache, and the division encamped around it.

Reach Cape Fortune (or
 Clarke).

Employed for a couple of hours receiving supplies from "Lady Franklin" to complete provisions upon our sledges, and to form a six-day cache for all returning sledges. (*Note.*—The "Reliance" depôts were forgotten by sledges Nos. 4, 5, 6, consequently 17 days food has been on the whole lessened from our resources.) One or two men in the division a little eye and leg sore, but no one inefficient, except George Harris, A.B., "Pioneer," who complains of cramps in the stomach, and evidently disagrees with

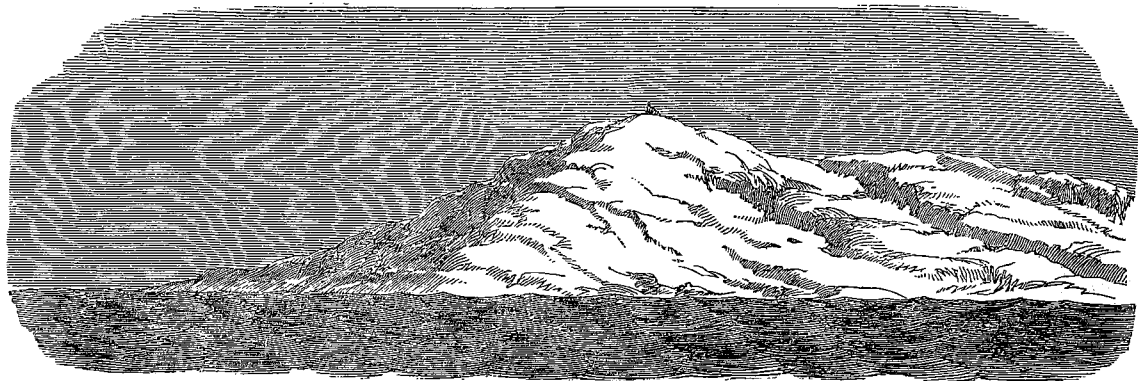
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the notion that travelling calls for no extraordinary exertion upon their part. Harris is going back from "Reliance," and James Marshall, a *ci-devant* "Pioneer," remains instead. The night came in very cold, and our felt robe appeared a poor substitute for the fur ones, which should have been brought from England.

8h. P.M. temperature 10° . Wind, N.W.; 5. q. c. m. z.

Course M. G. S. 46° . W. 6 miles. 8 miles walked.

Noon, meridian altitude, \odot $52^{\circ} 38'$; art. hor. index error; 0—.



Cape Fortune, S. 65° W. $4'$.

First march to the westward
from Cape Fortune.

Monday, April 25th.—6h. A.M. Temperature 6° . N.W.; 4. c. m. Traces being seen about the tents of deer and hares in considerable numbers, a party started in quest of them under Lieutenant May. The rest of the division proceeded to bury the cache and secure it, a work of some difficulty, as there were no stones, and the land consisted of a fine sandy soil or light loam, frozen as hard as flint during the past winter. Around the cache there was a good deal of vegetation, and an entire absence of that dreadfully barren limestone which the Arctic navigator learns so heartily to abhor.

At 8h. 30m. A.M. Dr. Lyall's sledge, the "Lady Franklin," started homeward amongst our hearty cheers. Dr. Lyall, we believe, will form one of the supports to the N.E. expedition of sledges.

Noon.—Observed meridian altitude, having got sights for longitude at 8 A.M. Lieutenant May returned; he shot a hare and saw several reindeer; they were very wild.

12h. 30m. Proceeded to the westward against a strong breeze, and thick misty weather with slight fall of snow. Coast line very low, with the hills of the back land obscured. The floe very old and the ice very heavy; the men appear rather weak and distressed from the late heavy travelling.

Temperature -4° . Wind W.N.W.; 3. b. c. m.

Course M. G. N. 45° W. 4 miles. Marched 6 miles.

For further observations at the place, vide June 3d, 1853.

At 9h. A.M. App. Time Chron. \odot Alt. Mercury Art. Hor.

| h. | m. | s. | | | | | |
|----|----|----|---|---|---|---|-----------------------|
| 2 | 54 | 51 | - | - | - | - | $42^{\circ} 12' 30''$ |
| 2 | 55 | 53 | - | - | - | - | $43^{\circ} 17' 0''$ |
| 2 | 57 | 45 | - | - | - | - | $43^{\circ} 25' 30''$ |

Noon.— ϕ N. $1^{\circ} 30'$ W. to
N. $2^{\circ} 20'$ E.

$3^{\circ} 50' =$ N. $1^{\circ} 25'$ E. variation = $178^{\circ} 35'$ E.

Tuesday, April 26th.—6h. 30m. A.M. Temperature -5° . Wind N.W.; 3. o. c. m. 7h. started; a most disagreeable forenoon, with a fast increasing gale and snow drift in our teeth. Between the squalls a point showed out nearly N. by W. of us, showing we had been traversing the bight of a fish-hook shaped bay, from which we named it temporarily "Fish-hook Bay." Lunched under adverse circumstances. I wish Turner could have painted such a picture of the effects of wind, drift, and cold, with a beautiful mock sun taunting us with gay and warm colours.

We had to-day a painful proof of the danger of people going away from their party in chase of game. Lieutenant May left us to follow along the upper slopes of the adjacent land; the sudden increase of the gale shut us

Reach Mount Solitary.

out from his view, and at the same time a fine herd of deer came in sight; he followed them, lost them, and saw another herd; still following, and trusting to securing his return by some recognized marks, it was not until he found himself tired, without a prospect of procuring any addition to the rations of his party, that he discovered his route to be a wrong one, and we became alarmed at his lengthened absence. The temperature continued to fall, and the gale abated nothing. The sledges encamped, and after pemmican Captain Richards and Mr. Herbert left with two light sledges to seek him. The weather gradually clearing up, and most happily so, for after a time they met Lieutenant May, who was much exhausted, and returned with him to the camp late in the evening. As many as thirty deer had been seen in all by Mr. May.

8h. P.M. Temperature -5° . W.N.W.; 6. b. c. drift.

Wednesday, April 27th.—7h. Temperature zero. Wind N.W.; b. c. m. drift. Started rounding a point, which is remarkable as being at the base of the last isolated hill, on the northern coast of Bathurst Land; it was appropriately named by Captain Richards "Mount Solitary," and such it truly is, with its time-worn crags and buttresses of sandstone.

Pass Mount Richards, or "the Solitary."

Not being a surveyor myself, yet well aware of the surveyor's mania for scaling every accessible height, and revelling in angles, with his second self, a theodolite, I could but admire the self-denial of our kind and considerate leader in not doing so, nor should I be giving him due credit for his forbearance did I not here note that, but for such forbearance, and but for his keeping constantly in view the object of his mission to these seas, *the search for Franklin*, we should never have made much progress, although he might individually have gained much credit for a beautifully finished chart, trigonometrically laid down. From Solitary Mount the land is very low, rising to perhaps 150 feet elevation at a distance of 1 to 2 miles from the beach.

Vegetation increasing, though as yet it exhibits no sign of vitality. Deer, hare, and marmot tracks, numerous and recent. Observed an island lying off shore to the N.N.W., and a small harbour filled with ice of a very ancient appearance. The floe to the westward appears to be broken up by pressure, and we anticipate a speedy release from the old floes with their deep snow and high knolls. To-morrow we trust to open Byam Martin Channel, if the direction given by Lieutenant Aldrich is anywhere near the mark, which I confidently believe it is. 4h. 15m., encamped.

6h. Temperature $+4^{\circ}$. Wind N.W. 2. b. c. v.

Course M. G. N. 45° W. 7 miles.

At 9h. 30m. A.M. app. time, at base of Mount Richards, and 9 miles N. 38° W. of No. 2 cache.

Observed summit of Cape Clarke - - S. 38° E.

Cent. summit of Cape Robt. Smart - - N. 81° E.

Extreme land seen to the westward - - N. 34° W.

At 2h. 35m. P.M. on the { Cairn over No. 2 cache - S. $61^{\circ} 40'$ E.

Nipple, 13 miles N. { Extremes of a new island } N. 4° E.

60 W. of No. 2 cache { called since Patterson Island } N. 15° W.

Extreme land seen to the westward - - N. 31° W.

Thursday, April 28th.—Temperature 5° . Wind N.W.; 3. b. c. v. Started across the land ice on which we had slept, and crossed rather rough and packed ice at the entrance of a harbour. The land from the far side trending more westerly, we are evidently approaching the land's end, and the question of a Byam Martin Channel will soon be decided. 11h. 40m., halted, lunched, and obtained a meridian altitude. I abused Messrs. Watkins and Hill for their artificial horizon, which, under the most favourable circumstances, I can safely say, should not be trusted within three or four minutes in altitude.

Rounding the N.E. point of Byam Martin Straits, now called Polar Strait.

We had boiled pork (instead of the dreadfully fat bacon hitherto supplied) for lunch to-day, and it was generally declared to be far preferable to the gross bacon hitherto issued.

At 1h. 25m. P.M. from a pile of hummocks, which Captain Richards and myself had ascended, we first saw, to our no small delight, the land

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turning to the southward, and the floe ahead comparatively smooth and promising.

Saw the New Island seen yesterday, bearing N.N.E., about 20 miles distant, and covering 10° of the horizon.

Find the land improving as we go westward; everywhere where the snow has been blown off the ground is rich in lichen, saxifrage, moss, and coarse grass; animal traces, likewise, very abundant.

4h. 45m. Encamped.

6h. Temperature 5° . Wind W. by S.; 1. b. c. m. g.

Course M. G. N. 42° W. 5 miles - } Total - 8 miles.
S. 82° W. 3 miles - }

Bearings observed.

At noon, Cape Clarke - - - S. 45° E. true.

At 1h. 25m. P.M. 2 miles N. { Ext. land of Bathurst } S. 83° W.
51° W. of noon position - { to the westward - }
Cent. of Patterson } N. 9° W.
Island - - - }

The position of night camp from noon position - { N. 51° W. 2 miles.
S. 83° W. 2 miles.

From an eminence 100 feet high and 1 mile due S. of camp flag, observed.

Next morning at same place observed the latter a second time. { Extremities of Patterson Island - { N. 5° W.
Distant land, probably 30 to 35 } N. 3° E.
miles distant - - - } N. 21° W.
Do. do. - - - } N. 37° W.

Noon. Mer. Alt. Art. Horizon, \odot $54^\circ 48' 30''$. Ind. error $1' 30''$.

On comparing my observed altitude with that of one in the quicksilver artificial horizon, I found an error to-day of 9 miles in the observed altitude.

Friday, April 29th.—5h. Temperature — 5° . Wind N.N.W.; 2. b. c. m.

6h. 45m. started. The coast trending more and more southerly in a series of shallow bays of great uniformity, the floe becoming more smooth; I think it is of only last season's formation, and the sastrugi or snow ridges turning gradually in a north and south direction, instead of east and west, as they have been since leaving Cape Fortune. At 8h. 30m. I ascended the highest part of the neighbouring land; it consisted of a series of terraces or natural beaches, rising gradually one above the other until, at a distance of $1\frac{1}{2}$ or 2 miles from the sea-shore, I stood upon an elevation of perhaps 200 feet, not more. Landward to the S.E. a comparatively undulating country extended, intersected in all directions by watercourses, and here and there small cliffs of the reddish-brown sandstone protruded and gave a character to the scene of frost and snow, for as yet the sun had done no more than begun to turn the snow from its pristine whiteness to a faint straw colour, and that only in places. Away to the N.W. spread a floe,—and whither? naturally arose to my mind. New Island was plainly

Reach Byam Martin Channel
and sight Melville Island.

Encamp to form the third
cache at Cape Success.



An Island, seen April 29th, 1853.

discernable; in outline and colouring it resembled much the lands seen by us in the autumn of 1852, and I doubt not forms a portion of the same archipelago of islets strewn over the Polar Sea. About 30 miles to the N.W. (or more) I distinctly saw land looming; it appeared extensive, and I took the bearings of two remarkable parts of it, and not the extremes. All hands in great spirits. We have undoubtedly reached the Byam Martin Channel.

At 4 P.M. the coast took a due south line, and away to the S.W. we saw for the first time the distant shores of *Melville Island*, 40 miles distant, and the head of the channel is fully *that wide*. So much for a barrier of land.

At 5h. 45m. we reached the foot of a hill, and being as near the position of the rendezvous as nature had been pleased to place land, Captain Richards

decided upon placing upon it the despatches, &c., for Captain Kellett and the Admiralty, which we had brought from Sir E. Belcher. Halted and encamped.

7h. Temperature $+7^{\circ}$. Wind N.; 3. q. b. c. m.

Courses M. G. S. 68° W. 2° + S. 45° W. 5° ; + S. $1\frac{1}{2}$ miles. Total, $8\frac{1}{2}$ miles.

Saturday, April 30th.—Whether it was the excitement arising from our great success hitherto, or the sight of Byam Martin Channel, or that of Melville Island, I know not, but all hands were talking, arranging provisions, and stowing sledges, until long after the middle of last night.

The sledges, three in number, to advance, completed their provisions and deposited in cache, 14 days, for 16 men.

6 A.M. Temperature -3° . Wind N.; 1. b. c. m.

“The winter is gone, Sir,” was the very natural exclamation of Joseph Organ this morning, for he knew well that when the temperature remained up, with a northerly wind and a clear sky, all fear for a return of winter at this season of the year was past; and naturally hearty were the congratulations of the men at having escaped from all the risk of so early a march as we had made without a single frost-bite or a single accident of any description amongst so large a body of men. Apart from becoming gratitude to Almighty God for his kind providence, I could not but feel that we all had reason to thank Captain Richards for his judicious regard for the health and comfort of the men, and that he had imposed no duties upon them beyond those natural to the severe service upon which we were employed.

Cape Success, S.S.E. $2\frac{1}{2}$.

7h. Burying the cache; Lieutenant May with a party upon the hill erecting a cairn and placing the despatches in cache near it. Mr. Herbert, with the “Success,” started to the N.E. returning direct to the ship, where we hope he will reach by the 14th May, and be able to aid in a boat expedition northward, via North Cornwall. Captain Richards and myself obtained sights for longitude and variation, the sledges moving on southward. Some deer in sight upon the adjacent hills induced me to start after them; the walk proved fruitless, although I saw in the distance as many as a dozen head of them feeding upon a plain. Lieutenant May reports to-day both hare and ptarmigan. Beyond Cape Success a fine bay sweeps round for 20 miles, and forms another headland nearly due south of it, which we suppose to be Cape Aldrich, as our latitude is only 20 miles north of this position. Found the snow very deep, and having to-day completed the weights on our sledges to 200 lbs. a man, the labour is great, and progress not very rapid. The march to-day was over ice of one year’s formation intermixed with old patches and pieces of very heavy grounded ice which

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Establish the rendezvous on
Cape Success, and start south-
ward.



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had been floated out of the adjacent ravines. The coast line, I suspect, is shoal from the turned-up edge of the floes, but we have neither time nor inclination to employ people in boring and sounding. Fitz-James's motto is ours, "Go ahead as long as you can, and then rest to go ahead next day."

4h. 45m. encamped near an old floe piece, which reared itself about 40 feet above the floe we were upon.

6h. Temperature $+10^{\circ}$; wind North 1° ; b. c. m.

Course M. G. $5\frac{1}{2}$ miles S.; 10° W. Walked 8 miles.

Sights for longitude 8h. 45m. A.M., Rendezvous Hill.

| | | Chron. | | | Alt. $\frac{\odot}{\ominus}$ | | |
|----|---|---------------------------|----|------|------------------------------|---|----------|
| | | ° | ' | " | ° | ' | " |
| A. | } | 3 | 18 | 52 | - | - | 47 51 20 |
| | | 3 | 19 | 20 | - | - | 47 52 30 |
| | | 3 | 19 | 43.5 | - | - | 47 54 0 |
| | | 3 35 58.5 | | | - | - | 49 30 30 |
| | | Single for var. - 3 39 53 | | | - | - | 49 51 30 |

Lat. obs. $76^{\circ} 33'$ N.; long. by acc. 105° W.; temp. $+3^{\circ}$; index error $1^{\circ} 15'$ sub.; ϕ N. 37° W.

On the 6th April 1853, the chronometer was fast on ship mean time 5h. 50m. $44^{\circ} 6s$. Northumberland Sound.

Lat. $76^{\circ} 52'$ N.; long. $97^{\circ} 0'$ W.; daily rate $-4^{\circ} 72s$. gaining.

By the A. sights and original error and rate, carried on the long., was $104^{\circ} 13' 30''$ W., or 10 miles in error.

Marching down east shore of
Byam Martin Channel towards
Cape Aldrich.

Sunday, May 1st.—6h. A.M. Temperature $-3\frac{1}{2}^{\circ}$. Wind, N.; 1. b. c. m. Melville Island looming to the South-west. 7h. Started, steering southward, so as to complete and connect our track with that of Lieutenant Aldrich and Dr. Bradford in 1851. The day and the temperature is just such an one as is best adapted for Arctic travelling, the only but great impediment to our progress being the great accumulation of snow upon the floe, and the ruggedness of its surface, occasioned by the snow ridges. 11h. 45m. Halted and lunched. Obtained a meridian altitude. A dense bank of clouds rising in the southern horizon portended a close to our clear skies and fine weather; we regretted not having been able to cross the channel before fogs came on to add to our difficulties, but congratulated ourselves on having, at any rate, got a true bearing, which would enable the boat to be placed at the N.W. extreme of Byam Martin Channel, in a convenient position for ferrying Captain Richards across, should the channel break up before his return from the far west.

The ice to-day was of a questionable age, and old and young floe appeared to have intermixed, and become deeply covered with snow.

6h. P.M. Temperature $+10^{\circ}$. Calm, o. m.

Course, M. G. South 6° . Walked 10 miles.

Noon.—Obs. mer. alt. glass art. horizon. Index error 0. Error of horizon $14'$ sub.

Obs. alt. $\frac{\odot}{\ominus}$ $57^{\circ} 20'$.

Bearing ϕ N. 10 E. = 170° Easterly var.

Bearing by compass of extreme land to South, North = S. 10° E. true.

Ditto of Cape Success, S. $12^{\circ} 30'$ W. = N. $2^{\circ} 30'$ E. $5\frac{1}{2}$ miles.

Crossing Byam Martin Chan-
nel, or the Polar Strait, to
Melville Island.

Monday, May 2d.—6h. Temperature $+6^{\circ}$. Wind S. S. W.; 2. o. c. m. 7h. Started across channel, so as to strike the land where last seen. The weather extremely hazy, with a strong glare from the sun.

On our present course we shall strike Melville Island south of where Dr. Bradford has placed his cairn, and thence proceed towards Hecla and Fury Gulf. Our prayer is, of course, for a straight coast, leading as due West as possible, for going alternately South and then West and then North, gives us a great deal of ground to go over without carrying us into that North-west ground beyond Melville Island, which it is our hope to see searched this season.

Noon.—Fog increasing. The Sun observed, but a strong glare very painful to the eyes; most of us suffering from tenderness of the sight, but

no direct case of snow blindness. We shall change to travelling at night, as soon as an opportunity offers to do it without loss of time, or unnecessary labour to the crews. A dreary, heavy road to-day. No land in sight, and a dense grey mist, colouring sky or floe of the same murky hue. Great difficulty in preserving a straight course; indeed, in spite of every care, we constantly found ourselves 3 or 4 points out in our course.

4h. 30m. Halted and encamped.

6h. P.M. Temperature + 10°. Wind S.W.; 3. o. g. m.

Course, M. G. 6½ miles S. 45° W. Walked 9½ miles. 9h. 30m. Melville Island seen bearing S. 45° W.

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Bearings from Camp.

| | | | | |
|----------------------------------|-----|-----|-------|---------------------|
| Cape Success—Cairn ? | - | - | True. | N. 23° E. 15' |
| Cape Aldrich | - | - | - | N. 155° E. 25' |
| North extreme of May-day Harbour | - | - | - | N. 89° E. 10' |
| South extreme of do. | do. | do. | - | N. 125° E. 7' to 9' |
| Extreme land of eastern shore | } | - | - | N. 147° E. 20' |
| seen yesterday | | | | |

Tuesday, May 3d.—5h. A.M. Temperature + 11½°. Wind S.S.W.; 1. o. c. v. 6h. Started. The snow hard, but very uneven, owing to the sastrugi, which run nearly at right angles to our course, and they denote that here, as elsewhere in these regions, the prevailing winter gales are up and down channel, or North and South in this case. The day was most dreary. We trudged on through a dull grey atmosphere, over a dull grey floe, and a dull grey sky above us. Nothing to divert attention, and nothing to cheer us. It was, in short, a very oppressive day, without being very warm, the temperature being some 20 degrees below freezing point.

4h. Encamped.

6h. A.M. Temperature + 11°. Wind South; 1. o. g. m.

Course, M. G. S. 40° W., 7½ miles. Walked 10½ miles.

Crossing the Polar Strait for
Melville Island.

Wednesday, May 4th.—5h. A.M. Temperature + 4½°. Wind S.E.; 3. o. c. m. f. 6h. 30m. Started steering to the S.W. Weather very thick and hazy. The sastrugi, as we went off shore, turned slowly to a N.W. and S.E. direction, and from their shape and size denoted that a north-west wind was the prevalent one in this region. Crossed the tracks of two small herds of deer going across from Melville Island to Bathurst Land; these are so far remarkable as being the only and first track of these animals I have ever seen crossing arms of the sea; of their migrating I have always been a sceptic, and although this proof seen to-day might be arraigned against such doubts, I still adhere to my opinion, that the animals of these Polar regions do not migrate, because?—*they cannot.* Vide remarks at conclusion.

Crossing Byam Martin Chan-
nel, or the Polar Strait.

Noon.—Obtained a rough latitude. We have now passed the latitude and longitude of Dr. Bradford's cairn, which must be more to the S.W. than he supposed; a fact I always suspected, as he did not see Bathurst Land from his last cairn.

4h. 40m. Halted, rather disgusted at not having yet reached our Canaan, where we hope to revel in venison, game, and beef steaks.

6h. P.M. Temperature + 7°. Wind south; 2. o. g. f.

Course, M.G. S. 45° W. 8 miles. Walked 10 or 11 miles.

Noon.—Obs. mer. alt. Index error 30'' sub.

☉ 60° 30'.

Bearing φ N. 14° 30' E. = 165° 30' easterly.

Thursday, May 5th.—5h. A.M. Temperature + 9°. Wind calm and variable. 1. o. fog. 7h. Started in a dense fog, with hoar frost depositing itself plentifully upon our sledges and clothing. The difficulty of finding secure footing was truly ridiculous, and we rolled and fell about like drunken men, in a manner that tried our tempers and endangered our bones. The alteration in the regularity of the sastrugi led me to believe ourselves approaching the land; saw several deer tracks going easterly; found by following the trail that they invariably took the smoothest ground.

Reach Melville Island at N.W.
extreme of Byam Martin
Channel.

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Noon.—Obtained a latitude. Whilst wondering whether we should ever reach Melville Island, the fog lifted, and showed us the land not far distant. At 3h. 30m. halted, Captain Richards visiting the coast to decide upon a place for the boat depôt. The coast was not very promising in aspect, being a long monotonous slope 300 feet high, covered with a uniform coat of snow. However, it was Melville Island, and that was something; and this was only the 5th of May.

6h. P.M. Temperature + $4\frac{1}{2}^{\circ}$. Wind calm; 6. c. v.; with passing mists. Course, M.G. S. 40° W. 7 miles. Walked 10 miles.

Establish the fourth cache, and place a boat on Melville Island.

Friday, May 6th.—5h. A.M. Temperature + 4° . Wind N.W.; 3. o. m. 6h. 30m. Packed sledges, and marched for a spot whereon it had been decided to establish the cache carried out by Lieutenant May, and the boat likewise. Reached the place and discharged loads; proceeded to replenish provisions from the "Reliance" and secure the cache. Nothing but fine sand and gravel. No traces of bears have, however, been recently seen, and we can but hope there are none. The crew of the "Reliance" retired to rest preparatory to starting homeward for the grand depôt to-night. It was a source of some pride and congratulation with both Captain Richards and myself to see the boat thus safely deposited upon the shores of Melville Island; it gave him a good base from whence to advance, and secured his retreat across this fine strait should it break up, as was probable, before the end of June. The plan of proceedings from this point was somewhat as follows:—The "Reliance" returns, leaving the "John Barrow" to support Captain Richards for 10 days longer, or 100 miles further. By that time (D.V.) we shall be pretty close to Hecla and Fury Gulf, and if the coast is not very tortuous, across it; thence on the 17th May Captain Richards will still be able to advance 20 days = 200 miles, which should place him far beyond our known coast of Melville Land. Talking over these matters, happy at our good fortune, and prognosticating equal success by those under Captain Belcher to the N.E., we should, under any circumstances, have well done our work. Captain Richards likewise decided upon sending me to the S. E. from Cape Lady Franklin on my return, so as to finish the opposite shores of Queen's Channel. Obtained a meridian altitude. A party out in quest of game, and looking for Dr. Bradford's cairn, neither of which were found. Our position is about 15 miles south of his position, and S.W. of it.

This east coast of Melville Island is very monotonous and barren, consisting of a gentle slope of sandstone soil, frozen hard, and deeply covered with one uniform sheet of snow. In my rough notes for to-day, I remarked upon the loss of flesh and strength apparent in my crew, and that hunger and craving for more than our present supply of food was very general. I shall, however, reserve those remarks for a general series upon the subject, to be introduced at the end of this journal.

8h P.M. Lieutenant May, and his sledge crew the "Reliance," parted company with many cheers; they return now to Cape Lady Franklin, and thence replenish the Cape Fortune depôt, so that either Captain Richards or myself may search the coast within the Osborn group.

Noon.—Art. G. Hor. Index error $30''$ sub.

Obs. Mer. Alt. \odot $60^{\circ} 57' 30''$.

Bearing ϕ N. 19° E. = 161° E. var.

Angle from \odot to N. ex. of high land about Cape Aldrich 110° easterly. S. ex. of Bathurst Land by compass bore N. 71° E. true.

Reach Wetherall Bay, Melville Island.

Saturday, May 7th.—6h. A.M. Temperature + 4° . Wind West; 2. b. c. m. The peculiar call of the ptarmigan awoke me at an early hour this morning, and on going out of the tent several of them had been evidently feeding around the tents, and I saw a brace. 7h. 30m. The last two sledges of the S. W. division started to the W. N. W., whither the coast line led for a mile or two. Here we found a small cove, which would give shelter to a vessel of light draught; its direction was about S. W., and then a bend to the S. E. At the head of it several bold cliffs with fine ravines and glaciers were to be seen. I ran across, and partially round it, sufficient to search it. There were traces of a fresh animal to us—I presume the musk ox, and

marmots were very numerous; ran one down and brought him down to the party. Dwarf willow in considerable quantities was here to be seen.

Noon. Lunched; the coast trending due west for a point on the west side of a shallow bay, 4 miles wide at this point, which we reached about 3h. P.M.; a pile of ice forced up by the pressure of some former season, showed that there was vitality in the floes of this neighbourhood. The pile, which was named the Saddle, from its form, could not have been less than 60 feet high; from its summit we could see a fine extent of coast line sweeping away to the westward, with several indentations, its outline varied with remarkable cliffs and picturesque hills. Oh! how we longed to be going 10 miles an hour, instead of per day, over the ground. They who want a lesson in patience should try Arctic sledge travelling. Many tracks of deer going off to the N. E. were seen by us in our P.M. walk. I presume they were migrating to Bathurst Land. Our camping place was near a point rich in vegetation and fossil shells. Captain Richards and I lingered long on shore, and talked of the future most sanguinely; for if the coast ran straight, we now very nearly saw into the longitude of Cape Mudge, of Parry, and Hecla and Fury Gulf would open at the farthest land we then could see. Captain Richards' very natural expression was, "I wish I could shoulder 80 days' provision and be off!"

6h. P.M. Temperature + 4°. Calm. b. c. v.

| | | |
|-----------------------------|---|----------------------------|
| Courses, M. G. N. 68° W. 3' | } | 8½ miles. Walked 11 miles. |
| West - 4' | | |
| S. 63 W. 1½' | | |

Bearings observed at 1 P.M. on the Saddle,

| | | |
|------------------------------|-------|-----------|
| Remarkable bluff - - - - | True. | S. 56° W. |
| Ex. land to the westward - - | | S. 87° W. |

6 P.M. from Camp,

| | |
|-----------------------------|----------------|
| Saddle Hunk - - - - | N. 62° E. 2'. |
| Remarkable bluff W. ex. - - | S. 45° W. 10'. |
| Bam Point - - - - | S. 48° W. 12'. |
| Observation Peak W. - - - | S. 62° W. 14'. |
| W. ex. of Snow Bluff - - - | S. 9° W. 6'. |
| Ex. seen to westward - - - | S. 87° W. 25'. |

Sunday, May 8th.—5h. A.M. Temperature — 3°. Wind, W.; o. f. Started with very foggy or hazy weather, steering for the bottom of Wetherall Bay to a peak, called Observation Peak. The floe becoming aged, and covered with deep snow. The *first* snow bunting was seen to day flying about the sledges; this is nearly a month later than I observed them in 1851, but I can hardly think that this season is as much if at all in arrears of that summer.

Crossing Wetherall Bay,
Melville Island.

Noon, lunched, and obtained a merid. alt. At 3h. P.M. the fog lifted and showed us to be coasting round a fine bay, having in its S.E. extreme a high glacier or deep snow-covered cliff, and then to the westward of it a lofty and abrupt range of precipices, receding into the interior of the island. There was still much snow lying upon the ground, but we knew its day of departure was fast approaching; and, odd as it may appear, we *did not* rejoice, for travelling in the summer of these latitudes is, if possible, a shade worse, though very different, from travelling in the spring.

4h. 45m. P.M. encamped.

6h. Temperature + 9°. Wind, W.; 1. o. f. m.

Course M. G. S. 65°. W. dist. 8 miles. Walked 10 miles.

Bearings observed from Night Camp.

| | |
|--------------------------------------|-----------|
| The West ex. of Remarkable Bluff - - | S. 38° W. |
| Observation Peak - - - - | S. 65° W. |

Noon. Obsd. glass art. horizon very hazy. Index error — 30'' sub.
Temp. in sun. + 10° mer. alt. \odot 61° 51' 30'' Bearing ϕ N. 20°. E = 160° Easterly var.

Lieutenant Osborn's
Journal, 1853.

Monday, May 9th.—6h. A.M. Temperature $+9\frac{1}{2}^{\circ}$. Wind, W.S.W.; 5. g. o. m. A strong breeze in our teeth, pulling over very aged ice with deep snow between the hummocks. Gale increasing.

The men from general debility appear easily distressed, and our progress is not very rapid. Unable to see many feet ahead, by 2h. 30m. the gale forced us to encamp, a great deal of snow and snow drift rendering that operation one of some difficulty.

6h. P.M. Temperature $+13\frac{1}{2}^{\circ}$. Wind, West; 7. q. s. z.



Wetherall Bay, N. Coast of Melville Island, May 8th, 1853.

(continued.)



Crossing and rounding Sherard
Bay, Melville Island.

Tuesday, May 10th.—5h. 30m. A.M. Temperature $+15^{\circ}$. Wind W.; 8. g. s. A heavy westerly gale prevented us moving to-day, it was therefore decided upon to change from day to night travelling, the delay and loss of time being unavoidable. Issued concentrated soups; $1\frac{1}{2}$ tins, to economise our food.

5h. 30m. P.M. Temperature $+7^{\circ}$. Wind N.W.; 2. b. c. m.

NIGHT TRAVELLING.

6h. 30m. P.M. Started. Night hazy and very cold; edged along the land to the westward, the coast line consisting of a low beach curving into small bays, the hills rising with long slopes of 3 or 4 miles in length to a height of 3 or 400 feet. Along the beach there was a little limestone much broken, with shells imbedded in it, but the land for the most part was or had been sandstone.

Wednesday Morning, May 11th.—4h. A.M. Halted and encamped.

6h. Temperature $+6^{\circ}$. Wind N.W.; 1. b. m.

Course M. G. West, 7 miles.

Crossing Sherard Bay.

5h. P.M. Temperature $+13\frac{1}{2}^{\circ}$. Wind N.W.; 7 g. s. d. u. Blowing very hard, with much drift; unable to move until 7 o'clock, when it slackened, and by 8h. P.M. we were away; the weather still continued gloomy and threatening. We found on the farther side of a bay, since called Sherard Bay, that the land unhappily took a northerly direction, having beyond it in the interior a hill of remarkable outline rising abruptly and lonely from the surrounding level country. The ice in this bay is old, and undisturbed by pressure; the snow is deep upon its surface, and heavy for the sledges. As an instance of how hungry the men are, I shall merely note that two men last night walked for five hours after we encamped in hopes of shooting some game to add to their rations. They saw some reindeer, but did not get any.

Thursday, May 12th.—Midnight. The sun in sight at midnight, but very gloomy. To our disgust we saw the land showing round as far as North; with much regret at the circuitous coast before us we altered course, and at 4h. 15m. A.M. halted, and encamped three miles short of a low point ahead.

6h. Temperature $+6^{\circ}$. Wind W.; 2. b. m.
Course, N. 45° W. - - - 4 } 7 miles.
North - - - 3 }

Bearings observed at 5h. A.M. Camp.

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| | | | | | |
|--|---|---|---|-------|------------|
| The Bay Bluff, cent. | - | - | - | True. | N. 175° E. |
| Depth of Sherard Bay | - | - | - | | S. 29° W. |
| West ex. of land visible, a point since called Cape W. Warren | - | - | - | } | N. 18° E. |
| Depth of intermediate bight | - | - | - | | S. 127° W. |

5h. P.M.—Temperature +15°. Wind N.W.; 3. o. m.

6h. 30m. Started, steering N. 10° E. for a low point; observed some animals or objects moving upon the land; from their colour I guessed they were musk oxen; started in pursuit. Reaching the banks of an extensive river or ravine, now dry, I was delighted to see an amount of vegetation I had heard of but never seen in the North. Large patches of coarse grass with saxifrage, already green with fresh buds, spread around me. Ptarmigan in couples were feeding quietly, and I did not disturb them, having only four rounds of Minié ball about me and a rifle. After a time I came upon a fresh footprint of a musk ox or two and that of deer, and a little farther on sighted a fine buck, feeding quietly down in a ravine; he saw me, however, as soon as I did him, and went off like the wind, my ball just grazing him at 280 paces. Disgusted at my ill-luck, I fired at the ptarmigan with the Minié with no better success, when to my delight in the distance I again sighted a couple of musk oxen trotting rapidly across my path; cautiously advancing, I soon had the pleasure of tracing them to their lair, a hollow in which they evidently were at ease; and having only one round left, I returned to the sledges, meeting them at a place called River Point. Lunched; left directions for a 5-day cache to be formed, and started with Captain Richards in quest of the oxen; after a long walk, we had the satisfaction of finding them, and soon afterwards had the pleasure of hoisting our flags upon their carcasses, they being a fine cow and calf. 4h. 30m. reached the sledges, and sent them empty to bring down the prey.

Form a 5 day cache at Cape
William Warren.
Melville Island.

6h. A.M. Temperature 3°. Wind N.W. 1. b. c. m.

| | | | | |
|-------------|--------------|---|----------|------------------|
| Course M.G. | N. 22 W. 4'. | } | 7 miles. | Walked 20 miles. |
| | N. 10 E. 3'. | | | |

Friday, May 13th.—Temperature + 8°. Calm, b. c. m. Whilst the crew busied themselves in skinning the musk oxen shot yesterday, I had time to observe that the coast line ran to the N. and W. in a most vexatious manner, the coast line low but undulating, with hills rising abruptly from the plains; far in the distance the land terminated in a detached mass, which resembled an island in its outline.

Encamp off Point Marrayatt.
Melville Island.

The beef was found to be lean but wholesome looking, and neither smelt or tasted of musk; placed some of it and the skins in cache, carried on the rest. The course lying across a series of gravel spits formed by the discharge of several large water courses, now sealed up, but shortly again to be opened. The adage of "it never rains but it pours," proved truthful again to-day; for in the course of the forenoon I shot a reindeer, and our sledges were for awhile well supplied with animal food.

Midnight, lunched.—The low altitude of the sun, seen through the heavy lower stratum of air caused a most extraordinary mirage and optical delusion; everything, even the nearest hummocks, were so distorted as to be irresistibly ludicrous.

Saturday Morning.—This appearance went off as the sun rose, and was followed by a blue clear sky with passing fog banks.

4h. 30m. Encamped. The men much fatigued, the walk of last night after the game having taken them over an extra 20 miles of ground.

| | | |
|----------------------|-------------|--------------------|
| 6h. A.M. Temperature | + 31° sun. | Wind, S.; 1. b. f. |
| | - 2° shade. | |

Course M. G. N. 40 W. 6 miles.

Bearings from Camp. 6h. A.M.

| | | | |
|--|---|---|----------------|
| Cape Nor'-West (now Colquhoun) × | - | { | N. 9° W. |
| The Dancing Bluffs (now John Barrow Range) | | | N. 16° W. 28' |
| | | | S. 150° W. 18' |

P.M. Temperature + 31° sun.
+ 6° shade. Calm. b. v.

6h. 10m. A beautifully clear morning; obtained a good view of the land ahead. The isolated masses of table land, rising from the snowy plain but little above the sea, resembled a series of islands.

The flat country was much cut up with large water courses, which doubtless served at one period of the year to carry off the great body of water formed by the melting of the snows in the interior; and the appearance of such large periodical discharges of water to the *northward*, led me to surmise that Sabine Island and Melville Island were one and the same great land.

11h. Lunched on venison steaks cold. Bread scarce; but we shall soon, like Exquimaux, be indifferent to farinaceous food.

Midnight. Temperature, zero. Wind S.E.; 2. b. c. v. mirage.

Sunday Morning, 15th.—The same extraordinary mirage observed in the middle watch of last night occurred again to-night. Distant land, as well as near objects thrown up, multiplied or inverted in the most frolicsome manner. Something like distant land thrown up to the northward, but it would be impossible to be certain upon that head. The striking mass of land called Cape Nor'-West showed up very clear; its extremity is a very peculiar style of peak, not generally common in these regions. Sledges under sail, and progress rapid; several of the men are rather unwell from the effects of the change of diet, but nothing very serious.

4h. 10m. P.M., halted.

6h. Temperature + 11° sun.
+ 1½° shade. Wind, E.; 2. b. c. v.,
with great mirage.

Course M. G. N. 16° W. 10 miles. Walked 14 miles.

Note.—*Since leaving Cape Success no decided indications of land to the northward of our course had been seen.*

6h. P.M. Temperature + 10°. Wind S; 5 o. g. v.

7h. Started. We found that the exceedingly clear weather of yesterday and the day before had misled us in supposing N.W. Cape to be much nearer than it really was.

There was little or no appearance along the beach, and a general want of that appearance of vitality amongst the oceanic floe which hitherto we had found as betokening a pressure from the N.W. to the S.E. This I could best understand by looking at the direction and outline of the adjacent coast, a subject too long to enter upon here.

Saw deer grazing upon the adjacent slopes, but we had sufficient on our sledges for the present; and any extra weight would but add to the chance of my not being able to see round the Cape ahead before it was my turn to part company from Captain Richards, a day which was, much to my regret, fast approaching. Midnight. Temperature + 3°. Wind W.; l. o. g. s. n.

Monday Morning, May 16th.—5h. Halted after a rapid march; the men much fatigued, and though they seem in good health and spirits, there is evident symptoms of debility, arising from continued labour and privation.

North West Cape, N. 16° W.

North Coast of Melville Island, 1853.

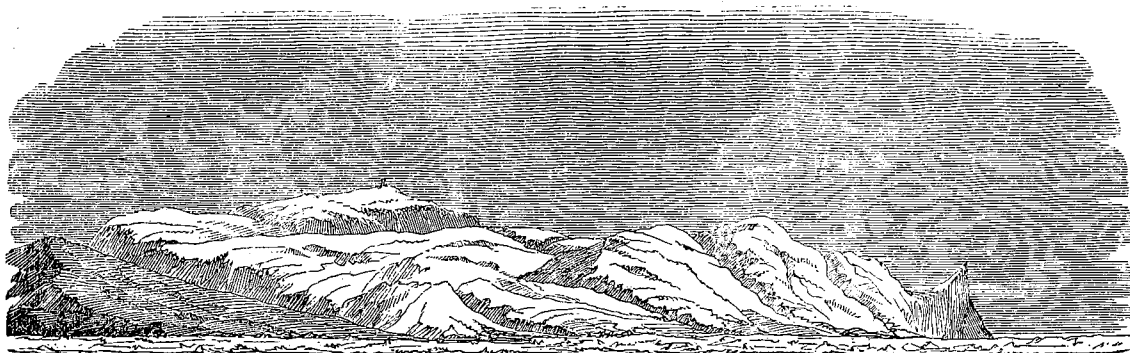
6h. Temperature $19\frac{1}{2}^{\circ}$. Wind W.; l. o. g. Course M. G. N. 16° . W. 8 miles.

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6h. P.M. Temperature $\frac{+37^{\circ}}{33\frac{1}{2}^{\circ}}$ sun. shade. Wind S. 2 o. c. v.

6h. 30m. Started. Captain Richards and I walked on for the land of Nor'-West Cape. Passing through some broken-up but very aged floe, we reached a smooth belt of beautifully clear ice, which appeared to have been made by the fresh water formed on the land during the past summer flowing off upon the surface of the floe and being again re-frozen. This ice was so smooth that we could with difficulty preserve our footing. At 9h. P.M. we reached the land, and it was important for such a remarkable mass of land to be closely searched, as it was not likely to escape the observation of Franklin's officers had they passed that way and sighted it. At 10h. 30m. the sledges arrived, and at 11h. we lunched; then, leaving the sledges, people were sent along the coast whilst Captain Richards and myself went up to the summit of the cape, about 3 miles distant and 800 feet high. The ascent for awhile was gentle, over sandstone, detritus, and decomposed felspar (Kaolin?). We then approached the base of the mass of table land forming this remarkable cape. Close to us rose numerous masses of either decomposed talc or mica, as varied in hue as in outline; some were of a pale indigo, others of a lively rose pink and bright yellow. These outlying buttresses once formed the greater portion of the now reduced table land. Weather, water, and other agency had been busy wearing away the land, and a wilder scene of havoc the eye never saw than the state of the strata once forming Nor'-West Cape. No earthquake could have more effectually distorted the stratum, which to the height of 500 or 600 feet lay over the sandstone of the plains, and was crowned by a layer of limestone, which, from its emitting a faint odour on being rubbed, is, I believe, stink or magnesian limestone.

Ascending Cape Nor'-west,
Melville Island.



North-west Cape, N. b. W. 10° .

Reaching at last the centre of this mass of land, we commenced to scale the heights; the climb being difficult, but well worth the trouble, for the extraordinary panorama opened out to us in our immediate neighbourhood. Water courses, deep ravines, bold cliffs, and gloomy gorges, over which the combined effects of a midnight sun, and the varied hue of the earth and rocks, was as striking as it was pleasing.

Midnight : Cape Nor'-west.

Scaling the edge of the abrupt escarpment offered by the superimposed limestone, we found ourselves standing on a dreary stony plain, with a strong south-west gale blowing, and land intervening so as to prevent us seeing any distance to the westward. That the wind was purely local, although so strong, we could see by looking down on our sledges, whose sails were flapping to a light air from the S.E.

Northward a clear and frozen sea spread before us with quiet and ancient-looking ice. Southward spread great snow-covered plains, from which isolated masses of table land, similar to that we were upon, were seen to stand; whilst here and there ridges of rock, probably sandstone, which from its hardness had resisted the corroding effects of an Arctic climate, that so plainly told its tale in the ruins amongst which we stood.

Tuesday Morning, May 17th.—Finding no traces of any former visitors to this region, and the morning coming in with much wind and hazy weather, we built a cairn, a record was deposited, and the party hurried down to their sledges; reached them about $\frac{1}{2}$ past 2 A.M., and, tackling to

Establishing the cache at Nor'-
west, Melville Island.

Lieutenant Osborn's
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the ropes, we started a-head for our last march. On the shore Iceland moss in great quantities was to be found; it was not however of any size, but very pungent and agreeable to the taste. Marmot tracks were very numerous, and several were seen running about amongst the rocks; no other animals were seen. After 4 o'clock we reached the pitch of the cape, the land trending to the west of N.W., and we then halted to form our cache, and to make necessary arrangements for my return homeward.

After supper all provisions and stores that could be spared were passed over to Captain Richards, leaving him completed to 40 days, and establishing a cache of 5 days provisions at this spot. For my party I retained 3 days food, intending by forced marches to make up deficiencies.

Observed for longitude, and at noon endeavoured unsuccessfully to obtain a meridian altitude. Our latitude by account agreed, however, very well with that corrected by Lieutenant Hamilton, and checked by an observation obtained the following day by Captain Richards. Anxious to see, if possible, into Hecla and Fury Gulf, close to which we now were, and across which I should have seen Captain Richards, but for the extraordinary tortuosity of the coast line, I scaled a cliff about 500 feet high, but was again disappointed, seeing only a low point of land about 7 miles distant, and bearing N. 40° W., which was my Cape Turnagain. Northward I thought I saw distant lofty and mountainous land, and in the course of conversation with Lieutenant Hamilton, I learnt that he likewise had observed a similar appearance; still, however, uncertain. Returned to my encampment, told Captain Richards of what I had seen, and on the part of myself and crew expressed our willingness to exchange places or relieve any of his who might be unwilling to proceed; there was, however, no one anxious to yield the post of honour. Captain Richards' crew were all well and in high spirits. Their weights would now commence to diminish daily, the travelling would be good for another three weeks on the floe, and before that at least 200 miles would have been done, and in all a magnificent stretch of coast line searched from Northumberland Sound westward.

6h. A.M. Temperature +14°. Wind S.; 1. Weather b. c. v.

Course M.G. N. 16° W., 3½ miles }
North 2½ miles } 6 miles.

(Memorandum.)

COPY of ORDERS received from Commander GEO. H. RICHARDS,
Commanding the Western Division of Sledges.

As, in order to carry the search to the farthest possible extent westward that our resources will admit of, it has become necessary that the two remaining sledges of the S. W. Division should separate; you will proceed on your return to Cape Lady Franklin for the purpose of reprovisioning the "John Barrow" at the grand depôt, and explore the coast from that Cape to the S. E., towards Goodsir and Marshall's farthest.

Any deviation from our outward route, which the means at your command may justify, will, of course, be desirable. The indentations in the Bay of Promise require to be more closely looked at, and the southern coast of the Deception group is unexamined. The bays or inlets south of Cape Fortune, and between it and Cape Lady Franklin, I purpose examining myself on my return.

You will visit the rendezvous cairn at Point Success, and ascertain whether the despatches have been removed by any parties from the "Resolute;" and should you find that any intelligence has been obtained by Captain Kellett's division of the missing Expedition (of sufficient importance to justify the step), you will then use all despatch in conveying the same to Sir Edward Belcher in preference to any other service.

Having a copy of the orders under which I am acting, and being fully acquainted with the instructions which the several officers have received as they have quitted the division, there remains little for me to say but to put you in possession of my own intentions as regards the future.

I shall follow the direction of this land as far as my provisions will allow, which will probably be till the 6th or 7th of June. Failing then in coming upon the missing ships, I shall set out on my return to the eastward, keeping the coast on board, and looking out for any notices from you of what you have done, or what you have left for me to do.

Recrossing the Byam Martin Channel by our outward route, I shall touch at the rendezvous at Point Success, thence to Cape Fortune, availing myself of any opportunities of astronomically determining my positions and visiting the high lands.

At that Cape I shall probably arrive on the 12th of July, when taking in the supplies which I have directed Lieut. May to place there, I shall proceed to examine the coast to the southward, and shall endeavour to be at the grand depôt at Cape Lady Franklin by the 25th of July. My further proceedings will then be guided by the report I shall find there from you, should you not have already returned from the eastward.

Should you find on your arrival at Cape Fortune that Mr. May has deposited the supplies there, or from the information he has left that there is every prospect of his doing so within a reasonable time, you will then remove the whole of the depôt at Point Deception on to Cape Lady Franklin; and if you fall in with that officer, and there should be no probability of his crossing Queen's Channel, owing to the description of the ice, you are to give him instructions for his further guidance, either taking the "Reliance" to assist you on your search, or to perform any service in the immediate neighbourhood of Cape Lady Franklin which you may think necessary. In the latter case, it would be desirable that conspicuous cairns should be erected on any prominent points or summits in the vicinity.

I shall hope to find from you at the different cairns on my return a brief account of your proceedings, with any information you may have gained.

In conclusion, I cannot allow you to separate without expressing the high sense I entertain of the valuable assistance I have received from you, and offering you my warmest thanks for the unvarying and cordial support which you have at all times rendered me during a trying service, and where hearty co-operation is so entirely necessary to success.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding South-western Division.

Dated at Cape North-west,
17th May 1853.

To Lieut. Sherard Osborne,
Commander H. M. S. "Pioneer,"
H. M. Sledge "John Barrow."

Commander GEO. HENRY RICHARDS, H. M. S. "Assistance," to Lieut.
SHERARD OSBORN, Commanding H. M. S. "Pioneer," in charge of
H. M. Sledge "John Barrow."

Sir,

H. M. Sledge "Sir Edward,"
Cape Lady Franklin, July 10th, 1853.

Immediately on your return here, you are to proceed to rejoin the ships in Northumberland Sound; and as it is possible that they may have broken out and be in the Queen's Channel before you arrive, you will look out about Hungry Island and the neighbourhood.

Sir Edward Belcher informs me that he will hang on, I remember, Cape Becher, if possible; at any rate Beechey Island will find her.

I leave a cylinder with records, which you will open and place in the cairn above the depôt, adding your latest information.

The depôt is to be buried up with earth. I have prepared the gravel as well as I can.

I have, &c.,
(Signed) GEO. HENRY RICHARDS.
Commander of H. M. S. "Assistance."

P. S. I am happy to say that your man is improving.—G. H. R.

Lieutenant Osborn's
Journal, 1853.

Observations at Nor'-West Cape, Melville Island.

| Chron. | | | Alt. | | | φ Bearing. |
|--------|----|----|-------|----|----|-------------|
| h. | m. | s. | ° | ' | " | |
| 2 | 28 | 57 | 50 | 21 | 30 | } A |
| 2 | 29 | 25 | 50 | 22 | 30 | |
| 2 | 30 | 20 | 50 | 26 | 30 | |
| <hr/> | | | <hr/> | | | |
| 2 | 30 | 44 | 50 | 30 | 00 | φ N. 45° W. |
| <hr/> | | | <hr/> | | | |
| 2 | 31 | 41 | 50 | 37 | 00 | |

With the A. sights, and error and rate carried on from the ship, the long. obs. is $107^{\circ} 43' W.$, being one degree wrong, or 13 miles in distance.

7h. 30m. A.M. App. Time.

| | | | | | | | |
|---|---|---|---|-----|----|----|--------|
| Index Error | - | - | - | 0 | 1 | 15 | Sub. |
| Lat. Acct. | - | - | - | 76 | 44 | 00 | North. |
| Long. Acct. | - | - | - | 108 | 46 | 00 | West. |
| Error and Rate, <i>vide</i> April 30, 1853. | | | | | | | |

6h. P.M. Temperature $+20^{\circ}$. Wind S.; 1. o. c. m.

After breakfast the two sledge crews packed their sledges, and with many hearty wishes bid one another good-bye—a word doubly expressive here, and under such circumstances. We cheered and parted; and by the silence of my party then, and their expressions afterwards, I knew full well each of them had felt as deeply as I did parting from our friends. The kind consideration of Captain Richards towards every one of the party during a long and laborious march of 37 days with full weights, was gratefully remembered by the men, and sincerely did we all in our noon-day grog, drink success to the leader of the Western Division. Rounding the cape, and with thick weather coming in, we soon had the floe all to ourselves, a cold wind with mist and drizzle, which froze upon us as it fell, obliging us to hurry ahead.

Midnight temperature, $+25^{\circ}$

11h. Lunched; and our afternoon walk was equally rapid, the beach line well in sight of the sledge.

Monday Morning, 4h. 20m. halted and encamped.

6h. A.M. Temperature $+30^{\circ}$. Wind W.; 2. m. f. sleet.

Course, M.G. Rounding the Cape 3 miles, S. 16° E. 10 miles.

Point Marryatt.

Wednesday, May 18th.—6h. P.M. Temperature $+33^{\circ}$. Wind, S.; 3. o. c. m. Throughout the past day the sun had been obscured and sky overcast. About 5h. P.M. the weather cleared up, and brought in a beautifully fine and serene night. The best proof I can give of which is, that from the floe I distinctly saw the land over Saddle Point, which must be full 50 miles distant, and not 300 feet high. At 9h. 30m. we passed through an old encampment, and found that scraps and tins, &c., left by us had sunk many inches into the floe, in consequence of the sun acting more rapidly upon dark bodies than on the surface of the ice and snow.

Midnight, $+23^{\circ}$.

Thursday Morning, May 19th. 0h. 30m. Lunched on venison and musk ox steak (partially cooked, for fuel is scarce), but we cannot afford bread with such luxuries. All the party, however, made a hearty meal, although looking rather thin and way-worn.

Several marmot tracks were seen by us on the floe to-day; they appeared to be seeking something, and generally their course was directly to seaward, and then back again. I suppose that salt, or salt water, was what they sought. 5h. 30m. A.M. We halted on Point Plenty, now Point Marryatt. The snow had thawed off it considerably since I passed northward. Traces of musk oxen, deer, marmot, hare, and ptarmigan were plentiful, and I saw saxifrage, tripe de roche, Iceland moss, poppies, and grass, upon a deep rich soil. Stones were very scarce, and those to be met with diminutive water-worn pebbles.

6h. A.M. Temperature + 26°. Wind S.E. ; 5. o. c. v.
 Course, M. G. S. 16° E. 13 miles.

Lieutenant Osborn's
 Journal, 1853.

Angles observed at Noon on Point Marryatt, or Plenty.
 Angles left of the ☉. Angles right of the Sun.

Note.—A mark in land immediately under ϕ at noon was used.

| | | | | | |
|--|-----|---|---|------|---|
| ϕ to | | | ϕ to | | |
| Centre summit of Remarkable Bluff in line over Observation Point - - | } 8 | 6 | From Remarkable Ravine to right tangent of nearest land - - - | } 35 | 0 |
| Right tangent of Snow Bluffs | 17 | 6 | Right tangent of Dancing Hills - - - | } 33 | 0 |
| Left \times of land visible - - | 65 | 6 | Centre of an isolated round hill - - - | } 10 | 0 |
| Point Invincible (Antler) \times | 18 | 0 | | | |
| Remarkable Ravine northward - - - | 115 | 0 | | | |

Too misty to see Cape Nor'-West, but when last observed at 8h. A.M. it bore S. 8° W. by \oplus , or N. 17° W., true, 24 or 25 miles.

Noon, 19th. Obs. mer. alt. art. hor. glass \odot 66° 48' - 7' for error of art. hor. Index error 30'' sub. ϕ N. 25° E. = 155° E. variation.

9h. 30m. A.M. obs. for longitude.

| Chron. | | | Alt. \odot Art. G. Hor. | | |
|--------|----|------|---------------------------|----|----|
| h | m | s | ° | ' | " |
| 4 | 10 | 31 | 61 | 2 | 0 |
| 4 | 12 | 3 | 61 | 10 | 30 |
| 4 | 13 | 1 | 61 | 14 | 30 |
| 4 | 13 | 52.5 | 61 | 18 | 30 |
| 4 | 14 | 53 | 61 | 24 | 30 |
| 4 | 17 | 19.5 | 61 | 37 | 30 |

} the best A.
 } N. 9° 30' W.
 } N. 8° 20' W.

With the original error and rate, the longitude by A. sight was 106° 49' 30'' W., and useless.

6h. P. M. Temperature + 23°. Wind, E. ; 5. o. c. g. m. 7h. 30m. Started. Erected a cairn of earth, and then struck over for Antler Point. Reached the cache about midnight, opened it, took out the remains of some beef left here, and securing the remainder for Captain Richards, we lunched in its neighbourhood.

Midnight.—Temperature + 23°. Wind, E.N.E. ; 4. o. g. q. m.

Friday Morning, May 20th.—A dense mist, and the alteration in the land-marks, occasioned by the rapid thaw of the snow from off the land during the past day or two, puzzled us a little ; but at half-past 3 we found our cache near River Point, and encamped beside of it.

Return to Point William Warren.

Signs of the short and fleeting summer of these regions are now multiplying hourly, the S.E. breeze aiding the arrival of the birds now seen flitting past us. Snow buntings and ptarmigan have been seen winging their way north-west, whilst the vegetation is fast throwing out green buds, and shewing symptoms of vitality. On the 11th May I put my foot in a fissure under the snow, and falling over it, strained the instep. The long walk and exertion of the 12th, after the musk oxen, increased the pain and swelling ; and it now threatens to be serious, inflammation having extended some distance up the leg.

6h. A.M. Temperature + 27°. Wind, E. ; 3. o. c. q.

Course, M. G. S. 17° E. 5½ miles, and S. 3½ miles.

Blowing hard from East all day, with driving mists. A careful bearing of Bay Bluff Summit placed it South 16° East of us, being N. 9° E. b. \oplus .

| | | | |
|---|----|----|----|
| Observed angle from Bay Bluff to depth of Sherard Bay | 23 | 3 | 0 |
| Do. to centre of Observation Hill | 29 | 42 | 40 |
| Do. to \times of Observation Point - | 33 | 28 | 30 |
| Do. to centre of Remarkable Bluff | 29 | 43 | 40 |
| Do. to left \times of Remarkable Bluff | 46 | 40 | 0 |
| Do. to right tangent of White Cliff | 56 | 44 | 0 |
| Do. to extreme of Land East - | 61 | 40 | 0 |
| Do. do. do. - | 72 | 0 | 0 |

Note.—From the left \times of Remarkable Bluff to right tangent of the White Cliffs, the S.E. bight is formed.

Lieutenant Osborn's
Journal, 1853.

In line with \times of Observation Point, the steep part of the Remarkable Bluff terminates; the other, or S.W. extreme of the cliff, is shut in by the slope of Mount Observation from this position.

P.M. Gale gradually slackening; no sun visible, although there was much glare and a rapid thaw upon both land and floe.

5h. Temperature + 31°; Wind, E.; 3. o. g. m. Having increased the size of the depôt cairn, and left a record of my visit, with information for Captain Richards, we started, just as a sudden shift of wind with a dense fog rolled down upon us from the westward. Made sail, steering N. 3° E. by compass for Observation Point. A great change is hourly taking place in the state of the floe, and the travelling is becoming more distressing, owing to the deep sludge and decaying snow. At every stride we sink in a foot to 20 inches. At midnight we sighted the Bay Bluff for a few minutes.

Midnight Temperature + 30½°; Wind, W.; 2 f. s.

Saturday Morning, May 21st.—Dense fog, and a heavy fall of snow. At 3 A.M. the fog lifted, and showed Bay Bluff just shut in with east point of Sherard Bay. Walked ahead to Observation Point, and found the harbour of Wetherall Bay was not as deep as I had anticipated. Returned to the sledge, and camped at 4h. A.M., after a heavy march.

6h. A.M., Temperature + 26°; Wind, W.; 1. o. c. m.
Course, M. G. S. 25° E. 11 miles.

BEARINGS FROM CAMP.—6h. P.M., Var. 152 W.

| | True. |
|---|--------------|
| Observation Point extreme, in line with | |
| centre of Remarkable Bluff - - - - - | N. 152 E. 1½ |
| Bay Bluff - - - - - | N. 227 E. 6 |
| Two Deer Point - - - - - | N. 76 E. 5 |
| N. ex. of Remarkable Bluff - - - - - | N. 132 E. |
| Marianne Mount - - - - - | N. 197 E. |
| Cape Wm. Warren - - - - - | S. 152 W. |

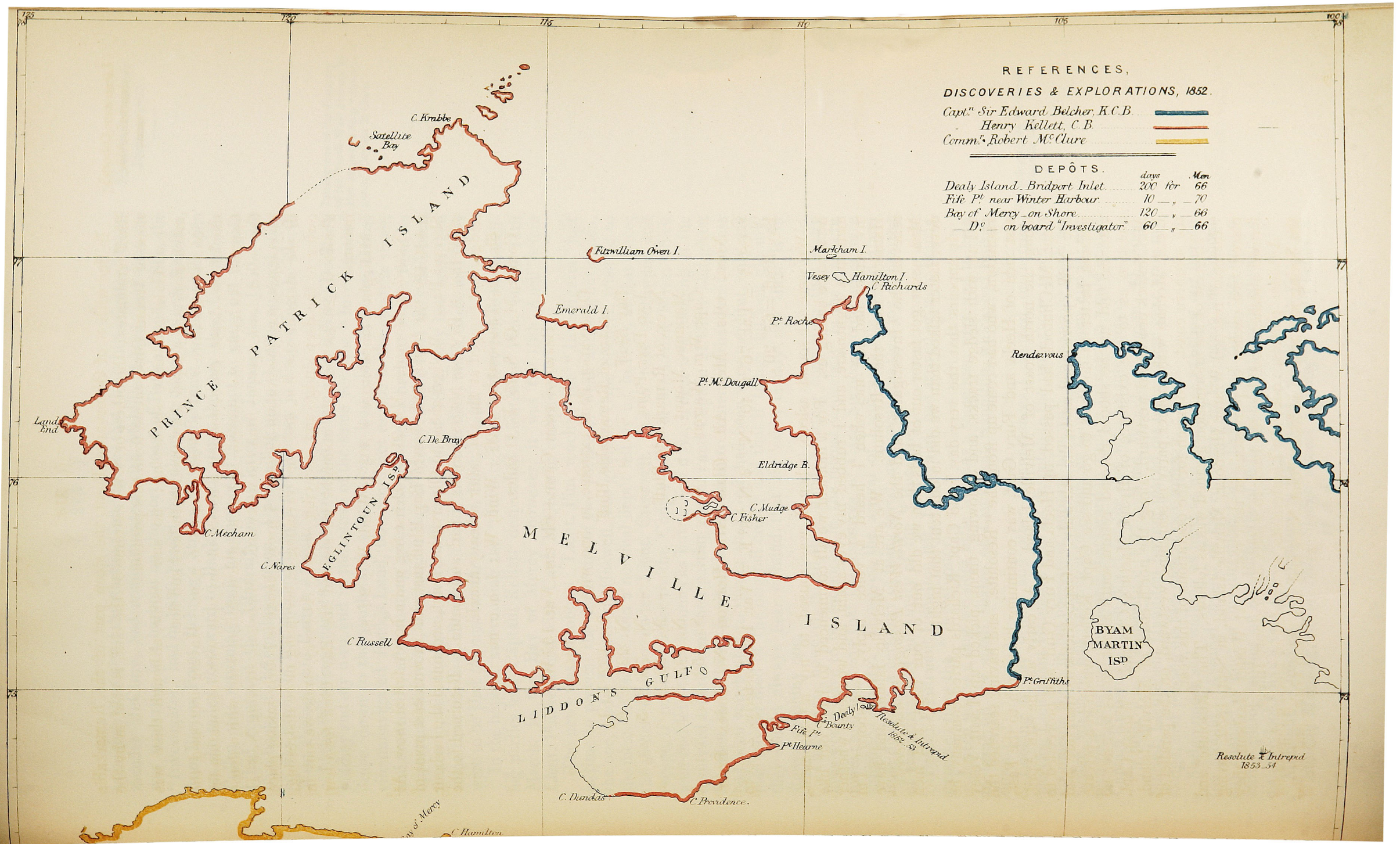
Noon, Obs. Mer. Alt. Glass Art. Horizon—No Index Error.
☉ 68° 5' = Lat. 76° 0' 40" N. ϕ N. 28° E. = Var. 152 Easterly. \angle ☉ to Bay Bluff = 67° 20'.

We were all sound asleep, when I was roused, to my astonishment, by a voice hailing us. For a moment we all commenced to bawl out like men in a nightmare, and I rubbed my eyes again, and wondered whether my senses had left me, when I heard a voice reply, "Osborn! I'm Hamilton from the 'Resolute.' We are at Melville Island, and have relieved the 'Investigator,' and the *North-West Passage is discovered!*" Men never got faster out of beds than we did out of our bags, and men never faster talked than we did in our tent that night.

It appears that the very day I and Capt. Richards parted company, he fell in with sledge tracks, and following them, picked up Lieut. Vesey Hamilton, who had come up from the "Resolute," and having searched the east side of Hecla and Fury Gulf, was continuing his search to the East, along the north coast of Melville Island. As early as the 4th April, Capt. McClintock had passed up Hecla and Fury Gulf, and proceeded to the N.W., provisioned up to the 5th July. Capt. Richards therefore had nothing better to do than to go and see Capt. Kellett, which in a private note he told me he should do, and return south about, so as to leave no question as to the existence of Byam Martin's Channel. Whilst Capt. McClintock proceeded westward, along the north coast of Melville Island, Lieut. Mehan with another party is searching westward, on the parallel of the southern coast. So much for the operations of this year.

The rest of the information gleaned was as follows. The "Resolute" and "Intrepid" reached Winter Harbour, Melville Island, in Sept. 1852, having placed two caches of provisions in their rear. At Winter Harbour they formed another, and then fell back to winter at Bridport Inlet.

Autumn parties, under the Lieutenants, succeeded in placing depôts for the Spring journeys of 1853, at Point Nias, and in Liddon Gulf; and at the



REFERENCES,
DISCOVERIES & EXPLORATIONS, 1852.

Capt. Sir Edward Belcher, K.C.B. ————
Henry Kellett, C.B. ————
Commr. Robert M^cClure ————

| DEPÔTS. | | |
|--|------|-----|
| | days | Men |
| Dealy Island. Bridport Inlet. | 200 | 66 |
| Fife Pt. near Winter Harbour. | 10 | 70 |
| Bay of Mercy on Shore. | 120 | 66 |
| D ^o on board "Investigator" | 60 | 66 |

PRINCE PATRICK ISLAND

MELVILLE ISLAND

BYAM MARTIN ISP

LIDDONS GULFS

Resolute & Intrepid
1853-54

same time discovered the startling intelligence that the "Investigator," Commander McClure, had communicated with Melville Island, and that she was wintering in a harbour on the north coast of Bank's Land. She, the "Investigator," had in 1850, passed close along the coast of North America, from Barrow Point, Behring's Straits, to Cape Bathurst, whence in an open sea she sailed northward to Bank's Land, about the very time Commander Pullen was returning from his unsuccessful attempt to carry out the plan I had requested the Admiralty in my letter of January 4th, 1850—*vide* blue book—to be employed upon. Upon sailing up to D. in the annexed plan, he was frozen in, but succeeded by a foot journey in discovering the North West Passage, *viâ* Barrow's Strait.

Lieutenant Osborn's
Journal, 1853.

In the following year, 1851, parties reached within a few miles of Dr. Rae's journey and my own, and in the course of the same year the "Investigator" drove down to the southward, and taking a lead close in shore, almost circumnavigated Bank's Land, but could not escape to the opposite shore, and eventually, after running great risks, reached a harbour which, from its opportune discovery, they named Bay of Mercy. Since 1851 they had been frozen in, and though all were well in the fall of 1852, they had been then some time on short allowance of food, although deer, musk oxen, and hares were to be shot *throughout the year* on Bank's Land.

Intelligence of the discovery of the North-West Passage by Her Majesty's Ship "Investigator," Captain M'Clure.

In the hope of ascertaining the "Investigator's" safety before his searching parties left, Captain Kellett despatched Lieutenant Pim, on the 11th March, to the Bay of Mercy: however, it was the 19th April before Lieut. Pim returned with Capt. M'Clure in company.

The news was as follows: Lieut. Pim reached the "Investigator" just in time to prevent the departure of two parties of weak and scorbutic men, the one, under Lieutenant Haswell, was going to Cape Spencer, trusting to the means of escape, and a nominal depôt left by us, in 1850, at that place; the other division, under Lieut. Cresswell, was to pass southward and escape, if possible, either by the Copper Mine or Mackenzie River. Sick men had left their hammocks but a few days, a deer was hanging at the mainyard arm to form their parting dinner; and Captain M'Clure had given his men an address, in which he told them to remember that great success had been vouchsafed to them; that God had been very merciful, only one man having died of the original crew; and that if things did look gloomy, they should always bear in mind that for every cloudy day there is in store a sunshiny one.

There was, however, on all their minds a strong conviction that many lives would have to be sacrificed in the retreat, especially in the southern route; and *we* know that the resources of Cape Spencer would never have supported a party. However, the arrival of Lieutenant Pim raised them from doubt to a certainty of being saved, and great was their joy at hearing of the arrival and proximity of the "Resolute."

Before Lieutenant Hamilton left, the invalids had arrived or were hourly expected from the "Investigator."

I need not say that we slept little this day; some men were sent to help to bring up the small sledge of Lieutenant Hamilton, which had broken down.

Looking to my orders and other circumstances I decided on accompanying Lieutenant Hamilton with all despatch to the rendezvous, place the documents there in his possession, supply him with provisions to reach his sledge, which he had instructed to remain at Cape W. Warren, and for my own part continue the search backward in such a manner as would enable Captain Richards to push direct for the ship with his intelligence.

Returning across Wetherall Bay, Melville Island.

7h. 30m. P.M. Temperature + 27°. Wind, W.; 2. o. q. g. m. 8h. 30m. Started, Lieutenant Hamilton having placed his light sledge gear upon my sledge, and placing his two men at our ropes.

Sledge under sail, walking as hard as we could keep putting our feet to the ground. Assured myself of the continuity of the beach line without any channel or inlet in this direction. The Remarkable Bluff rises from a snowy plain, having an amphitheatre of hills to the southward, which at a distance looks like a vast gulf.

Midnight Lunched. Temperature + 25°. Wind, W.; 2. o. c. v.

Sunday Morning, May 22d.—Sledge almost running by itself before a

Lieutenant Osborn's
Journal, 1853.

freshening gale, ourselves and crew barely able to keep way with it; indeed for the last hour we had almost to run, and went fully 3 miles per hour. 5h. 50m. halted.

6h. A.M. Temperature + 24°. Wind, W.; 7. q. g. m.
Course, M. G. S. 80° E. 14 miles.
Point a-head. S. 80° E. (true) 5'.

Note.—Found to day the head of a fish in a good state of preservation. It being much larger than anything I had seen north of Disco, I carried it to the ship, and presented it to Sir Edward Belcher in July 1853.

6h. 30m. P.M. Temperature + 31°. Wind, W.N.W.; 6. q. o. m. d. 7h. Started, steering S. 80° E.; the weather very hazy; the surface of the snow hard, and the floe improving; sledge under sail, the party walking at the average rate of two miles per hour; occasional snow squalls with much drift. Passed close to the White Cliffs, and at midnight lunched.

each east of Point Dornel.

Monday Morning, May 23d.—In the course of the morning landed at Fossil Point, and picked up the specimens left here on my outward journey. Lieutenant Hamilton tells me these are the only fossils he has found or heard of on Melville Island; they are, so far, interesting. They appear to lie in a substratum of limestone, which at this point has been exposed to the action of the oceanic ice, and broken up by pressure, so as to allow me to extract the shells embedded in it.

4h. 30m. Encamped near the N.W. extreme of Byam Martin Channel, or Polar Strait, as it is now called.

6h. Temperature + 21°. Wind, W.; 3. o. q. m. s.
Course, M.G. S. 80° E. 11 miles, and E. 1 mile.

Every night, after the work is over, George Walker, carpenter's mate, is employed repairing Lieutenant Hamilton's damaged sledge, using for new and stronger stanchions a batten (spare) off my sledge.

Visit the Boat Beach Cache,
and start across Byam Martin
Channel.

P.M. Temperature + 23°. Wind, W.; 4. o. f. 7h. Started, following the coast round to Boat Beach; found in places that either tides or currents had eaten away the floe along the edge of the hummocks lining the beach, and that the water had flowed up. 10h. Sighted the boat cache. 11h. 45m. Reached it, and proceeded to take out 5 days' provisions for my party, leaving 5 days, for Captain Richards. Found everything quite safe and untouched since we passed westward. Re-secured everything, and left a letter for Captain Richards.

Midnight. Temperature + 15°. Wind W.N.W.; 3. o. m. s.

Tuesday Morning, May 24th.—Started across channel. This being the birthday of Her most Gracious Majesty, I took upon myself the responsibility of dividing our daily gill into three portions, devoting the last to the health of Her Majesty. Much alteration has taken place in the state of the ice in this channel; our old trails are almost obliterated, and a heavy fall of snow is still farther adding to the change.

4h. 45m. Halted and encamped. My leg is becoming much discoloured and very painful, and needs rest; that, however, is out of the question, as our provisions will admit of no delay this side of Cape Fortune.

6h. Temperature + 20°. Wind W.N.W.; 4. o. m. s.
Course, M.G. E.S.E. 6 miles, and N.E. 5 miles.

6h. P.M. Temperature + 25°. Wind N.E.; 2. o. s.

7h. 45m. Started, steering about S. 6° S. W. by compass, as near as a very hazy day and a smooth unbroken floe, which gave one nothing ahead as a mark, would admit of. Sinking Melville Island rapidly.

Midnight. Temperature + 17°. Wind N.E.; 1. s. o.

Wednesday Morning, May 25th.

3h. Observed Boat Beach cairn - - - S. 42° W., 13 miles.
Rendezvous Hill (query) - N. 20° E.

Crossing Byam Martin Chan-
nel.

Found the floe becoming heavier as we advance, and there is 3 inches of freshly fallen snow overlaying the old sastrugi.

5h. 10m. Halted and encamped.

Observed the southern extremity visible of Melville Island to bear S.S.W. true.

6h. A.M. Temperature $+20^{\circ}$. Wind, N.E.; 1. o. s.

Course M.G. N. 50° E. 12 miles.

6h. 30m. P.M. Temperature $+23^{\circ}$. Wind, N.N.E.; 3 o. c. m.

7h. 30m. Started, a rapid change taking place in the state of the floe. Breeze freshening. Saw occasional traces of our outward-bound parties.

12h. 30h. Lunched.

Midnight. Temperature $+17^{\circ}$. Wind, N.E.; 5. o. m. t.

Observed the eastern shore for a short time showing to the S.W. by W. by compass.

Thursday Morning, 26th. Gale increasing, with much drift; made sail, braced sharp up, and edged away so as to keep making easting, the gale too severe to face it. Strong drift, in which we marched unable to see many yards. At 5h. 50m. A.M. encamped.

Crossing the Polar Strait, going eastward.

7h. Temperature $+16^{\circ}$. Wind, N.N.E.; 6. o. m. s.; heavy drift.

Course, M. G. N. 65° E. 11 miles.

7h. P.M. Temperature $+17^{\circ}$. N.W.; b. c. q.; heavy drift. It has been blowing hard all day, with strong snow squalls. Waited for one hour after breakfast in the hope of an improvement in the weather, but finding that hopeless we started, pursuing the same course as yesterday, viz., sail set and braced up to steer by, and ourselves marching and making as little *lee way* as possible.

Midnight. The temperature fell to $+14^{\circ}$, and we all felt the cold as much if not more than at a much earlier and more severe period of the year. The land of Cape Aldrich appeared close to on the starboard bow, showing how much we had been fairly blown to leeward. Shortened sail, and hauled up N. by E.

Friday Morning, 27th.—4h. 45m. A.M. Halted and encamped.

Off Cape Aldrich, Bathurst Island.

6h. Temperature $+16^{\circ}$. Wind, N.W.; 7. to 9. o. m. g. z.

Course, M. G. N. 6 miles.

6h. P.M. Temperature $+23^{\circ}$. Wind, N.; 4. o. c. m; drift.

7h. 45m. Started, steering for Rendezvous Hill, which showed out of the snow drift on a North bearing. Passed close along shore after crossing Mayday Bay or Harbour.

Midnight. Temperature $+21^{\circ}$. Wind, N.; 6 o. q. s. z.

Saturday Morning, 28th.—1h. A.M. Lunched. The breeze slackened, and we continued to push on for the cache, which was reached at 7h. 25m., after a long and severe march.

Reach Cape Success, and Lieutenant Hamilton takes possession of despatches.

Lieutenant Hamilton took possession of the despatches left by Captain Richards at the Rendezvous. George Walker completed the defects of Mr. Hamilton's sledge, and had made an excellent job of it, rendering it stronger than before.

8h. Temperature $+18^{\circ}$. Wind, N.; 7. b. c. g. s. z.

Course, M. G. N. 12 miles.

Temperature $+20^{\circ}$. Wind, N.E.; 1. b. c. v.

I have been very unwell all day, and am still feverish and weak, occasioned by the state of my right leg, which now shows symptoms of erysipelas or scurvy—which of the two I am not doctor enough to tell.

Opened the cache; supplied Lieutenant Hamilton with provisions; took 4 days' for myself, and left Captain Richards 4 days'. Lieutenant May having been obliged to take all my tea, I issued soups in lieu. 9h. Lieutenant Hamilton left with his sledge and two men, carrying the despatches, and steering direct for Cape William Warren.

Employed securing the depôt: Sent a party on the hill to re-erect the cairn, which has *thawed down*; there being nothing but earth in its neighbourhood, and the alternate falls of snow and thaws of this season of the year destroy in the most extraordinary manner the most carefully constructed cairns. Examined the coast southward with a party under Thomas Hall (gunner's mate). He went about 8 miles, and returned late. Reported having been in a ravine where several hares were seen, and a

At Cape Success. Re-constructing cairns, and securing depôt.

couple of Arctic owls, but they had been unable to get within shot of them.

Midnight. Temperature $+13^{\circ}$. Calm. b. c. v.

Sunday Morning, 29th.—Just to the north of Cape Success, in a ravine, a portion of a tree (fossil) was found embedded in soft sandstone, apparently containing much iron, and about 50 or 80 feet above the sea level. Had not my attention been called to the subject by Lieutenant Hamilton, informing me that the "Investigator" had fallen in with similar fossil trees in the sandstone of Banks' Land, it is very possible that we should not have found this, and its discovery was owing to my men and not myself. They thought it was iron in a pure state. Fossil bones (*small*) were met with; all those, I think, of living animals, such as fox, wolf, and seal. Marmots, deer, ptarmigan, and snow buntings were seen to-day, but none procured.

6h. A.M. Temperature $+20^{\circ}$. Wind, N.; 3. o. m.

Waited up all day in the hope of getting observations for latitude and longitude. A freshening gale with snow-drift prevented me obtaining them.

6h. P.M. Temperature $+22^{\circ}$. Wind, N.; 5. o. c. m.

Placed records and started.

Rounding the N.E. extreme of the Polar Strait.

The ice at the head of this channel is decidedly lighter than that within it, and at the points water had overflowed the floe in several places for the distance of a mile. The gale and drift increasing, with a damp cold feeling in the atmosphere.

The snow is going fast off the land, and that on the floe is turned to a dingy yellow, the first stage in its decay.

Midnight. Temperature $+20^{\circ}$. Wind, N.; 6. to 7. q. o. c. z.

Monday Morning, May 30th.—5h. 45m. Halted and encamped.

6h. Temperature $+22^{\circ}$. Wind, N.; 7. to 9. o. c. q. z.

Course. Rounding the N.E. extreme of the Polar Strait; from N. to E.N.E. 13 miles.

6h. P.M. Temperature $+20^{\circ}$. Wind, N.E.; 8. q. o. z.

Breakfasted and prepared to start; but the gale came down so heavily with the night that I determined to take advantage of a delay that was now unavoidable to repair our clothing and boots, both of which were sadly dilapidated.

Midnight. Temperature $+17^{\circ}$. Wind, N.E.; 7. to 9. q. Drift.

Detained by bad weather, repairing personal equipments.

Tuesday Morning, May 31st.—A temperature of 15° below freezing point in the tent, and a strong gale blowing, rendered stitching with needles by no means an agreeable recreation, and our buttons and rags were but roughly replaced.

We have one source of gratification, that this is the first day lost by bad weather during the season of 1853.

6h A.M. Temperature $+23^{\circ}$. Wind, N.E.; 7 to 9. o. q. z.

6h. P.M. Temperature $+28^{\circ}$. The gale gradually blew itself out during the day, the temperature rising; and, as usual, under the latter circumstance, a gloomy overcast sky.

Several deer grazing upon the higher grounds in the interior.

Reach near unto Mount Richards.

7h. Started. 9h. 30m. observed the following bearings, at a position $1\frac{1}{2}$ miles N. 108° E. (true) of Ring Shoal:—

| | | | |
|----------------------|---|---|----------------------------|
| Cape Fortune summit | - | - | N. 131° E. true. |
| Mount Richards ditto | - | - | N. 143° E. ditto. |
| The next Point | - | - | N. 123° E. ditto. |

Took a rough sketch.



Cape Fortune.

Mount Richards.

N 76.30

76.30 N

N 76

76 N

A CHART
 SHEWING THE WEST SHORES OF
THE QUEEN'S CHANNEL
 SEARCHED & EXPLORED BY
 COMMANDER SHERARD OSBORN
 IN JUNE AND JULY 1853.

— Denotes Coast explored
 - - - Denotes Outward tract
 - - - Homeward



The walking is becoming very distressing as we advance and enter upon the aged floe of Cape Fortune. Several of the men complain of aching pains in their knees and ankles, and I suffer much from debility, caused by a low fever, and much continued pain.

10h. I found by accident one of Mr. Herbert's cairns; it had washed down, as all the others I had yet visited appeared to have done. Reconstructed it and proceeded.

Midnight. Lunched. Temperature + 22°. Wind, N.; 1. o. g. v.

Wednesday Morning, June 1st.—4h. A.M. Halted and encamped. The men showed such symptoms of debility and hunger that I issued some soups to-day, in addition to their daily rations.

A flock of wild fowl (geese), the first we have seen this season, were seen flying northward.

6h. Temp. + 27°. Wind, N.; 1. o. c. m.

Courses, M. G. S. 85° E. 1¼'; S. 70° E. 1½'; S. 55° E. 1½'; S. 50° E. 2'; S. 45° E. 6½'. Total, 13 miles.

Observed from tent—

| | | |
|---------------------------|---|------------------|
| Mount Richards (solitary) | - | N. 151° E. (2'?) |
| Mount Fortune (summit) | - | N. 143° E. |

6h. P.M. Temperature + 27°. Wind, N.W.; 3 o. c. g.; sleet.

Strong gales from the N.W. during the day, with much snow drift.

My foot too swollen to ascend Mount Richards; two of the men, Thomas Hall and William M'Arthur, went instead, bringing me down some fossils and specimens of the rock in which they were embedded.

6h. 30m. started. 10h. crossed Solitary Point; numerous fox, marmot, and ptarmigan tracks. The snow is running off the land almost as fast as it falls.

Midnight.—Lunched in the middle of Fish-hook Bay. Temperature + 23°. Wind, N.W.; 3. o. g.

Thursday Night, June 2d.—At 2h. A.M. crossed a point to the westward of Cape Fortune, and sighted it. The weather suddenly changed to haze and heavy falling snow. 4 o'clock, encamped. Observed the cairn over the cache, but no signs of Lieutenant May, who I hoped to have met.

Picked up a marmot or two during the walk to-day; they soon became at ease, and ran about the tents eating biscuit dust, and were indifferent to the handling of the men.

I had occasion to-day to remark a phenomenon which had often called itself to my notice; namely, the *migration* of the seeds of plants, for dissemination would hardly serve to express the extraordinary passage of these seeds from one part to the other of the Arctic regions.

I was not botanist enough to detect the different seeds I saw, farther than merely to distinguish those of the poppy, the willow, and the saxifrage. Throughout my journey, especially prior to the end of May, I constantly observed these seeds passing over the surface of the frozen floe under the influence of the wind. In the centre of the Polar Straits, and, whether far off or close on shore, these little solitary travellers would be seen frisking along in their own odd way, now rolling along over a smooth space, then lurking behind some hummock until a stronger eddy wind whisked them out; and anon flying along past us some feet above the floe. A traveller in the north, and alone, has abundant time for thought and ample reason for recognizing the hand of God in all that surrounds him, but I saw nothing that proved a more touching instance of an Almighty Providence than the wisdom which had so clothed the seed of the Arctic plants that it was invulnerable to the bitter temperature, whilst wings, or irregularities upon its surface, served like sails for the wind to act upon. In Europe and other great continents we find the birds serving Nature's wise purpose in the dissemination. In the tropics every unconscious animal is doing the part of a husbandman; in the island-spangled Pacific, its warm waters and many currents serve to carry the cocoa-nut and other plants to each island as it rises to the surface; whilst here, where man is not, and animal life extremely scarce at all seasons, and most so at the time the seed should be placed ready to bring forth its pigmy offspring, an allwise Providence causes the strong winds of early spring to denude the snow-covered land, to shake the seed from the parent plant, and sweep it along over a frozen high-road

Reach within sight of the Cape Fortune cairn and cache.

(the sea floe), until it becomes fixed in some other spot by the increasing moisture of the ground or the action of the summer thaws, again to vegetate and again to go through the same process.

6h. A.M. temperature + 28°. Wind, N.W. ; 2. o. c. g. m. ; sleet.
Course, M. G. S. 45° E., 10 miles.

At 7h. 30m. I took my chronometer out of the pocket, intending to take sights, and whilst holding it in my hand, observed it stop for a few minutes only; but as this may have occurred more than once, it destroys all confidence in my sights for longitude. Since April 25th, chronometer at times showed 2h. 10m. 54s.

At Cape Fortune, or Clarke,
Bathurst Land.

Thursday, June 2d.—6h. P.M. Temperature + 30°. Wind, S. ; 3. f. s. Moved up the remaining 3 miles to the cache; saw several seals, sleeping upon the floe without us, but none of the men could approach them; William M'Arthur, an old seal hunter, declared them to be all saddle-backs, a very wary description of seal. I was grieved to find that Lieutenant May had not yet returned to replenish the depôt, and felt anxious; he left this on the 14th May, and Mr. Herbert passed all well on the 3rd of the same month.

I determined to hold on here one day, in the hope of the arrival of the "Reliance," for it was most important that provisions should be so placed as to cover the retreat of Captain Richards, and my instructions be complied with relative to the search within the Deception Islands, which was at present impossible. With respect to the delivery of the Journal of the "Investigator" and her intelligence to Sir Edward Belcher, I felt that its delivery for some time at Northumberland Sound was a matter of secondary importance, unless Lieutenant May took it with him on his return; as it was very unlikely that Sir Edward Belcher would return from his journey to the N.E. for some considerable time.

Midnight.—Calm. Temperature + 30°.

Friday Morning, June 3d.—Sent a party on the hill to erect a large cairn and staff, and to shoot game. Examined the cache, found it all safe, but only just sufficient to enable me go direct to Cape Lady Franklin. Secured four days provisions for Captain Richards. Obtained good sights for longitude, a meridian altitude, and a round of angles with a sextant. 9h. A.M. parties returned; those on the hill had shot two hares, one of them had seven young ones just on the point of birth. I question whether a hare ever has seven at a time; query, are not Arctic hares Arctic rabbits? These hares, four ptarmigans, and some concentrated soups, made us an excellent dinner, to which a fine summer's day, with a rapid thaw, added enjoyment.

Animals seen and shot to day:—six hares (two shot), four ptarmigans (all shot), one flock of Brent geese, twelve deer (one wounded), and many snow buntings, one seal.

7h. A.M. Temperature + 30°. Wind, S. ; 6. b. c. m.

Morning Observations.

Cape Fortune (or Clarke) Cairn. At cache, A.M. 8h. app. time.

The Glass Art. Horizon. The Sun anything but a sphere. Index Error, 20" sub.

| Chron. | | | ☉ Alt. | | |
|--------|----|------|--------|----|----|
| h | m | s | ° | ' | " |
| 1 | 47 | 3.5 | 55 | 24 | 30 |
| 1 | 48 | 13 | 55 | 32 | 0 |
| 1 | 49 | 4.5 | 55 | 39 | 0 |
| 1 | 52 | 34.5 | 55 | 57 | 30 |
| 1 | 54 | 43 | 53 | 37 | 0 |

— ϕ N. 66° 40' W.
— ϕ N. 66° W. ☉ | Δ to W. \times of Deception or C. Smart. 55.

Same Station, with a good Ice Horizon 20 miles distant.

| Chron. | | | ☉ Alt. | | |
|--------|----|----|---------|--------------------------|----|
| h | m | s | ° | ' | " |
| 2 | 2 | 17 | 28 | 38 | 0 |
| 2 | 3 | 19 | 28 | 40 | 30 |
| 2 | 4 | 19 | 28 | 47 | 0 |
| 2 | 5 | 16 | 28 | 54 | 30 |
| 2 | 6 | 55 | 28 | 56 | 0 |
| 2 | 9 | 18 | 28 | 59 | 0 |
| 2 | 10 | 52 | 29 | 3 | 0 |
| 2 | 16 | 19 | 58° 30' | ϕ N. 61° 30' W. and | |

☉ | Δ to cairn on hill 94°.

| | |
|-------------------|--|
| | Noon, Mer. Alt. \odot |
| Obs. Alt. \odot | 71 26 10 — ϕ N. 3° W. = Var. 177 W. |
| | 35 43 5 |
| | 1 30 |
| | 25 41 35 |
| | 15 46 + |
| | 25 57 21 |
| | 54 2 39 N. |
| | 22 23 20 N. |

Lat. 76 25 59 North.

Placed a careful meridian mark south, and observed

Left of the Sun $\left\{ \begin{array}{l} \phi \text{ to cairn on Mount Fortune} \quad - \quad - \quad 32^\circ 25' \\ \phi \text{ to summit of Solitary Hill (Richards)} \quad 118^\circ 55' \end{array} \right.$

The angle from cairn of Mt. Fortune to Cape Robt. Smart $136^\circ 30'$

Note.—This spot must be very nearly the Magnetic Meridian of this parallel.

Angles with Sextant near Cache Cairn.

At 8h. 30m. app. time, and Chron. $2^\circ 16' 19''$ — \odot 58h. 30m. ϕ N. $61^\circ 30' W.$

| | | | | | |
|--------------------|---|--|---|---|-------|
| | Obs. \odot to cairn on Mount Fortune | - | - | - | 94 0 |
| | \odot to left \times of Cape Robt. Smart | - | - | - | 55 0 |
| | Angle from \times of Cape Robert Smart to east summit of the same | - | - | - | 2 40 |
| | Ditto ditto ditto to summit of White Cliffs | - | - | - | 19 22 |
| | Angle from east summit of Cape Smart to summit of White Cliffs | - | - | - | 16 32 |
| | Ditto ditto ditto to Cape Ward 15' | - | - | - | 22 23 |
| | Ditto ditto ditto to near High Cliff of the Stokes Range of Mountains | - | - | - | 31 18 |
| | Ditto ditto ditto to left ex. of Erskine Inlet, seen over the shoulder of this cape | - | - | - | 57 0 |
| From right to left | } | Summit of Cape Rob. Smart to Mt. Richards summit | - | - | 124 7 |
| | | Ditto ditto to high land on east side of Fish-hook Bay | - | - | 68 7 |
| | | Summit of Mt. Richards to cairn up Cape Fortune | - | - | 86 45 |
| | | Ditto ditto to lt. tangt. of high land of Cape Fortune (east of cairn) | - | - | 101 8 |

Note.—I took a round of bearings with the compass, but afterwards found so much iron-stone about, either in nodules of a sandy texture, or in the form of pyrites, that I consider the bearings next to worthless, and have not transcribed them.

6h. P.M. Temperature $+25^\circ$. Wind, S.W.; 1. o. m.

7h. Left a letter for Captain Richards, and directions for Lieutenant May, should I miss meeting him, to proceed with all despatch to Cape Lady Franklin, and there join me. Started, steering so as to search the headlands of the inlets to the S.W. and S., keeping withal a careful eye to the N.E., whence I hourly expected Lieutenant May. The partial rest and change of diet of yesterday had done me much good, and my leg was easier than I had felt it for a long time; hitherto, for the last week, the pain had been excruciating. We found the floe very aged and heavy, showing indubitable proofs of its being seldom disturbed from its land-locked position. Satisfied myself of the continuity of the land in the inlet south of Cape Fortune, edged gradually round to the eastward, keeping a careful eye upon the prominent points, and sweeping every indentation carefully.

Midnight. Temperature $+23^\circ$. Wind, S.E.; 2. o. s. m.

Saturday Morning, June 4th, A.M.—Day breaking, with every appearance of a gale of wind from S.E. A fortunate lift in the sky enabled me to obtain an excellent view of the outline of the South, or, as it is now called, Erskine Inlet. I regretted my inability to delineate its bold buttresses and snow-crowned hills, well marked with deep ravines. Within this inlet there were several bays, but no vessel, unless she wished to remain there for ever (in all probability), would think of going into such *cul-de-sacs*.

I am afraid to say how old the ice within Cape Fortune and Cape Ward appeared to be; the word *very* must suffice, for it might have been three or four years, or half a century, there being, in my opinion, no certain clue to the age after it has seen a season or two of thaws.

6h. halted, after a long and severe march on a very circuitous route.

6h. Temperature $+28^{\circ}$. Wind, $+28^{\circ}$. Wind, S.; 3. b. c. g. t.

Course, M.G. 10 miles. Walked, 18 or 20.

Took a round of angles, some bearings, and sights for time; but the art. horizon at noon gave such an erroneous altitude for latitude, owing to a slight fall of sleet upon the glass, that all proved utterly useless.

7h. P.M. Temperature $+27^{\circ}$. Wind, N.; 2. b. c. v. Issued soups in lieu of deficient chocolate. The night magnificently clear; verified my angles to adjacent points, but unable to obtain a true bearing, on account of the heavy banking of the clouds over the sun. Started, E. by N., true, for Cape Ward. About 10h. P.M. we began to open out a fine inlet leading to the S.E., true. Hauled out for the N.E., having only $2\frac{1}{2}$ days provision on sledge; it was essential to lose no time in advancing, should the "Reliance" fail to reach us shortly.

Midnight.—Lunched. Temperature $+25^{\circ}$. Wind, N.; 2. b. c. v. A magnificent panorama of hill and ravine, inlet and harbour, spread around from N.E. round by S. to W.N.W. every point startlingly clear, and to the E.S.E. there showed out a lofty mass of land, the highest I have seen eastward of Cape Warrender; it could not have been less than 3,000 feet high. I took such a sketch as my pencil was capable of, and had just made up my mind to march direct for Cape Lady Franklin, when, to my delight, I saw a sail bearing about N.N.W.; hauling out for her, we soon descried the "Reliance" steering for Cape Fortune.

Meet Lieutenant May with the sledge "Reliance," bound for Cape Fortune with provisions.

Sunday Morning, June 5th.—At 2h. I halted, and sent the quartermaster and captain of my sledge to desire Lieutenant May to close me, and sent some hands to help him. The remainder were immediately put to work, in preparing an equipment of tent gear for the "Tender" sledge, the season having now arrived in which an increased amount of work could be done by dividing my crew into two parties. Our canvas sail served for a tent, the white mackintosh for a floor-cloth, and the felt blanket was more than enough for the covering. 5h. Lieutenant May joined company. He had been detained, owing to having become entangled in thick weather in the S.E. or May Inlet. From him I heard of the cache on Grove Point (East Osborn Island) having been destroyed by bears, and that the one at Cape Lady Franklin had been attempted, but no injury done beyond a destruction of fuel. Received from Lieutenant May sixteen days provisions for eight men; relieved him of all responsibility connected with the placing of provisions for Captain Richards; made arrangements for leaving six days entire food for Captain Richards at Cape Fortune.

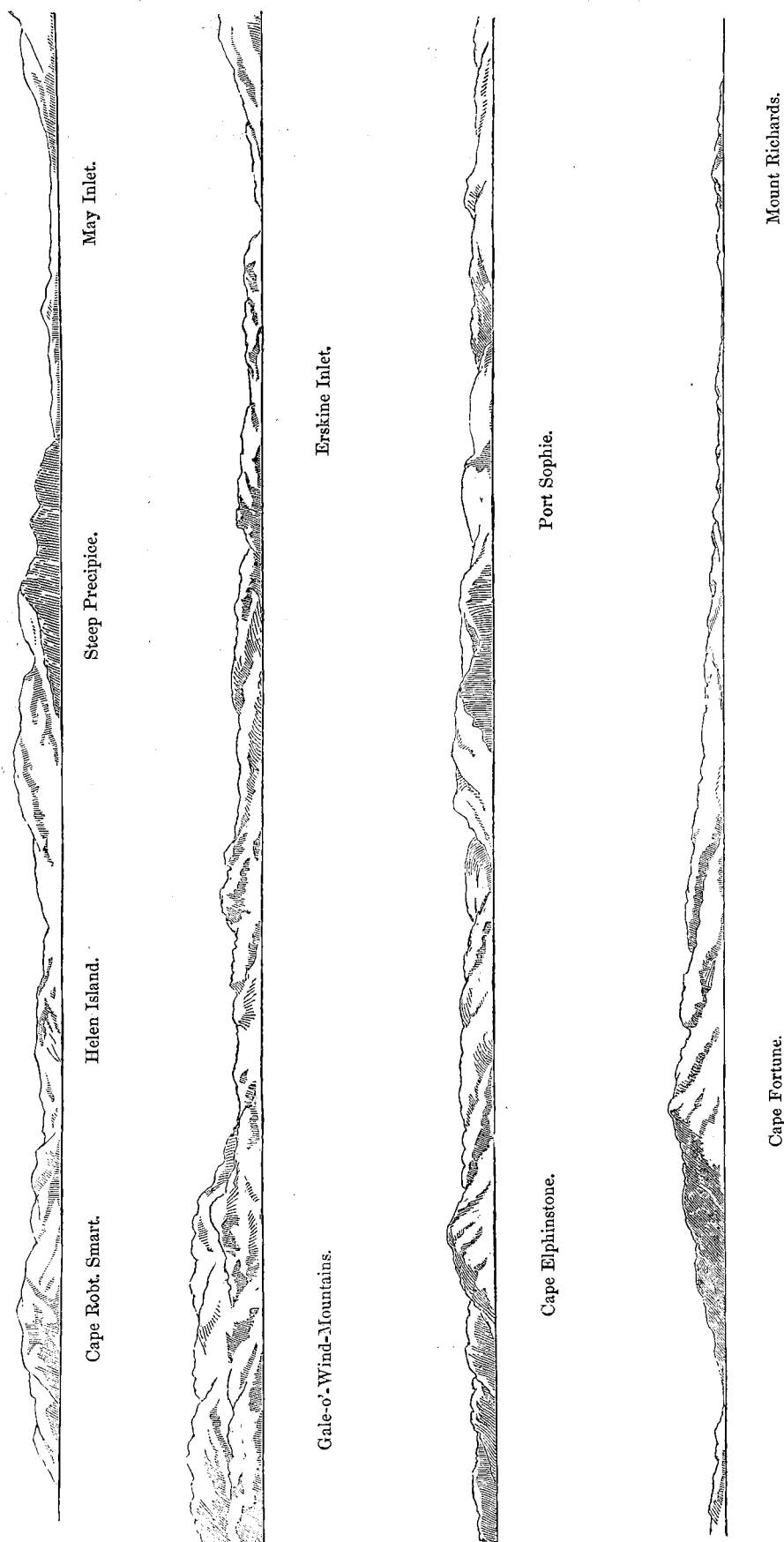
6h. A.M. Temperature $+29^{\circ}$. Calm. b. c. v.

Course, M.G.

During the day the temperature was $+70^{\circ}$ within the tent with the door shut, and $+60^{\circ}$ with it open.

6h. A.M. $+30^{\circ}$. Wind, S.; 2. o. c. m. Handed over to Mr. May all the documents received from Lieutenant Hamilton, consisting of a journal of H.M.S. "Investigator's" proceedings, a small chart, and a pencil note from Commander Richards, all open; these, together with a note from myself (*vide* Appendix), I enclosed in a cylinder, and directed to Captain Sir Edward Belcher. I then gave him verbal instructions to proceed in the execution of the second clause of his instructions received from Captain Richards; taking care to run no uncalled-for risk in crossing Queen's Channel, should he find the ice breaking up. 9h. We all started, parting company; Jos. Organ in charge of the "Tender," with two men, and victualled for six days, taking provisions back to Cape Fortune, and with orders to search the bay now known as Sullivan Inlet. Myself and four remaining hands proceeded to establish another cache for Captain Richards on Cape Robert Smart, and to search the southern coast of Helen Island. With respect to Erskine Inlet, I decided that it was waste of time and rations going round a gulf, which, from its direction and the state of the ice

in it, was not likely to have been entered by Franklin; and with respect to May Inlet, Lieutenant M. had sufficiently searched it. There was, how-



ever, plenty to do between me and Cape Lady Franklin, having only eight days available provision. Midnight; temperature +27°. Wind, S.W.; 4. o. m. t.

Monday Night, June 6th.—1h. lunched. Lost sight of the "Tender." Observed Mr. May's party to shoot a bear. Weather suddenly came in very thick, blowing fresh, with much snow. Found the surface of the floe

Part from the "Reliance," and send the tender to Cape Fortune, whilst we proceed to Cape Robert Smart.

very soft, as we neared Cape Robert Smart, sledge sinking in up to her battens, and quite as much as we could get her along without making a standing pull of it. Gale increasing. 5h. 40m. halted and encamped.

6h. A.M. Temperature . Wind, S.W.; 5. s. q.

Course, M.G. N. 65° E. 9 miles.

The "Tender" S. 65° W. 13 miles.


Monday, June 6th.—P.M. Temperature + 30°. Wind, W.; 4. o. m. f. 7h. started. Observed the "Reliance" pass northward of Cape Smart, and shut us in. Found the snow very soft and sludgy; the floe aged and hummocky. 10h. 30m. reached the land near a large ravine between Cape Smart and the Steep Cliffs; after some search found a place for the cache, about 1 mile or so to the west of the ravine, and 40 feet above the sea. Lunched.

Reached Cape Robert Smart to establish a depot.

Tuesday Morning, June 7th.—Prepared a four-day depôt of provisions, and three of rum, for 8 men, placed it in cache, and commenced a large cairn over it, to secure it from bears and wolves. Examined the south coast of Helen Island. Weather very inclement and damp. My leg, which promised to improve, has relapsed, and I have literally to drag it after me with some pain, and I fear Simon Dix (R.M.) shows similar symptoms. Birds appear very plentiful here. Ptarmigan are breeding around us on the ridges of the hill; 8 or 9 were shot by George Wicketts and Jas. Hall. The first phalaropes I have seen this season are flying about, uttering their shrill curlew-like call, and snow buntings come and feed around us, with their cheering and pretty pipe. Wild fowl were seen passing to the N.W.

A.M. 6h. Temperature + 26°. Wind, W.; 1. to 4. o. m.; snow squalls.

Angles observed from place of observation.

| | ° | ' | " |
|--|----|---|----------|
| From Cairn to W. × of Cape Smart 3' | - | - | 114 22 0 |
| Ditto to W. × of near Islets 4' | - | - | 120 5 0 |
| Ditto to centre of far Islet | - | - | 130 20 0 |
| From W. × of Doubtful Head (Cape Ware) to Steep Cliff × (Helen Island) | - | - | 75 41 0 |
| Cape Elphingstone to Steep Cliff (Helen Island) | - | - | 79 30 0 |
| From × Cape Smart to summit of Cape Fortune (Clarke) | - | - | 55 05 0 |
| From  Cape Fortune to Cape Elphingstone | - | - | 27 27 0 |
| Ditto to Cape Sophie | - | - | 18 52 30 |
| Ditto to east point of Elphingstone Inlet | - | - | 40 58 0 |
| Ditto to × W. of Cape Ware | - | - | 44 37 0 |
| From × W. of Cape Ware to × E. of Point Grove | - | - | 51 16 0 |
| Ditto to centre of Balcarris Island (Coin) | 66 | 0 | 0 |
| Ditto { to extremes of the South Land | - | - | 62 25 0 |
| { seen in May's Inlet | - | - | 58 30 0 |
| Ditto to E. × of Helen Island, visible | - | - | 76 45 0 |
| Ditto to Cairn on Steep Cliff | - | - | 87 40 0 |

Obs. for longitude at Cache Cairn 8h. 30m. A.M.; ice horizon, 4' distance; index error, 1' 20' sub.

| Chron. | Alt. |
|-----------|----------|
| h. m. s. | ° ' " |
| 2 56 36.5 | 33 36 0 |
| 2 57 37 | 33 38 0 |
| 2 58 37 | 33 40 25 |
| 2 59 36 | 33 41 30 |
| 3 0 38 | 33 44 0 |

Note.—No compass.

3 4 8 — 33 51 30

|⊙ to cairn on depôt 77° 36'.

Noon.—Ice horizon 3½ miles distant.

Obs. Mer. Alt. 35° 59' φ N. 5° W.

⊙

Tuesday, June 7th.—P.M. 6h. Temperature + 28°. Wind, N.E.; 3. b. c. v. Very clear; made a hurried breakfast, shut up the tent, and ascended Cape Smart to construct a beacon. Reached a beacon which had been constructed by Dr. Lyall on his return; proceeded to enlarge it

with blocks of coarse sandstone, which were easily procurable around it. Observed the following angles:—

| | | | |
|---|---|----|-----|
| From summit of Cape Fortune to Mount Richards | - | 20 | 54 |
| Ditto to W. × of land visible - - - | - | 25 | 0 |
| Ditto to depth of Sullivan Inlet - - - | - | 11 | 54 |
| Ditto to Cape Sophie - - - - - | - | 19 | 57 |
| Ditto to Cape Elphingstone - - - - - | - | 28 | 19 |
| From Cape Elphingstone to W. × of Ware Point | - | 27 | 20 |
| Ditto to E. side of Erskine Inlet, the | | | |
| W. shore of it shut in - - - - - | - | 26 | 20? |

A sudden dense fog put a stop to farther observations. Employed erecting the cairn; I find that it has been visited by either Mr. Herbert or Lieutenant May.

Wednesday Morning, June 8th.—Came in with cold and much wind. Foiled in my hopes of an extensive view from Cape Smart, I started away with my men for the eastward, scaling the steep cliffs; crossed the noble ravine before mentioned; there were cliffs of ice in it full 150 feet high, and an immense accumulation of snow, already soft and dangerous for crossing. In one place a herd of deer had recently been crossing, and had, from appearances, escaped with much difficulty. Gale still increasing, with much snow; found the high land almost entirely formed of yellow sandstone; fossil shells plentiful to a height of 800 feet above the sea, all of one species, the ordinary bivalve so common in England. Reaching with much difficulty a spot adapted for a cairn, erected one, and after waiting for a while in hopes of the gale abating, we returned at 6h. A.M. to the tent, heartily tired, and myself and Simon Dix dead lame. Shot 9 ptarmigan to-day; Brent geese and phalaropes plentiful but very shy.

6h. Temperature + 29°. Wind, N.W.; 8. q. f.; sleet. Course, M.G. 15'. Walked across country and along the beach.

Tender travelling round Sullivan Inlet. 14 miles.

6h. P.M. Temperature + 28°. Wind, calm; b. c. v.

Observed from Tent.

| | | |
|--|----|----|
| That the entrance of May Inlet subtended | 22 | 40 |
| That ditto of Erskine Inlet - - - | 9 | 25 |
| That ditto of Sullivan Inlet - - - | 16 | 3 |

Whilst at breakfast Geo. Wicketts, A.B., shot a Brent goose. Added a few more stones to the depôt, and started for the southward, *viâ* Cape Ware; a laborious march of some hours showed me I should only do so at the risk of knocking up my party without any commensurate advantage.

Midnight.—I felt very ill, and in the morning hauled to the northward, so as to catch the Tender as she came to the N.E.

Wind, W.S.W.; 6. o. g.; sleet. Temperature + 30°.

Thursday, June 9th.—A.M. Examined roughly the coast east of Point Ware; hauling out gradually. 5h. encamped.

6h. A.M. Temperature + 31°. Wind, W.S.W.; 9.; sleet squalls.

Sledge J. B. Course M.G. 5 miles S.-easterly } Tender,
5 " N.-easterly } 7 miles.

Noon.—Obs. Mer. Alt. in the Glass Art. Hor. Index error 1' 20" sub.

Obs. Alt. \odot 72° 15' = lat. 76° 33' N.

At Cape Smart
Helen Island.

West side of May Inlet from off Point Grove.

Cross over to Point Ware, and
north eastward.

The surface of the glass horizon was so instantaneously covered with a film of ice, in consequence of the sun acting upon the snow drift, that the above latitude has an error somewhat considerable.

P.M. Temperature + 27°. Wind, W.; 8. q.; sleet and rain. Blowing very hard throughout the day; water commencing to make its appearance upon the land; yesterday, in the A.M. walk, we found a little under the snow upon the floe. Moved up with difficulty under the Steep Cliff (east extreme), looking out anxiously for Tender.

Midnight.—Temperature + 25°. Men to the northward, erecting a cairn.

In Strait of Sir William Parker.

Friday, June 10th, A.M.—A truly unpromising June day; the relapse in temperature and weather is very trying at this period of the year, accompanied as it is by much wet. 4h. encamped.

6h.—Temperature + 29°. Wind W. by N.; 7. to 9.; sleet squalls. We found to-day that the Steep Cliffs were almost entirely formed of sand and limestone, the former superimposed, and the latter of a dark close-grained slaty nature.

During the day we were awoke by the return of the Tender; they, like ourselves, had suffered from the bad weather lately experienced, and the constant wet state of their clothing and bedding had told upon all; Joseph Organ had, however, effectually executed the duty I sent him upon. Sullivan Inlet had been carefully examined throughout the coast line, without any traces being found, and Captain Richards had six days full rations placed at Cape Fortune cache.

The following was an abstract of their work, which I have attached to the daily work done to the party:—

Tender, "Pioneer" (junior).

| | | | | | |
|-----------|-----------------------------------|---|---|--------|-------------|
| June 5th. | Reached land, Cape Fortune | - | - | walked | 13 miles. |
| " 6th. | Round Sullivan Inlet | - | - | " | 14 " |
| " 7th. | Do. do. | - | - | " | 14 " |
| " 8th. | Completed cache and went eastward | | | " | 7 " |
| " 9th. | Marched for Cape Smart | - | - | " | 13 " |
| " 10th. | Do. Steep Cliff | - | - | " | 5 " |
| | Total | - | - | " | <u>66</u> " |

They saw several deer, 2 burgomasters, 2 hares, and found ducks, phalaropes, and snow buntings very numerous on the low land, which lies round Sullivan Inlet, within its entrance.

Noon, with ice horizon, 4' dis. Obs. mer. alt. \odot 36° 14' 30'' = 76° 35' 44'' N. Bearing ϕ N. 7° W. = Variation 173° W.

Course, M. G. 4' E. and 4' W. = 8 miles.

6h. P.M.—Temperature + 30°. Wind, S.E.; 3. o. g.; sleet. Joseph Organ is suffering from a painful affection of his lower jaw, causing the gum to separate from the teeth. 8 or 9 o'clock, started to the eastward, searching the northern shores of Sir W. Parker's Strait with the sledge, myself examining carefully from every eminence the south coast of the same.

Midnight.—Lunched. Temperature + 29°.

Saturday, June 11th.—2h. 30m. A.M. Reached Seal Point, and observed the next point to bear S. 58° W. by compass, or N. 68° E. true; the Sisters in line. 5h. encamped; saw three reindeer crossing the floes together from the southward; went after them, but could not get within shot; they were evidently going off to the islands. Several seals were seen on the ice of this channel, but nothing that we could do could bring us within killing distance of these creatures; their watchfulness being, no doubt, their great defence against bears and other animals in these regions.

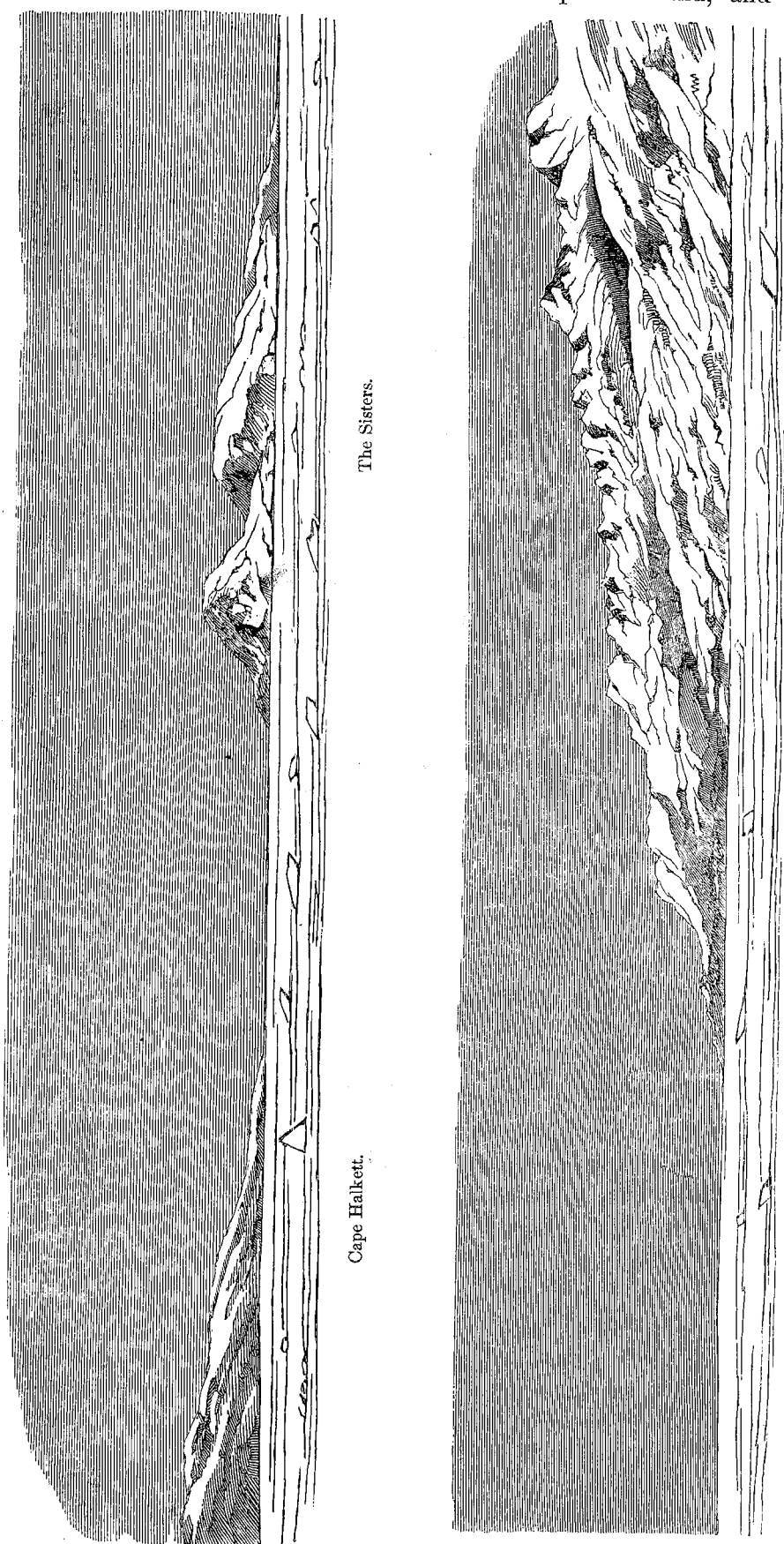
6h. Temperature + 30°. Wind, S.; 1. o. c. m.

Course, M. G. N. 45° E.; 7 miles.

6h. P.M. Temperature + 30°. Wind, N.N.W.; 2. o. c. m. Very warm during the day; slept with tent door wide open. Articles on the solid

Searching Sir W. Parker Straits.

ice, whether light or heavy, sank in $1\frac{1}{2}$ inches. 7h. started. 9h. opened the West Sister of the east extreme of Deception Island, and bearing



S. 44° W. by \oplus . Floe very heavy, people and sledge sinking deep at every pace, and wet up to their hips.

Midnight.—Thick, rolling fogs. Lunched.

Temperature $+ 34^{\circ}$. Wind, N.; 2. f. s.

Sunday, June 12th.—About 3h. A.M. the mist lifted, and the snow ceased; found we had been making the circuit of a wide, shallow bay, on S.E. side of Helen Island; from its extreme east point struck southward, to erect a

Camped between Capes Halkett and Morshead.

cairn and form a cache on the main land, due south of the Sisters Hills. 4h. 30m. encamped after a severe day's work; all hands complaining of pains in the knees and ankles from being constantly wet, and wading through the tenacious snow.



S.E. extremity of Helen Island from Point Morshead. June 12th 1853.

6h. Temperature + 30°. Wind, N.N.W. Misty, and snow squalls. Course, M. G. N. 74° E.; 10 miles.

P. M. Very clear since 4 o'clock. Obtained an excellent view of the land, and saw the Gale-o'-Wind Mountains to the S.W. Secured two days provisions for Captain Richards in a cask, and started to place it on Point Morshead.

7h. Temperature + 30°. Wind, E.; 1. b. c. Passing fog; by midnight reached Point Morshead, fogs having rolled rapidly in upon us in succession since the evening set in.

Off the south coast of the West Sister.

Midnight.—Temperature + 27°. Wind, S.E.; 1. b. v. Passing fogs. Observed the following compass:—

Bearings from the cache.

| | | | |
|-------------------------|---|---|---------------|
| West × of Sisters | - | - | S. 5° W. |
| × of Island to the N.E. | - | - | S. 15° E. |
| Cape Halkett | - | - | S. 12° 30' E. |

Left the Tender and two men to complete the cairn, and started for the Sisters Hills to the northward. To-day was the first day we had had water fit to drink off the floe, and dispensed with thawing snow in consequence; it had formed in holes that had been made by the sinking of gravel into the floe during some past season. The holes formed reservoirs of about 4 inches diameter, and a foot in depth. Besides a drink, the novelty of water to wash with was a luxury duly appreciated by us. 6h. encamped a mile short of the land. Crossed two fox tracks, and those of wolves and marmot, going off to the island.

6h. Temperature + 28°. Wind, S.W.; 1. b. c. v. (great mirage).

Course, M. G. S.E., 6 miles }
N., 6 ,, } 12 miles.

Examining the Sisters Island and the Brother.


Monday, June 13th.—P.M. 6h. Temperature + 29°. Wind, N.W.; 3. b. c. v. Breakfasted, and then proceeded on shore to ascend the West Sister. This hill proved to be much steeper than it looked in the distance. Sent men to examine a small cairn seen to the east, and search coast line. The land was fast increasing in barrenness as we approached the Queen's Channel, and that horrid limestone, of which we have such a dislike, increases in quantity at every mile we advance. On the summit of the hill I took a round of angles and some bearings. The night was raw and the wind sharp, with rolling mists from the northward, that made me strongly surmise the existence of water in that direction. Temperature + 24°. Observed the distant land about Northumberland Sound, though unable to discern the different points. Had a good view of Young Inlet, and observed there were no islands within those already seen by us on our outward route. To the north the packed ice appeared in a far more advanced state of decay than that to the southward. Numerous cracks radiated off from the islands, and through them the melting snows had all escaped, leaving the sea-ice blue and denuded. Land was visible from N. by E. to N.N.W., a portion, doubtless, of the distant shores of North Cornwall. Erected a large cairn and left a notice of our visit. Descended. The men from the eastward informed me of the cairn in that direction having been built by Lieutenant May, and although there was a gun and flannel bandages as

arranged, I was sorry to find no bear fat. Finished searching the western part of the Sisters, and returned to the sledge.

A.M. 6h. Temperature +24°. Wind W.; 2. o. m. g.

Course, M. G. Walked, by people of the sledge, 10 miles in straight lines, going over nearly 20 miles.

Observations of the 13th and 14th June.

Angles at tent  meridian mark, a natural mark over Cape Morshead, Bathurst Land.

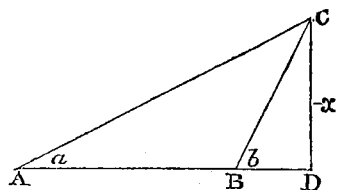
| Objects left of the ϕ . | Objects right (or W.) of the ϕ . |
|---|---|
| To depth of Shamrock Bay - 33 19 | To Point Herbert? - - 48 59 |
| East \times of Shamrock Bay - 59 59 | To S. \times of Helen Island - 61 20 |
| To W. \times of Allard Island - 68 19 | To Remarkable Hill, Helen Island - - - 67 18 |
| To summit of ditto - - 73 9 | Summit of N.E. \times in line with nearest point of Helen Island - - - 120 20 |
| To W. \times of Harwood Island 71 50 | From S. \times of Helen Island to West Point, Sisters Island 82 58 |
| Summit of Point Ashington - 91 20 | |
| From W. \times of Harwood Island to S. \times of East Sister Hill - - 75 46 | |
| From do. Harwood Island to S. \times of W. Sister - 106 18 | |
| Do. to W. \times Sisters Island - 143 23 | |
| From W. \times Sisters to Cape Halkett - - - 6 42 | |

At tent station, 2,300 paces due S. of cairn on West Sister Hill.

June 13th.—Noon. Good ice horizon, 7' distant. Obs. Mer. Alt. \odot 36° 26' 30" = Lat. 76° 34' N. ϕ N. 12° W. = Var. 168° W.

Note.—The thaw to-day was so rapid in the sun that I found it impossible to keep a glass artificial horizon level.

Measured a base 200 yards in a direct line for Sisters Cairn, and noted the two angles as follows to ascertain height.





AB = 200 yards,
 $\alpha = 3^{\circ} 55' 30''$.
 $\beta = 4^{\circ} 20' 0''$.
 x the West Sister required.
 Ans. $x = 425.9$ feet.

Angles obtained at cairn on summit of the West Sister Hill.

The cairn 2,300 yards due north of tent, and from it the north extremity of High Britannia Land seen bearing N. 60° E.

| | |
|--|--------|
| Angle from \times of Britannia Land to High N. \times Deception (East) | - 32 0 |
| Do. do. to Steep Cliff in Britannia High Land | - 9 0 |

| | |
|--|--------------|
| From Tent  to W. \times of Harwood Island | - - - 60 37 |
| Do. to E. \times of do. do. | - - - 66 49 |
| Do. to S. \times of Point Webb | - - - 69 35 |
| Do. to W. \times of Allard Island | - - - 63 21 |
| Do. to summit of ditto | - - - 68 50 |
| Do. to depth of Shamrock Bay | - - - 30 12 |
| Do. to Cape Mary | - - - 54 27 |
| Do. to summit of East Sister | - - - 86 29 |
| Do. to summit of the Mother | - - - 103 8 |
| Do. to N. \times of East Deception Island | - - - 112 40 |
| From N. \times of East Deception to East tangent of the Brother | - 10 43 |
| Do. to N. \times of do. | - 36 0 |
| Do. to West tangent of do. | - 64 40 |

| | |
|--|---------------|
| From Tent  to N. \times of Cape Halkett, Helen Island | - - 115 0 |
| Do. to farthest N. \times visible | - - 110 8 |
| Bearing of a centre line cutting the Brother Island | - - N. 27° E. |

Tuesday, June 14th.—Up all the past day in hopes of obtaining altitudes of the sun for latitude and longitude. Heavy rolling fog banks prevented me obtaining any.

6h. P.M. Temperature +30°. Wind, N.W.; 4. o. fp. q. After breakfast

The annexed were all that I could obtain. The land on the far side of Young Inlet shut across from Cape Mary to Allard Island, and was from 15' to 18' distant; Allard Island is 8' to 10' distant; Harwood Island, 4' distant. The Brother is about 1½ miles long N. and S., and ¾ from W. to E. A channel, 100 yards wide, exists between the Sisters and Brother, and a similar one between the Mother and Sisters.

Towards Harwood Island, thence Northward, and passed through between the Mother and Sisters, and then turned eastward and encamped on extreme north of Osborne Group.

started, intending to pass with the sledge between Harwood Island and the main, but found the floe perfectly impassable, the half-thawed snow and water rising up to our hips, and two of the party becoming quite lame. Made the sledge haul out to the northward. Examined the south coast of East Osborn Island from an inlet to the W. x of the Mother; passed round it, and struck again to the eastward, round Hoskyn Bay. As night advanced the weather came in very bad; dense fog with a N.W. gale; obliged to coast along close in shore.

Midnight. Lunched in the bight of the bay. Temperature +27°. Wind N.W.; 3. q. f. s. Many recent traces of deer about us, and a boatswain bird was seen to-day.

Wednesday, June 15th.—A.M. The ice gradually improving as we go to the northward, and off the beach of northern coast of Osborn Islands the change was delightful from wading through heavy sludge, sometimes up to the shin and then to the hip, to a clean hard floe of blue ice, without a single particle of snow upon it; the snow having all melted and run off through the numerous cracks which ran off into the pack northward. Some of these cracks were as much as we could jump. The ice, however, varied in thickness from 6 to 8 feet, upon a single and clean edge.

4h. Observed a cairn. Halted and encamped. Sent men to examine it; they found no document. We afterwards found it had been constructed by Dr. Lyall's party.

6h. A.M. Temperature +33°. Wind, W.; 4. f. q.

Course M. G. 5 miles north } We went over nearly 16 miles to-day.
5 miles east }

Bearings observed at Gun Point, East Sister.

P.M. 14th June.

| | | |
|--|-----------|--------------------|
| Webb Point, extreme S. | - - - - - | S. 62° W. 3' or 4' |
| Near Point of south part of East Osborn Island | - - - - - | S. 79° E. |
| Summit of Mother | - - - - - | S. 160° E. 1/2' |
| Extremes of Harwood Island | - - - - - | { S. 59° E. |
| | | { S. 53° E. |
| Direction of the channel | - - - - - | N. 15° W. 3/4' |

P.M. 6h. Temperature + 30°. Wind, W.; 6. to 8. o. m.

8h. Started to the westward. Simon Dix looking very ill, and quite lame; I do not like putting him on the sledge, for the same reason that I have avoided doing the same, although the men, to their credit, proposed some days ago that I should do so—namely, that extra weight will run a chance of disabling the remaining men, and that I have little doubt with rest and lime juice, to soon put my crew in an efficient condition, at Cape Lady Franklin. Their present debility I impute to the change of diet from pemmican to preserved meats, and as we only receive 3/4 lb. of the latter daily, there is a great lack of necessary food for sustaining their strength during the most trying season of the year. Crossed some cracks in the young floe full two feet wide. 9h. 30m. Halted at No. 1 cache. Found in it a gutta percha case, much torn by bears, containing bread 60lbs.; potatoes 5 1/2 lbs.; chocolate 6lbs.; sugar 3 1/2 lbs.; tobacco 2lbs. 3oz.; salt 1lb. 4oz.; mustard 7 1/2 oz.; and 1 case of sugar pemmican. Remained for two hours searching for fuel, rum, tea, and bacon; found neither. After digging up carefully around the cache, proceeded close along shore, examining every likely spot for a cache.

Thursday, June 16th.—A.M. After lunch we continued our search, and at 5h. halted, having in our route southward had again to wade through deep sludge and water. A heavy N.W. gale, with hail storms, rattling about our ears since midnight. Saw several bear tracks.

6h. A.M. Temperature + 30°. Wind, W.; 8. to 9. g. h.; sleet.

Course, M. G. Walked about 14 miles to-day, following the beach line.

Having no bread this morning meal or breakfast, I issued pemmican in lieu, and having no tea, we drank chocolate after our last meal instead of it.

P.M. 6h. Temperature + 33 1/2°; Wind, W.; 5. o. c. v. A rapid thaw on land and floe, everything streaming with water. As one of the men remarked, "It must have been very like this, Sir, the morning after the Deluge." After breakfast, left Simon Dix in charge of the tent, and divided the crew into two parties. One to go round by Allard

From Camping Place. True.
Summit of Cape Lady Franklin - S. 72° E.
Centre of Richards Island - S. 60° E.

Searching for a cache of provisions left by Lieutenant May on the Osborne Islands.

Search Allard and Harwood Islands. Finish that of the Osborne Group, and erect a cairn, &c.

Island, the other with me coastwise to Point Webb and Harwood Island. Observed several deer on the island; wounded one of them severely, but he escaped. Phalaropes and sanderlings numerous. Saw two burgomasters. Swept a fine bay, and found a fine harbour in the south side of the island, nearly connecting itself with Cator Harbour. Built a cairn, and observed bearings from S. summit of an intervening ridge.

Midnight.—Temperature + 26°. Wind (as in P.M.)

Friday, June 17th.—A.M. Found, on a point about 50 feet above the sea, the crown and shoulder bone of a whale. They had the appearance of being almost in a fossil state; a portion of the angle of the bladebone I carried off as a specimen. 4h. A.M. returned to the sledge.

At 5h. the other party returned, having visited the islands, and found the cache under what I took to be natural rock, or a landmark of Mr. May's. Some of the men went out to shoot.

6h. Temperature + 34. Wind, W. Weather 6. to 8. o. q. h.

Course, M. G.—In different directions round the bays, and Allard and Harwood Islands, full 14 miles.

| Bearings taken on Summit Point Webb | | Compass. | True. |
|---|-----|------------|-------------|
| Summit of Cape Lady Franklin | - - | S. 80° W. | - S. 83° E. |
| Extreme of ditto | - - | S. 76 W. | - S. 87 E. |
| Extremes of Allard Island | - - | { N. 31 W. | - S. 14 E. |
| Summit of ditto | - - | { N. 61 W. | - S. 44 E. |
| Extremity of Ricards Island | - - | { N. 46 W. | - S. 29 E. |
| | | { S. 86 W. | - S. 77 E. |
| | | { S. 82 W. | - S. 81 E. |
| Depth of Young Inlet | - - | N. 25 W. | - S. 8 E. |
| Sisters Hills, in line | - - | N. 60 E. | - N. 103 W. |
| Remarkable Hill, Helen Island | - - | N. 64 E. | - N. 99 W. |
| Point Mary in line with Point Webb (cent.) | | N. 20 E. | - N. 143 W. |
| The Dwarf? | - - | N. 78 W. | - S. 61 E. |
| South coast of Sisters, Mother, and the land west of Point Webb in line | - - | N. 79 E.? | - N. 84 W. |

| Bearings from Whalebone Point, now Point Ashington. | | Compass. | True. |
|---|-------|----------|-----------------|
| Cape Deception | - - - | S. 7° W. | $\frac{1}{2}$ — |
| Webb Point, extreme | - - - | N. 29 E. | $2\frac{3}{4}$ |
| Cairn on summit | - - - | N. 80 E. | $1\frac{1}{2}$ |

A furious gale raging all day, the tent poles complaining, and I anticipated every moment seeing the back of the tent blown in.

6h. P.M. Temperature + 24°. Wind, W.N.W.; 2. o. g. f.

7h. Started for Ricards Island, wading through snow and water in a thick pulpy state, wet through, of course, and very cold. Dense fogs came in with the night. Coasted round the island; its outline very tortuous. The water last season appears from the state of the ice to have washed up to the north side of this island, and thence westward to the north shore of the Osborn Group. Observed four tracks of bears going northward.

Examined the Ricards Island and crossing Young Inlet.

Midnight.—Temperature + 28°. Wind, W.; 2. f.

Saturday, June 18th.—2h. A.M. Satisfied myself of the perfect connexion of Cape Lady Franklin with the main land to the southward. Found the channel between Cape Lady Franklin and Ricard Island about $1\frac{1}{2}$ miles wide. 5h. Halted and encamped on the floe for the last time this season, the ice being now no longer fit to lie down upon in consequence of the quantity of water upon it.

8h. Observed the depôt cairn bearing east.

6h. A.M. Temperature + 31°. Wind, calm; snow and mist.

Course M.G., 12 miles, Easterly. Walked 16 miles.

6h. P.M. Temperature + 32°. Wind S.E.; 1. b. c. v.

6h. 30m. Started for the depôt. The night beautifully clear, but although the whole of the north coast about Northumberland Sound is visible, it is extremely difficult to make out one point from another beyond the fol-

Reach Cape Lady Franklin.

lowing, which form good objects:—Sophia Bluffs, Long Island, Crescent, and Pioneer Island. The floe is very much cracked, but the ice is hard and crystalline; the snow has almost all flowed off it down the cracks.

10h. 40m. Land, and ascended the slope to the depôt; found all untouched since Lieutenant May left. Pitched the tent carefully, and trenched round it to carry off the water.

Midnight.—Temperature $+30^{\circ}$. Calm, b. c. v.

Sunday Morning, June 19th.—To-day being Sunday, I deemed it right to make it a day of rest, and to render up to Almighty God our grateful thanks for His kind providence, up to the present stage of our journey. A fine running stream of fresh water down an adjacent ravine enabled us all to make copious personal ablutions, much needed, as it may be supposed, and a general change of under-garments made it quite a day of happiness for all the party.

Noon, Sunday.—With artificial horizon glass and sextant angles from meridian mark ϕ at noon.

| | Left or Easterly. |
|---|-------------------|
| To East Cairn, Lady Franklin | 19 0 0 |
| Crescent Island, South \times | 135 32 0 |
| Pioneer Knob, summit | 130 0 0 |
| North \times of Britannia High Land | 122 8 30 |
| Highest summit of ditto | 120 46 0 |
| Mount Britannia Cairn | 117 41 0 |
| Sir John Franklin or Percy Mount? | 96 55 0? |
| North ex. of Spit Island | 119 19 0 |
| Nose or Sophia Bluffs, S.E. \times | 86 39 0 |
| S.E. extreme visible of Northern Coast | 68 21 0 |
| Nose or Sophia Bluffs, N.W. \times | 89 54 0 |
| Angle from Crescent Island N. \times to Pioneer Knob | 11 40 0 |
| Ditto ϕ to Pioneer Island, South extremity | 125 47 0 |
| Angle to right or westward of ϕ to N. \times visible of Eastern Island of the Osborn Group | 106 2 0 |

Note.—The cairn on Mount Britannia was distinctly visible to the naked eye, although 34 miles distant.

Observed meridian altitude, index error $1' 20''$ sub. $\odot 73^{\circ} 19' 0''$, lat. $76^{\circ} 34' 4''$ N., ϕ N. 19° W., variation 161° W.

The above was taken under the most favourable circumstances, such an artificial horizon could be used in this region, and every care taken to level the instrument, yet the reflected sun was very unlike a sphere, and not creditable to Messrs. Watkins and Hill.

RESTING AT DEPÔT.

Resting at Cape Lady Franklin.

6h. A.M. Temperature $+36^{\circ}$. Wind, N.W.; 1. Hazy.

As the sun rose from the northern part of his daily circuit, his power began to tell upon the snow of the land in a most astonishing way, obliging us to deepen our trench to prevent accidents.

Read the Divine Service for to-day from the Common Prayer Book and Bible.

A herd of fine deer came within 50 yards of our tent, and many more were seen feeding upon the heights.

Noon. Observed for latitude, and took a round of angles.

6h. P.M. Temperature $+31^{\circ}$. Wind, W.N.W.; 2. b. c. v.

Simon Dix is looking very ill; he has a low fever, his face expressing much distress, and body emaciated. The leg is quite black from just below the knee upwards to the thick part of the thigh; below that, down to the instep of the foot, it is of an unhealthy looking red colour, the whole much swollen, and the skin tight, feverish, and hard to the touch. I have prescribed double allowance of lime juice, such soup (concentrated) as I have got left, and perfect rest, with warm foot-baths.

Monday, June 20th.—A.M. Sent two hands to try and procure game. About half an inch of ice formed in the shade during the night.

6h. A.M. Temperature $+29^{\circ}$. Wind, W.; 5. o. c. m. Sleet. Cleared away the depôt, and found it had been much disturbed by wolves or foxes. The seal oil cakes for Captain Richards were very many of them missing.

Held a survey, calling in Jos. Organ (S. Q. M.), Thos. Hall (G. M.), and Saml. Walker (Carp.'s Mate), to hold it.

Mahogany plank, whale boat, 15 feet, 8 feet beam, 4 oars, 2 broken.

Casks, 8 in number, containing bread and small stores all safe, a little damp; 142 preserved meat tins, lbs. each; 1 can of lime juice (leaky); 5 cases bacon; 1 cask of rum, incomplete; 1 case of stearine, (the original ullage), with 30 lbs. left in it; 1 case of stearine, marked 100 lbs., had had 25 lbs. removed from it, and a small box in which there were 12 cakes of sterines and wicks (sans fat). Two kegs of seal oil, 78 lbs.; 4 boxes wood matches; 1 wax and a few wicks. Some scraps of half eaten cakes of fuel for Mr. Carr's lamps were found. Supplied myself with provisions as annexed, and opened everything out for the sun to dry it.

I have taken as little fuel as possible (15 days only), but there will only remain 62 days for 8 men at the depôt.

P.M. 6h. Temperature, +30°. Wind, S.W.; 1. o. c. v.

Wishing to give Simon Dix rest, and to put our boots and clothing in a state of perfect repair for going to the S.E. without loss of time, I decided upon taking Thomas Hall (gunner's mate), and George Wicketts (A.B.), and proceeding to finish the examination of Young Inlet and Cracroft Sound, whilst the remaining hands, under the direction of Joseph Organ, captain of the sledge, got the gear into a state of efficiency; the carpenter repairing the broken oars of the boat, and fitting the boat with a mast, boat-hook, &c., ready for service, as well as patching up the sledge, somewhat shaken by the journey. I took the small hand sledge (provisioned for 6 days), with a three-men tent, and a waterproof sheet.

About 7h. P.M. started to the westward. Saw some seals amongst the hummocks, but they would not let us approach them. The fearful pressure of the last winter, which caused such enormous piles of ice to accumulate upon the northern and eastern shore of the Franklin peninsula, had had no effect upon its western face, and the wall of hummocks ceased about 4 miles westerly of the depôt cairn, whence an aged floe, deep in half-decayed snow, and showing no signs of vitality, filled Young Inlet in every direction.

Proceedings of Com-
mander Sherard Osborn.

Held a survey on the contents
of grand depôt.


At the west extreme of Cape
Lady Franklin Peninsula.


Midnight. Temperature, +24°. Wind, S.W.; 1. o. c. v.

Tuesday, June 21st, A.M.—Lunched on the neck communicating with a fine lake about a mile and a half long (N. and S.) and three quarters of a mile E. and W. Ascended the west and highest point of Cape Lady Franklin to erect a cairn, as agreed upon with Captain Richards. Many birds flying about, especially wild fowl, such as ducks (eider and king eider), &c., Brent geese; they were evidently looking for a breeding place, and were very shy indeed. Ptarmigan were less wary, and we shot one or two walking up the hill, and I am led to think, from some of them we saw, which rather ran along the ground than flew, and whose legs were (unlike the majority) denuded of feathers and the feet very callous, and sinews of the legs much developed, whilst the birds themselves were lean and out of condition, whereas in some other ptarmigan nothing could have been finer than their flesh or plumage, that there are *two sorts* of ptarmigan in these regions, the one a migratory, the other a stationary bird, which burrows in the snow during the winter, and braves an Arctic winter. One thing is undoubted, that ptarmigan have been occasionally seen throughout the winter by the "Investigators," "Resolutes," and "North Stars," and it appears unlikely that the weak or sickly birds left behind by the broods on the approach of winter should be able to endure a climate which the strong full-fledged birds are known to avoid.

On the top of the peninsula I erected a cairn, and obtained some bearings, although I fear my compass has begun to lose its magnetic force from coming constantly (by accident) in contact with iron bodies, such as guns, knives, &c. I saw, to my astonishment, a large body of water in the Queen's Channel, extending from S. 50° E. to S. 73° E. (true), it was, however, very distant, 15 or 20 miles. Returned to the sledge and tent at 5h. A.M. Saw that the plants were commencing to go into flower; the first saxifrage flower I have seen this season, forms, like the first of the sun, the first snow bunting, and the first thaw, so many epochs in the monotonous round of the Arctic seasons.

Proceedings of Com-
mander Sherard Osborn.

6h. A.M. Temperature, +31°. Wind, S.; 4. to 7. o. c. q. *Sleet*. Dist.
M. G. Walked about 10 miles in direct lines, and about 15 miles in all.
Blowing very hard during the day.
Bearings observed on west summit,  Cape Lady Franklin:—

| | | (True.) | |
|---|-----------|------------------------|--------|
| Extremes of Crescent Island | - - - - - | S. 133° | 0' E. |
| Ditto ditto | - - - - - | S. 135° | 0' E. |
| Centre of Exmouth Island | - - - - - | S. 132° | 0' E. |
| Pioneer Island, Knob summit | - - - - - | S. 125° | 40' E. |
| N. x of Britannia High Land | - - - - - | S. 119° | 0' E. |
| Britannia Mount Cairn  | - - - - - | S. 116° | 0' E. |
| North ex. of Spit Island | - - - - - | S. 117½° | 0' E. |
| High part of Franklin Peninsula, in line with depôt | - - - - - | S. 97° | 0' E. |
| Ex. of Ricard's Island | - - - - - | N. 129° | 0' W. |
| Ditto | - - - - - | N. 91° | 0' W. |
| Cape Sophia, Young Inlet | - - - - - | N. 137° | 0' W. |
| Extremes of Conical Island (Allard's) | - - - - - | N. 100° | 0' W. |
| Ditto | - - - - - | N. 108° | 0' W. |
| Extremes of East Osborn Island | - - - - - | N. 73° | 0' W. |
| Ditto | - - - - - | N. 86° | 0' W. |
| East ext. Shamrock Bay, Cape Mary | - - - - - | N. 95° | 0' W. |
| Sophia Bluffs, S.E. high ex. | - - - - - | S. 96½° | 0' E. |
| Ditto N.W. high ex. | - - - - - | S. 90° | 0' E. |
| An island in the Queen's Channel | - - - - - | S. 79° & 70° | 0' E. |
| Cape Becher (query, Dundas Island?) | - - - - - | S. 73° | 0' E. |
| Extremes of an island (? John Barrow Island) | - - - - - | S. 57° | 0' E. |
| Ditto | - - - - - | S. 65° | 0' E. |
| Extremes of an island (? Parker Island) | - - - - - | S. 16° E. & S. 176° W. | |
| Point Joy, Loney Island | - - - - - | S. 55° | 0' E. |
| Cliff Head (Bathurst Island), E x | - - - - - | S. 52° | 0' E. |
| Cairn on Point Webb (summit) | - - - - - | 0 | 0 |
| North summit of East Osborn Island | - - - - - | N. 75° | 0' W. |

Assured myself of the continuity of the land in Young Inlet, and examined its beach line carefully with a glass.

Examining Cracroft Sound and
Young Inlet.

6h. P.M. Temperature + 33°. Wind, S.; 3. to 5. o. c. q. The gale slackened. Started for the S.W. extreme of the Franklin Peninsula, and examined the shores of the lake; it was filled with very old ice covered with aged knolls, from which I infer it seldom thaws; found an opening 10 yards wide, in which the water was running to the southward under an upper crust of snow. Whilst scaling a glacier of small size, which fringes the west side of this lake, I was astonished on taking up a handful of snow to find the particles filled with living creatures, of a black colour, about half the size of a small flea, and very like them or shrimps in shape; they moved about rapidly, searching apparently for food amongst the crystals of ice into which the decaying snow was being formed, prior to entire dissolution. I collected a considerable number of these little creatures, but having no box fitted for preserving them in, they were nearly all lost or much injured. Struck off across Cracroft Inlet for Cape Sophia. After a while we found it impossible to cross, we sunk up to our waists in water and snow, and the little sledge nearly went out of sight; throwing ourselves on our bellies we managed to half swim and half wade out of the mess, and I turned eastward to coast round Sophia Sound.

Midnight. Lunched. Temperature + 32°. Wind, S.; o. c. q.

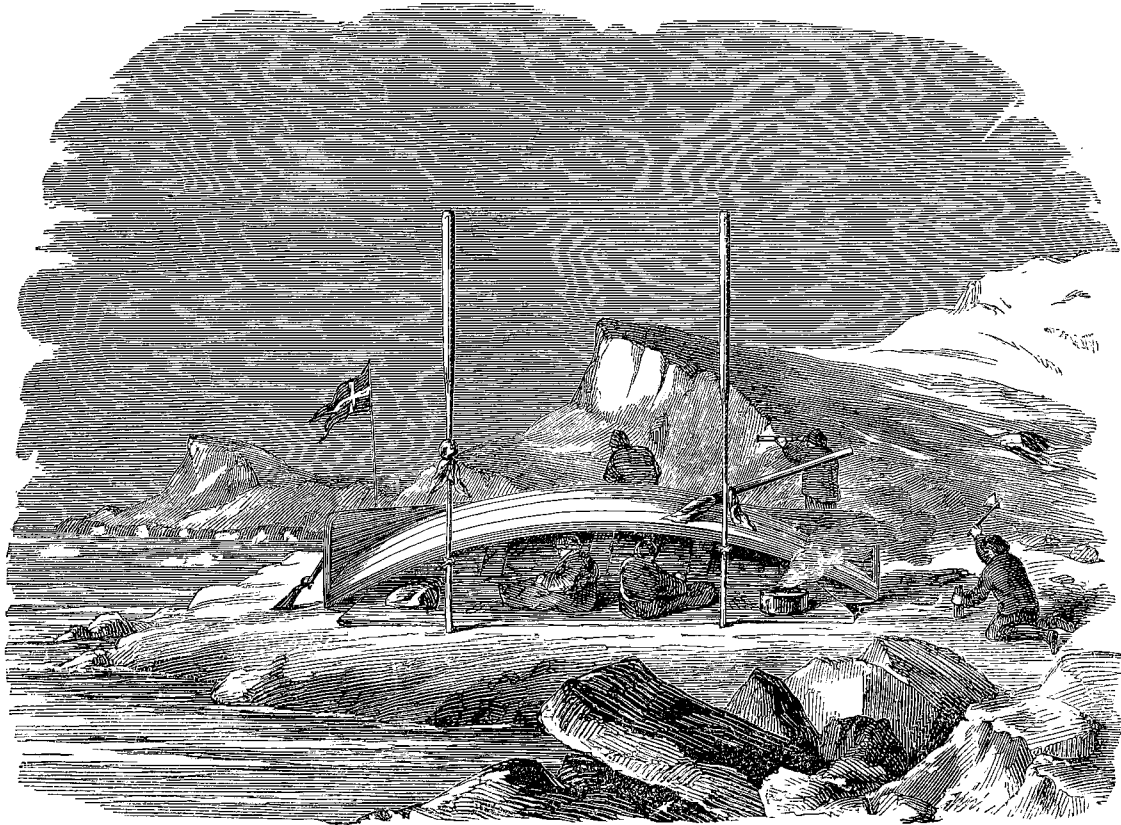
Wednesday, June 22d, A.M.—Crossing the mouths of ravines we broke in through the upper crust, and had practical proof that there was plenty of water, and cold too, running underneath. Several deer were seen, does with their fawns mainly, feeding on the neighbouring hills; but they were very shy, and no sooner saw us than they fled out of sight. Vegetation was abundant for this neighbourhood. I saw saxifrage, two species of grass, poppies, anemonies, dwarf willows, tripe de roche, sorrel, and great quantities of moss and lichens.

4h. P.M. encamped. All of us very cold and heartily tired, what with being wringing wet from our waists downwards, and having waded through deep decayed snow all day. A fine buck, doe, and fawn came in sight, but soon made off again; one of the men suggesting drily that, perhaps, they

knew we were on $\frac{3}{4}$ lb. of preserved meat and bread, and would have sharp appetites.

6h. A.M. Temperature + $32\frac{1}{2}^{\circ}$. Wind S.S.E.; 6. to 9. o. e. q. Course, M.G. Walked round the inlet, and across Cracroft Sound, 11 miles. Blowing very hard during the day.

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mander Sherard Osborn.



6h. P.M. Temperature + 27° . Wind, S.S.E.; 7 o. c. v.

Examined the sounds and fords adjacent, without finding any traces of the missing ships; and ascertained beyond doubt that there was no communication with the waters of Queen's Channel or which rendered Cape Lady Franklin an island. Ascended a hill on the isthmus, now Saffron Hill; obtained a capital view of the Sound throughout its length, and observed that the heavy gales of the last forty-eight hours had brought the water much closer to the Cape. It was a cheering sight to see the blue water dancing again in sunlight, and to watch the floe pieces sailing across the channel from point to point. 12 miles to the south of us I saw the floe ceased, and that my journey towards "Goodsir's Farthest" must be with a boat.

Reach Saffron Hill, and finish examination of the neighbouring fords and coast line.

Midnight. Temperature + 30° . Wind, S.E.; 4. o. g. q. v.

Thursday, June 23d, A.M. — Constructed a cairn on Saffron Hill, and after finishing the search, struck across the isthmus into Queen's Channel; went down to the southward, to the bottom of the Steep Cliff Bay, and then returned northward. The isthmus is composed of limestone, slaty, in ridges running north and south, and about 50 feet above the sea. Saw numerous herds of deer; counted on one occasion not less than fifteen does with as many fawns. Approach to them was however impossible; the little creatures were the first to take flight, and ran on one occasion 2 miles without a check, on sighting me: all these fawns had been but lately dropped. Crossed the footprints of four large bears and one cub to-day.

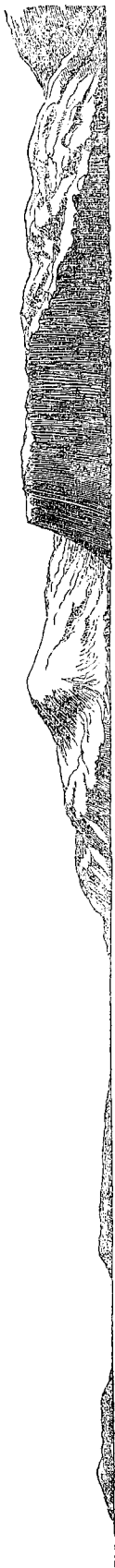
5h. Halted and encamped at extremity of Franklin Peninsula. 6h. Temperature + 36° . Wind, S.S.E.; 6. o. q. v.

Course and Distance M.G. . . { 12 miles in distance for course.
vide Tract Chart.

A rapid thaw during the day was brought to a perfect rush of water off the land by the fall of rain, which commenced at 4h. P.M. The effect was truly marvellous; the pent-up ravines rushed with a shout to the sea, launching gravel, ice, and snow before its waters. The floe, which yesterday

Return to the grand dépôt.

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mander Sherard Osborn.



Steep Cliffs.
From Saffron Hill, Cape Lady Franklin.

Mount Joy.

Eider Islands.

Grand depôt, Cape Lady
Franklin. The Queen's
Channel.

was in alternate patches of snow, sludge, and water, became to-day one great sheet of fresh water, varying from 1 to 3 feet in depth, out of which the hummocks rose like islands in a mimic sea.

6h. Temperature + 37°. Wind, S.S.W.; 4. o. g. r.

The rain increased as we hurried the finishing of our cairn, which done, we struck off on the floe, keeping close to the land edge of it, where the waters were running off rapidly through the tide cracks. Some of the openings were quite as much as we could do with a running leap; and on reaching the landing-place abreast the depôt, I found the whole body of ice had moved off the distance of 5 or 6 feet: this occurred, Organ told me, in the gale of the 21st inst. Bridged the crack with the large sledge, and crossed. Midnight, reached the depôt.

Temperature + 34°. Wind, S.; 4.; raining heavily, with occasional squalls of sleet and hail.

Friday, June 24th, A.M.—I found all the repairs well and efficiently executed, whether of personal or general equipment, and the men generally better for the rest they had had. Simon Dix, however, had improved nothing, and but for his good spirits would have been worse than he appeared. The urgency of the service upon which I was employed, and the necessity for completing the search of Queen's Channel by the 15th July, about which time I expected Captain Richards to arrive, made me decide that that service should be proceeded upon at once, and, ill as I could afford it, to leave Joseph Organ in charge of the invalid and depôt. Taking with me the remaining five men, and a boat equipped as light as possible, I hoped, aided by water along shore, to complete the search with twenty days' provision, that being as much as we could drag, the weight being made up to 250 lbs. per man, or 50 lbs. more each than they had originally left the ship with.

6h. A.M. Temperature + 37°. Wind, S.; 4. o. q. p.
Course and distance, M.G. Westerly 5 miles.

Angles observed at Low East Cairn, Cape Lady Franklin.

| | | | |
|----------------------------------|--|----|----|
| From Pioneer Knob to Joy Cape | × | 85 | 30 |
| Ditto | to Cliff Head summit | 97 | 30 |
| Ditto | to Highest part of Mount Joy | 92 | 25 |
| Ditto | to Cape Sir John Franklin | 33 | 28 |
| Ditto | to extremities of John Barrow Island | 52 | 6 |
| Ditto | Ditto | 63 | 20 |
| Ditto | to extremities of Parker Island (nearly) | 69 | 10 |
| Ditto | Ditto | 80 | 40 |
| From Saffron Hill | ▲ to extremity of Cape Joy | 86 | 30 |
| From Cape Joy | × | 56 | 0 |
| Ditto | to extremities of North Eider Island | 14 | 54 |
| Ditto | ditto | 20 | 0 |
| Ditto | to extremities of South Eider Island | 5 | 36 |
| Ditto | ditto | 9 | 29 |
| From Cape Joy | × | 71 | 50 |
| Ditto | to North × of Spit Island | 51 | 55 |
| From South summit of Cliff Head: | | | |
| Ditto | to Point Pleasure | 13 | 45 |
| Ditto | to Cape Joy, extreme | 12 | 37 |
| Ditto | to N. × of Spit Island | 82 | 22 |
| Ditto | to Cape Sir John Franklin | 64 | 20 |

6h. P.M. Temperature + 36°. Wind, E.; 1. b. c. v.

Sent a party to erect a cairn and staff on the east summit of Cape Lady Franklin. The remaining hands got the boat down to the floe edge from off the depôt. Completed provisions to the 15th July 1853. Pitched the tent afresh on higher and drier ground, and made arrangements for the comfort and safety of the sick man and the petty officer in charge during my absence. Prepared the equipment, &c., of the boat, as arranged in the first page of this journal.

Midnight. Temperature + 35°; calm, b. c. v.









Saturday, June 25th, A.M.—Ascended the high land to the east cairn, and obtained some angles. Passed a spot in which wolves had lately pulled down a deer and devoured it. Saw water to have extended from

Spit Island half-way across the channel. The islands of Barrow and Parker were in a large body of water. Rolling mist occasionally impeded the view, but Exmouth Island was distinctly seen, with the loom of the coast of North Cornwall, bearing as far as N. (true) of our present position. Returned to the tent. Plenty of birds are seen, but few shot; we have eider ducks, brent geese, phalaropes, boatswain birds, sanderlings, and glaucous gulls, which latter evidently feed, amongst other things, upon the marmots or lemmings so common in these regions. No ptarmigan have been lately seen, although the saxifrage is now in full leaf and flower; and remarkably pretty it is too, with its delicate purple and violet flowers.

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mander Sherard Osborn.

6h. A.M. Temperature + 32°. Wind, S.E.; 1. p. f.

Angles observed at East Summit Cairn:

| | | | | |
|---|---|---|-----|--------------|
| From West Summit cairn to Saffron Hill |  | - | 107 | 19 |
| Ditto | to Pioneer Island |  | - | 128 0 |
| Ditto | to Observation |  | - | 63 43 |
| From Saffron Hill |  | to summit of Cliff Head | - | 33 40 |
| Ditto | | to x Cape Joy (?) | - - | 43 45 |
| Ditto | | to South x of Eider Isles | - - | 53 45 |
| Ditto | | to North x of ditto | - - | 60 39 |
| Ditto | | to North x of John Barrow Island | 74 | 14 |
| (Questionable) Ditto | | to Cape Sir John Franklin? | 91 | 55 |
| At Noon from Depôt Obs.  | | | | |
|  | From Sun's Rt. L. to Pioneer Knob (Easterly) | - | - | 130 56 |
|  | Sun's Centre to Mount Britannia Cairn | - | - | 119 0 nearly |
|  | Sun lt. limb to East Summit Cairn on Lady Franklin Peninsula | 22 | 20 | |

Noon. Meridian Altitude with glass artificial Horizon, Depôt cairn.

Index error 1' 20', sub.

Observed Altitude \odot 73 4 and ϕ N. 18 40 W.

| | | | |
|----------------------|----------|------|-------|
| 1 20 | | | |
| 73 2 40 - | 23 24 19 | Dec. | |
| 36 31 20 | 23 22 29 | | 25th. |
| 1 11 - | 1 50 | | 26th. |
| 36 30 9 | 1 50 | | |
| 15 46 + | 1.99203 | | |
| 36 45 55 | .56287 | | |
| 51 14 5 | 25.5490 | | |
| 23 23 49 | 23 24 19 | | |
| Latitude 76 37 54 N. | 30 1 | | |
| | 23 23 49 | | |

6h. P.M. Temperature + 38°. Wind, N.; 1. b. c. v.

7h. Bid our two sledge hands good-bye and started; launched the boat Boat journey. over the tide crack, now 8 feet wide, and loaded her upon the floe; lashed Reach the Eider Islands. the oars athwart, and commenced to launch over the floe. A beautiful calm night favoured us much, and enabled the best road to be picked out through the packed ice. We found cracks numerous, in some places six feet wide; the water lying upon the surface of the floe varying in depth from 1 foot to 3 inches.

In some of the cracks I measured the thickness of the smooth floe; it was from 5 feet to 4 feet 6 inches, having already lost a foot or 18 inches since the 18th June. Midnight, lunched.

Temperature + 36°. Wind, N.N.E.; 1 b. c. v.

Sunday, June 26th, A.M.—Wet as we necessarily were from splashing through the water, the raw cold of the morning from 1 to 3 obliged us to exert ourselves to keep moderately warm. As we approached the islands the ice showed symptoms of weakness, and we soon stood at the edge of a

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broad patch of water, teaming with eider duck. Crossing this, we reached the Eider Isles, and hauling our craft up, proceeded to search them. No signs of former visitors were found. They are of limestone formation, and show signs of being much worn away by the combined action of climate, strong tides which sweep the shores, and from the fearful pressure of the ice in this channel during the early winter. Birds were numerous (eider duck), but had only just commenced to form their nests, and consequently were very wild; we only shot one, and got a nest of five eggs, both of which were soon in the hands of our remorseless cook, whose skill in the culinary art seemed to consist in producing quantity—not quality—from his kettle.

A sea of water was seen to the southward and eastward from 7 to 8 miles distance; and we longed to get once again afloat upon it.

I have endeavoured in a preceding sketch to give an idea of our mode of encamping when without a tent, and thrown upon our own resources to keep snow and water from our beds. 6h. A.M. Temperature + 38°. Wind, N.; 2. b. c. v.


Course and dist. M. G. S. 63° E. 7½ miles.

At Cairn on S. Eider, now Hooker Island.

| | | | | | |
|--------------------------------|---|---|---|---|----------------|
| The cairn bears from E. |  | C. Lady Franklin | - | - | S. 64 E. true. |
| Do. | | from Mt. Britannia |  | - | S. 48 W. |
| Do. | | from Cape Joy | × 5' to 6' | - | N. 39 W. |
| Do. | | from Cliff Head S. summit | 2½ | - | N. 14 E. |
| From Mt. Britannia |  | to N.E. × C. Lady Franklin | - | - | 99 19 |
| Do. | | to East Hill |  | - | 105 31 |
| Do. | | to N. summit of C. Lady Franklin | | - | 111 2 |
| Do. | | to Saffron Hill |  | - | 119 40 |
| Do. | | to N. × of John Barrow Island | | - | 43 13 |
| Do. | | to S. × of ditto | | - | 53 48 |
| Do. | | to N. × of Parker Island | | - | 65 8 |
| Do. | | to neck ditto | | - | 69 37 |
| Do. | | to S. × of Parker Island | | - | 76 9 |
| Do. | | to extreme of Water Island | | - | 78 46 |
| Do. | | Ditto | | - | 81 2 |
| Do. | | to Point Pleasure | × | - | 87 9 |
| Do. | | to Cape Becher | | - | 63 15 |
| Do. | | to Nose Bluff, S. × | | - | 36 23 |
| Do. | | to S. × of this island | | - | 76 55 |
| From East Hill |  | C. Lady Franklin to E. × of N. Eider Island | | - | 97 33 |
| Do. | | { to W. × of N. Eider Island | | - | 64 38 |
| | | { the N. × of S. Eider in line | | - | |
| Do. | | to S. summit of Cliff Head | | - | 102 58 |
| Do. | | to S. × of ditto | | - | 114 18 |
| Do. | | to depth of Cliff Harbour | | - | 116 40 |
| From S. × of Cliff Head | × | to × of Cape Joy | | - | 49 35 |
| Do. | | to highest point of ditto | | - | 28 7 |
| Do. | | to Point Pleasure | | - | 54 48 |
| From S. × of Nose Bluff summit | | to E. × of N. Eider Island | | - | 46 44 |


At cairn on S. Eider Island, with a sea horizon and dep. for 30 feet. Index error 1' 20". Obs. at 7h. 45m. AM., app. time.

| Chron. | Alt. | φ Bearing. |
|---------------|------------|--------------|
| 0h. 44m. 27s. | 28° 26' 0" | N. 86° W. |
| 0 45 56 | 28 32 | N. 86 W. |
| 0 47 32 30 | 28 38 | N. 85 30' W. |
| 0 48 53 | 28 43 30 | N. 84 W. |

=  Mt. Britannia 68° 11'

Same circumstances at 8h. A.M.

| Chron. | Alt. | |
|----------------|---------|--|
| 0h. 54m. 7s. + | 28° 59' | } With the rate of July 24th (page 33.) } Long. 98° 23' 00" W. } φ N. 83° W. |
| 0 54 39 + | 29 1 30 | |
| 0 55 14 + | 29 3 20 | |

=  Nose Bluff S. × high - - - 40° 30'

At Noon. Glass Art. Horizon. Index error $1^{\circ} 30'$ sub.

\odot 73 12 30
 \odot 1 30 cor. Dec. $23^{\circ} 21' 52''$

73 11
 36 35 30 \odot
 1 11 \triangle Saffron Hill $108^{\circ} 33'$

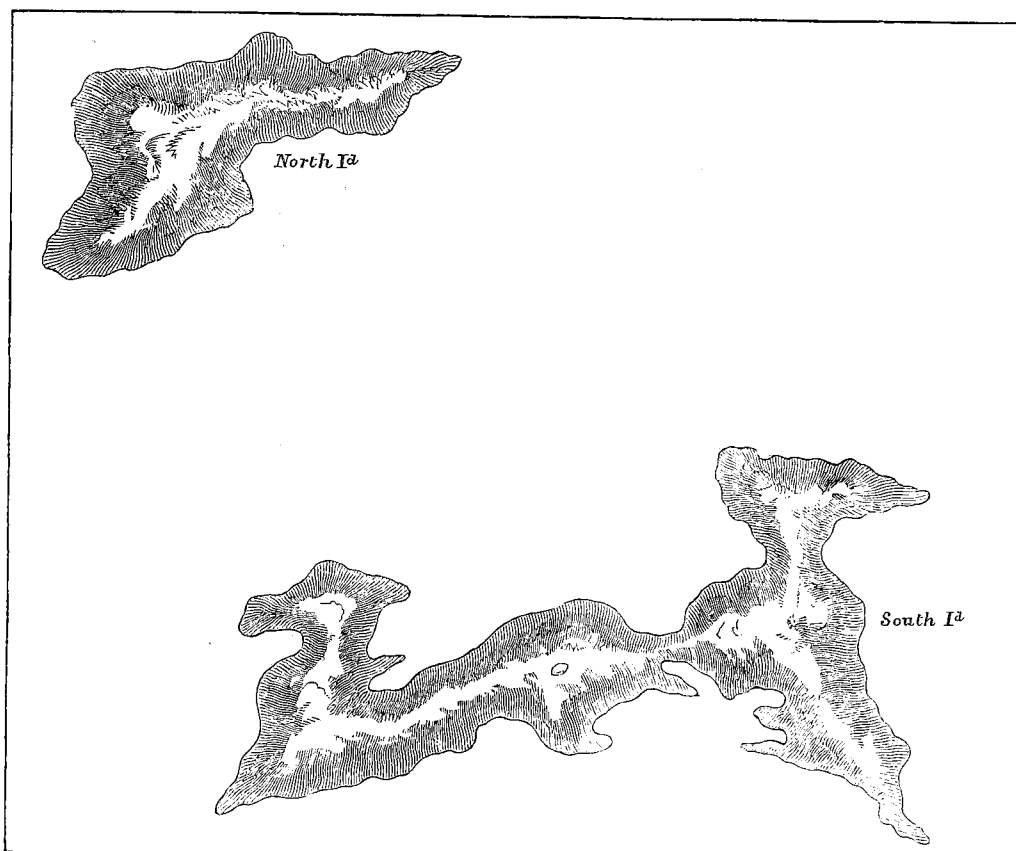
36 34 19 \odot
 15 46 + \triangle Point Pleasure $46^{\circ} 9'$

36 50 5
 53 9 55

23 21 52

Lat. 76 31 47 N.

Noon ϕ N. $19^{\circ} 30'$ W. = $160^{\circ} 30'$ W.



An eye sketch of the Hooker Islands. The Queen's Channel.
 S. Island lies about W.N.W. and E.S.E.; N. Island lies about W. by N. and E. by S.

6h. Temperature $+ 40^{\circ}$. Wind, N.N.W.; 2. b. c. v.

7h. Started, launching over the ice, working in for Cape Joy to avoid heavy pack. The evening was beautifully clear. A peculiar shaped hill to the eastward of Nose Bluff was remarkable in outline, and I think it might perhaps have been Sir John Barrow's Monument of Penny, in 1851. The west coast here is very steep from Saffron Hill to Cape Joy; so much so, that a wide tide crack from 8 to 12 feet wide exists, and appears to have been open a long time, a perfectly beaten path of bear-tracks showing it was much frequented by those animals in search of seals.

Midnight, $+ 36^{\circ}$. Wind, N.W.; 3. b. c. v.

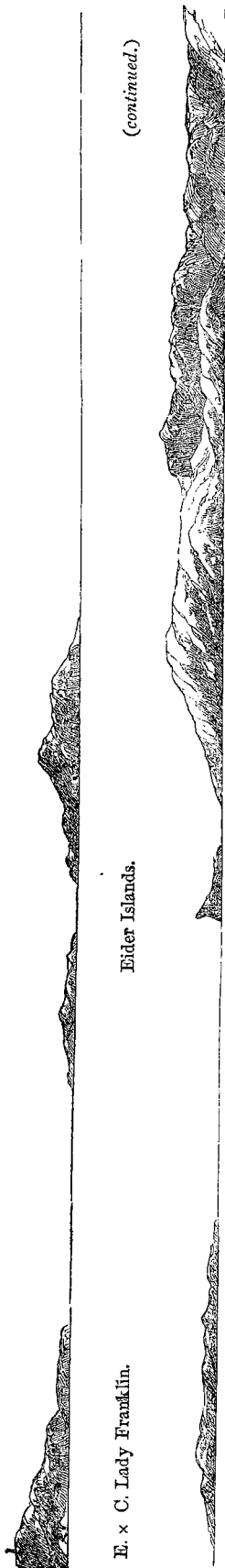
Monday, June 27th.—0h. 45m. A.M. Lunched, and then tried to effect a landing; found I could not, the boat not being long enough for a bridge; crossed a small bay, and reached weak ice; boat broke in, launched and dragged her ahead into open water; cheered on reaching it; several female walrus rose and snorted at us, and there were seen brent geese, duck, and tern in con-

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 mander Sherard Osborn.

Reach Cape Lady Franklin (of
 Renny, 1851) or Point Pleasure.

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The Northern Entrance of the Queen's Channel, looking to the Northward from S.E. x of Loney Island, Point Pleasure.




siderable numbers, but very shy. The coast was lined with a perfect wall of ice, 30 feet high vertically, and it was with some difficulty that a landing was effected. Hauled the craft out of water, and proceeded to erect a cairn, and examine the coast line down into a fine inlet, which opened from Queen's Channel into this neighbourhood, and ran round behind Joy Island, now Loney Island; observed a round of angles at the cairn; saw some deer grazing on the high land; George Wicketts and M'Arthur brought in 2 brent geese, and we had a hearty dinner, the increased rations thus afforded having the best effect upon the health and strength of my crew; the smell of salt water, too, which washed cheerily before us, did us all much good.

6h. A.M. Temperature + 41°. Wind, W.N.W.; 2. b. c. m.
Course, M.G. S. 40° E. 10 miles.
Observed during the day for lat. and long.

Angles at Point Pleasure Cairn :

| | | | | | |
|---|---|-----------------------------|---|----|-------|
| Pioneer Island |  | to High S. x of Nose Bluff* | - | 48 | 0 |
| Ditto | to East Hill  | Cape Lady Franklin | - | 72 | 37 |
| Ditto | to N. x of Lady Franklin Peninsula | | - | 69 | 37 |
| Ditto | to Mount Britannia  | | - | 11 | 36 |
| Ditto | to Spit Point extreme | | - | 2 | 54 |
| Ditto | to extremes of N. Eider Island | | - | 56 | 48 |
| Ditto | ditto ditto | | - | 61 | 31 |
| Ditto | to extremes of S. Eider Island | | - | 64 | 42 |
| Ditto | ditto ditto | | - | 67 | 30 |
| Ditto | to Cape Joy, Loney Island | | - | 73 | 35 |
| Ditto | to extremes of John Barrow Island | | - | 42 | 5 |
| Ditto | ditto ditto | | - | 60 | 18 |
| Ditto | to extremes of Water Island | | - | 57 | 18 |
| Ditto | ditto ditto | | - | 67 | 50 |
| Ditto | to N. extreme of Parker Island | | - | 74 | 50 |
| Ditto | to neck centre | | - | 83 | 50 |
| Ditto | to S. extreme of Parker Island | | - | 99 | 38 |
| Ditto | to Barrow Monument, centre summit | | - | 71 | 44 |
| From high S.E. x of Nose Bluff to Barrow Monument, centre summit | | | | - | 23 51 |
| From ditto (Nose Bluff) to S. x visible of the Western Coast, four and a half miles distant | | | | - | 83 3 |

Note.—Every indication of a large water space and packed ice within the limits of this last angle.


| | | |
|---|-------------|-------|
| From East Hill (Cape Lady Franklin)  | to depth of | |
| Water Sound visible | | 56 56 |
| Ditto to Point Pleasure (?) | | 60 0 |


Note.—From this cairn, Spit Point is open to the West of the N. x of the high land of Mount Britannia, and the cairn on the latter shows distinctly through the channel between Spit Island and Percy Peninsula. The Nose Bluff S. x is shut in 5° by N. x of John Barrow Island, but is seen over it.

At 9h. 50m. A.M. app. time with Glass Artificial Horizon. Index error 1'.20" sub.

| Chron. | | | Alt. \odot | | |
|--------|----|------|--------------|----|----|
| h. | m. | s. | | | |
| 2 | 29 | 55 | 66 | 44 | 0 |
| 2 | 30 | 22 | 66 | 46 | 0 |
| 2 | 30 | 57 | 66 | 48 | 0 |
| 2 | 31 | 25 | 66 | 49 | 30 |
| 2 | 32 | 8 | 66 | 53 | 30 |
| 2 | 32 | 45 | 66 | 55 | 0 |
| <hr/> | | | <hr/> | | |
| 2 | 33 | 28.5 | 67 | 0 | 0 |

N. 63½ W =

=  Spit Point 110° 42'

=  Pioneer 112 0

Vide note to the last sights.
With A. sights the long. observed is 98° 44' W. wrong; the fault evidently lies in the artificial horizon, as the sights with the sea hor. at Eider Island come out so well.

Noon. Obs. merid. altitude. Index error 1' 15" sub.

$$\begin{array}{r} \odot \\ \ominus \end{array} \begin{array}{r} 73 \ 10 \ 0 \\ 1 \ 15 \\ \hline \end{array}$$



Cor. Dec. 23° 19' 34" N.

$$\begin{array}{r} 73 \ 8 \ 45 \\ 36 \ 34 \ 22 \\ 1 \ 11 \\ \hline \end{array}$$

$$\begin{array}{r} 36 \ 33 \ 11 \\ 15 \ 46 \\ \hline \end{array}$$

$$\begin{array}{r} 36 \ 48 \ 57 \\ 53 \ 11 \ 3 \\ 23 \ 19 \ 34 \\ \hline \end{array}$$

Lat. 76 30 37 N.

Noon. ϕ N. 22° 30' W. = - - - 157° 30' westerly.*  High summit of S. \times of Nose Bluff 107° 30' False Cairn? - - - 117° 12' Cairn of S. Eider Island - - - 123° 48'

Appearance of Water Island in Queen's Channel.

6h. P.M. Temperature + 41°. Wind, N.W.; 1. b. c. v.

Deposited a document in the cairn, and then launched and loaded the boat; the tide running to the eastward and ebbing. Yesterday A.M. the flood appeared to come from the westward, and high water about 9h. A.M. Sailing and pulling, we first went off to Water Island; found it piled round with ice, so as to make a landing difficult. Great numbers of silvery gulls breeding here, and the island was covered with nests of one description of wild fowl and another. The island is about $1\frac{1}{2}$ miles in circumference, and appears to have been the sport of the heavy flocs and fierce tides of this neighbourhood. Ridge upon ridge of gravel and limestone had been pressed around the beach line, or in places lofty piles of broken floe showed how fearful had been the strain. Picked up about 50 eggs, of different sorts; found most of them partially hatched and uneatable. Finding no traces here we struck over for the N. \times of John Barrow Island (at first I took it to be a second Parker Island). Water smooth and the night cold. Wind north-easterly. Reached within half a mile of the shore, when we came to the edge of the pack formed of heavy ice, much broken up, and as a lee tide was running, we could neither pull nor track through it; the broken state of it rendered crossing it on foot impracticable, and I therefore contented myself in running down its edge sufficiently close to examine the coast.

Search Barrow and Parker Islands on the western shore, and reach Point Pinnacle.

Tuesday, June 28th. A.M.—Midnight. Temperature, + 36°. Wind, N.W.; 4. q. b. c. v.

Aided by wind and tide, and still unable to land, we ran down the west shore of both Parker and Barrow Islands, when we were brought up by the pack leading across ahead; hauled out for the westward. The breeze and tide freshening fast, the latter running full 3 knots per hour, and giving us much ado to keep from being cast upon the lee ice, with the chance of being staved; indeed, in one place we were set bodily down upon it, smashed our oars, and for a time were in much danger. The edge of the ice carried us back again to Water Sound, which I was not sorry for, as it enabled me to take up the search of the coast line where I had left off. 5h. Reached an inshore lead and followed it down to where the packed ice rested against the land, at a point 9 miles S. of last night's station. 6h. Landed, thoroughly cold and wet, and not sorry to be able to move our cramped limbs once more. Leaving two hands to prepare the supper, we ascended

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mander Sherard Osborn.

Continued from last March.


the point of the Organ range. From it (500 feet high) Cape Becher, Robert Inglis Bay, and indeed the whole N.E. coast as far round as Pioneer Island was distinctly visible, and Dundas and Baillie Hamilton Island were seen dancing in the mirage.

Bear Island was seen to the S.S.E., and looked about 3 miles long. I have since named this after my lamented friend and messmate, Des Vœux, of the "Erebus." This coast appears to become less elevated as it goes southward, but the beach is evidently steep, and lined with a wall of ice. The prospect for my journey was not cheering; broken and cross-laid pack was before me, with nothing like a lead of water, although there were many small pools of water. The land is now so saturated with moisture as to resemble a bog; and looking into the interior, the eye gazed upon an undulating country, filled with lakes, and reeking with vapour from excess of water. Had a regal supper of brent goose and preserved meats, and boiled eggs in the tea kettle. *Mem.*: in future remember to be sure the eggs are *sound* before putting them in the tea.


6h. A.M. Temperature + 37°. Wind, N.W.; 5. b. c. m.


The cooks volunteered to search the beach. They returned at 8h. 30m., bringing in a few small pieces of drift pine, 6 inches long, some good specimens of coal, and a small platter, evidently scooped by *manual labour* out of pudding stone, no doubt lost here by some wandering Esquimaux in by-gone times. The pack pressing heavily upon the coast during the A.M.

Courses M. G. N.E. 6'. S.S.W. 6'. W. 6 and S.E. 8 miles. Total 26 miles, and walked 4 or 5 more.

Point Pinnacle low 


Nose Bluff S. x is seen over Parker Island, and 3° 30' South of its (Parker's) North extreme.

| | | |
|--|---|--------|
| From Nose Bluff high S. x to Mt. Britannia  | - | 29° 2' |
| Do. to N. of Parker Island | - | 3 30 |
| Do. to extremes of neck | - | 5 46 |
| Do. Do. | - | 14 25 |
| Do. to S. extreme of Parker Island | - | 30 35 |
| (Query) Do. to S. x of Water Sound | - | 51 25 |

The cairn on the hill was S. 45° W. 1'; of the above ; from it observed:





| | | |
|---|---|----------|
| Nose Bluff, &c. to S. x of this coast visible | - | 118° 24' |
| Do. to cent. of Bear Des Vœux Island | - | 93 52 |
| Do. to cent. of Cheyne Islands | - | 113 25 |

Noon. With Glass Art. Hor. and Index of 1' 20" sub.

| | |
|--|-------------|
| Obs. mer. alt.  | 73° 14' 0" |
| | 1 15 |
| | 73 12 45 |
| | 36 36 22 |
| | 1 11 |
| | 36 35 11 |
| | 15 46 + |
| | 36 50 57 |
| | 53 9 3 |
| | 23 16 45 |
| | 76 25 48 N. |

Cor. Dec.
23° 16' 45" N

Reach Venison Bluff.

| | | |
|---|---|----------|
| Nose Bluff S. high x  | - | 119° 22' |
| ? Cape Becher  | - | 76 7? |
| W. x of Rob. Inglis Bay  | - | 86 30 |
| ? Des Vœux Island  | - | 51 0 |

P.M. Temperature + 40°. Wind, S.W.; 1 b. c.

Whilst building a cairn to-day on the Pinnacle, I had to decide between a continuation of the boat journey, or trying to march, carrying our gear along the beach line. I decided in favour of the former, on account of the steep nature of the coast line and the wet marshy state of the land. Saw many deer grazing inland; they appear now to keep to the high ground.

Launched, loaded, and started at 8h. p.m., alternately dragging the boat over pack, and shooting across cracks. Heavy piles of hummocks now and then, the crew working admirably, and, sailor like, amused with the novelty of their work, and in it forgetting half the labour. 10h. We crossed the mouth of the largest river I have seen on Bathurst Land, it was full 120 yards wide, and discharged a great body of water into the sea, keeping a space of clear water nearly three quarters of a mile wide before it; and in it terns, kittiwakes, seal, and numerous eider duck were feeding.

Proceedings of Com-
mander Sherard Osborn.

Had a fruitless walk after a fine herd of deer, the fawns as usual leading the herd away.

Midnight. Temperature + 38°. The surface of the water was freezing, both salt and fresh.

Noon, 29th June.

Observed mer. alt. Index error. 1' 20" sub.

\odot 73° 21' 30"

1 20

73 20 10

36 40 5

Cor. Dec.
23° 13' 35" N.

1 11

36 38 54

15 46

36 54 40

53 5 20

Dec. 23 13 35

Lat. 76 18 55 N.

ϕ N. 21° 30' W. = 158° 30' westerly variation.

Wednesday, A.M. 29th.—Our progress was necessarily slow, but whenever I landed I had good reason for feeling satisfied that we should not have gone a bit faster had we tried a land journey. What snow was left was soft and knee deep, and the ground near the beach composed of swamp and patches of stony limestone, standing up like *chevaux-de-frise*. Deer in great numbers seen feeding upon the hills. 5 o'clock. Walking over a range of hills, I was delighted upon looking over the crest to find myself within range of a fine herd of deer, mainly does with full grown fawns. Knocked over two of the largest with my short Minié rifle, and badly wounded two others, by breaking the fore shoulder; the latter went off, however, on three legs as well as an English deer would upon four. Encamped and sent up for the game. They each weighed 120lbs. without skin or offal, and one was in very fine condition. I need not say we eat heartily, and found the flesh better than any mutton I had ever eaten. The winter coat, now of a dull ash colour, was loose, and came away in handfuls, leaving underneath a handsome dun or bay colour.—Does have horns as well as bucks, though not so large. Saw the Cheyne Islands very distinctly; they are low, and would be very dangerous to vessels drifting with the pack of this channel.

6h. A.M. Temperature + 40°. Wind, N.W.; 4. o. m. q. t.

Course, M. G. S.S.W. 7 miles.

Temperature + 36°. Wind, N.; 7. q. o. f.

Breakfasted, and started over the ice under sail, and dragging; unable to see the lead for the islets I decided upon taking them on my road back, and at present to search the coast line down. Found the ice very decayed, seldom more than a foot thick. Favoured by a strong gale our pace was rapid, every one exerting themselves to the utmost to keep warm; for wet as we necessarily were, and the water freezing as it did the major part of the night, acted like a spur. Passed some low points and strong rapids discharging themselves into the hollow of the bay. Towards midnight the breeze slackened, and the fog lifted, showing us much water in the offing;

Reach near the south extreme
of Reindeer Bay.

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mander Sherard Osborn.

but tight packed ice upon our line of route. Continued launching and dragging, taking our own road through thick and thin.

Midnight. Temperature + 34°. Wind, N.; 4 q. o. c. m.
Surface water (possibly fresh) freezing hard.

Thursday 30th. A.M.—1h. Passed the mouth of a large water-course running from the westward; it had cut a road through the ice of half a mile broad; crossed this, and landed on a patch of fixed ice very much decayed, intersected with heavy ridges of hummocks, and full of seal holes. Bear tracks numerous. In the fog a fine she bear and two cubs approached within 60 yards. A Minié ball which I fired at her passed right through her from the left shoulder to the hip, yet, although the blood was streaming from her, she contrived to go off at a surprising rate. We followed for a distance, but had to return to the sledge to prevent it being touched by other bears, no less than three large ones being in sight. 4h. 45m. Reached the south extreme of the bay. Gale freshening. Landed, and encamped, heartily tired, wet, and cold. I have kept to-day a sharp look out for Dr. Goodsir's cairns, but seen none. The coast line of the southern half of this bay is very uniform. It is one steep and continuous slope of 45°, not more than 300 feet high, intersected by ravines, having large water-courses in them, which form at their mouths low off-lying points of gravel and detritus from the interior. Coal is found in these ravines, and the high ground appears to be limestone overlaying sandstone strata, between or amongst which there is coal, and a calcareous deposit resembling fine pipeclay or plaster of Paris. Water was seen running down channel, but too far off shore for me to use in searching the coast. The rise and fall at springs is about 8 feet.

6h. A.M. Temperature + 34°. Wind, N.; 5. q. o. f. m.

Course and distance, M. G. S. 45° E. ? 10 miles. Over 12 miles of ice.

Several bears were prowling about and watching us. Seals, I suppose, were plentiful, for they did not approach within shot; although I was anxious to get one for his blubber, having but a short allowance of fat for fuel, now that for the present our banian days were over.

6h. A.M. Temperature, + 36°. Wind, N.W.; 1. o. c. m.

The temperature was steady at + 36° during the day. Breakfasted on venison steaks. I am happy to say that all the symptoms of scurvy which threatened some time since, have improved much, and all are picking up health and strength. Started over very heavy ice, having deep water upon it. Many deer and fawns feeding upon the high land. In attempting to land at Bear Point, where there is a bit of glacier, I fell in between it and the floe edge, some eight feet below the surface of the ice; fortunately, the men saw me stumble, and helped me out, for the steep sides defied all my efforts. Wetted and broke the glass of my prismatic compass; indeed it had been almost useless for some time, and was now totally done up. Having no change of clothes with us, I was rigged by my crew until they had wrung the clothes, and for the rest of the night I enjoyed a practical application of the hydropathic system, the temperature being + 36°, and ice forming rapidly as high as one's shins.

Midnight, + 30°. Wind, N.W.; 2. o. c. m.

Friday, A.M., July 1st.—Observed occasional loom of land to the north-east. Cape Becher and Dundas Island seen occasionally. Foiled in an attempt to try and reach Bear Island, I had to keep along the coast line, returning owing to the heavy nature of the hummocks upon my outward tract. Disappointed at the want of a lead of water for my boat and at our slow progress in spite of every exertion on the part of my crew, I am determined at the first good opportunity to drop my boat and to make a push for it with the hand sledge. 4h. 30m. Reached a spot fit for a camp; the beach hitherto very steep and rocky. Encamped. Tried to cross a plain on foot to a hill in the interior; unable to do so for a powerful stream of water, which nearly swept me away. A good deal of coal, both of the ordinary nature and other of a close jetty nature like English sea coal, was found near us. Boiled our tea to-night with an Arctic coal fire! Saw

Reach Driftwood Bay.

many deer feeding on the hills ; we had, however, quite as much weight as we could drag, and the deer were therefore not disturbed.

6h. A.M. Temperature, +45°. Wind, W.; 2. o. s.

Course M.G. 5 miles S. by E. and 5'. S.W.

6h. A.M. Temperature, 44°. Wind, W.S.W.; 2. c. m. o.

7h. Started, the floes having during the night opened a good deal, and leads varying from 20 to 30 feet wide, showing off to the eastward. I continued to drag the boat ahead. Observed a long low point, which proved to be the south \times (true) of Bear Point. Found every crack in the floe alive with terns ; they were feeding upon the shrimp, so plentiful in these waters. The land is becoming less elevated as we progress, and the hills, of 200 and 300 feet elevation, recede some miles into the interior, leaving a series of terraces, rich in Arctic vegetation, and intersected by numerous ravines. The beach is still, however, abrupt, and appears to be washed by a strong tideway. Shoals are numerous, I think, being much hidden by the ice. Midnight. Temperature 40°. W.; 4. o. g. m.

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mander Sherard Osborn.

Marmot Bay Station.

Saturday A.M., *July 2d.*—Saw some shoals and the *Cub* lying off the bay, and S. of the *Bear*. Made sail to a rattling breeze, and, favoured by the ice, we went along at a good pace until 3h. 30m. A.M., when, seeing some drift wood lying about, which it was important should be examined, I halted and encamped, dispersing the men along the beach to bring all in they could find. Walking inland to try and obtain a view off some high land, I was startled to see a she bear and two cubs some distance inland. Watching them carefully, I was not a little interested to see the mother applying her gigantic muscular power to turning over the large blocks of sandstone which strewed the plain, and under which the unlucky marmots at this season take shelter. Directly the she bear lifted the stones, which she did by sitting upon her hams and pulling them towards her with her fore paws, the cubs rushed in and seized their prey, tossing them up in the air in their wantonness. After repeating this operation until the young fry must have made a very moderate meal, I was glad to witness the bear's mode of suckling her young ; a sight, I should think, rarely seen. Seated on her haunches, with the back bone arched, so as to bring the breasts (which were situated between the shoulders) as low as possible, the youngsters suckled away in a standing attitude. Anxious to secure this family party, we proceeded to burn all sorts of strong smelling articles ; and at last she brought her babes down, though very warily, and when more than 100 yards off turned away, evidently suspicious. Following her I contrived at about 150 yards to pass a ball (*Minié*) through her body, abaft the shoulder. The cubs at once made off, though I should think they had not long been born, being about the size of an Irish retriever. Joined by a couple of the men (*Hall* and *Wicketts*) who soon outstripped me, we eventually after a long chase came up with her ; the brute, seeing she could not escape, had apparently made up her mind to wait for us behind a range of hummocks. When close to her, I learnt that they had one shot each left in their guns ; and as the men longed to go in at her, we walked up, the brute most artfully hiding her body so as to get us within reach for her rush. The wonderful similarity of colour between the fur of the bear and the snow, facilitated her manœuvre, and we were within 30 yards of her when she rose. It was a ticklish moment, for the brute was venomous from desperation. The men behaved very coolly, however, merely saying to one another, "Steady ;" *Hall* fired, but only grazed her ; she still came on, when *Geo. Wicketts* with my *Minié*, (which I thought he was fully entitled to fire after so successfully bringing the brute to bay) struck her smartly in the fore shoulder. With a snap of the teeth, which it was satisfactory to know was not on ourselves, she turned round, and staggering along, fell into her lair again ; and we returned to the boat to send the small sledge for the blubber, after our dinner.

A Bear hunt in Marmot Bay.

6h. A.M. Temperature, +42°. Wind, W.N.W.; 5. q. o. (p. 5.)

Course M.G. South, 7½ miles.



The people up until noon bringing in the prey. The she bear was not fat, and her skin in poor condition. Whilst they were skinning her, the poor

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mander Sherard Osborn.

wretches of cubs ran up whining to their dead mother, and were killed by the men.

Noon. Passing snow squalls.

Observed the following angles:—

| | | |
|---|--|--------------|
|  | From sun to cent. Bear Island - - - - | 121° 30' |
|  | Do. to cent. of the Cub - - - - | 71 48 |
| | True bearing roughly of centre of Bear Island - - | S. 121 30 E. |
| | From centre of Bear Island to Low Bear Point N. x of Bay | 28 22 |
| | Ditto to left tangent of Barrow Monument - | 14 27 |
| | Left tangent Barrow Mon. to N. x of Marmot Bay - - | 13 30 |
| | Ditto to the Top Knot - - - - | 22 25 |
| | Ditto to East x of a distant island - - - - | 50 27 |
| | Ditto to W. x of ditto - - - - | 45 22 |
| | Ditto to E. x of ditto - - - - | 34 40 |
| | Ditto to W. x of ditto - - - - | 27 54 |

Note—This Barrow Monument forms the S. head of the inlet between Northumberland Sound and Robert Inglis Bay.

| | | |
|--|--|---------------|
| | Cub. True bearing roughly - - - - | S. 71° 48' E. |
| | From centre of Cub to S. x of Foul Water Bay - - | 57 12 |
| | From S. x of Foul Water Bay to a Shoal? - - | 44 16 |
| | Ditto to extremities of Long Island - - | 42 47 |
| | Ditto ditto - - - - | 31 4 |

Noon. Observed an indifferent meridian altitude with Glass Artificial Horizon.
Index Error - - - - 1° 20'

| | | |
|----------------------------|------------|-------------------|
| Observed Meridian Altitude | ° ' " | φ N. 19° 30' W. ? |
| | 73 26 0 | Var. 160° W. |
| | 1 20 | |
| | 73 24 40 | |
| | 36 42 20 | |
| | 1 11— | |
| | 36 41 9 | |
| | 15 46 + | |
| | 36 56 55 | |
| | 53 3 5 | |
| | 23 1 38 | |
| Latitude | 76 4 43 N. | |

Note.—By angles observed and account as well as a mean of observation with those of July 8th, I consider my true latitude to-day as 76° 0' N.

6h. Temperature +39°. Wind, N.W.; 5. o. c. m.

8h. Breakfasted. Skinned and flinched the bears, obtaining only 25lbs. of fuel.

Midnight. Temperature, 35°. Wind, N.W.; 5. q. o. p. m.

Sunday, July 3d. A.M.—Observed Barrow Monument for a few minutes, and obtained the above bearings; erected a cairn, sand and sods of earth being the only articles procurable. Sent out a party to search for driftwood; they brought in a good deal. The carpenter reports it all as drift pine larch (probably American); stacked it to dry for our return. Read divine service. Searched about eight miles of coast line.

6h. A.M. Temperature, +36°. Wind, W.N.W.; 5. o. q. c. m.

6h. P.M. Temperature +40°. Wind, S.; 6. o. c.

As we advanced to-day, the floe became sounder and less worn by the action of tide, although it was cracked across and much broken up in places by shoals. 10h. Reached a crack, found the clean edge of the ice 8 feet thick; marked the place. The coast is now less indented, and extremely low; the trend of it about S. by E., with a great and perplexing similarity between the small projecting points. The beach for the most part flat and sandy; the snow having melted off it above the floe-edge, I am enabled to detect, from the presence of weeds, shells, molluses, &c., far above the spring tide mark, that a considerable sea-wash must have occurred during the autumn

In Driftwood Bay, the West
shore of Queen's Channel.

of 1852. Found one piece of drift pine, with the root end attached nearly 4 feet long, and from 6 inches to 4 inches in diameter.

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mander Sherard Osborn.

Midnight. The Top Knot hill bore \ominus S. 25° E. = N. 3° W. true.

The south point visible \oplus N. 25° W. S. 6° E.
Temperature +38°. Wind, S.; 8. o. t.

Monday A.M. July 4th.—Blowing hard directly against us. Eider duck and tern might be shot in considerable numbers, I think, if we required them, and for mere sport I have no time. The crew have plenty to do, and I am busy searching coast line, walking up and down the slopes of the hill. The land is wonderfully saturated with moisture, except near the water courses, which serve to drain their neighbourhood. On every terrace there is a lake or pool of water, rich in algæ, and forming the favourite feeding places of brent geese and king eider ducks; the common eider keeps more to sea. 5h. Landed and encamped, securing our hurricane house as well as possible for a gale, which gradually freshened up and blew during the day with great violence. It was a strange sight to see the mimic sea, which overspread the floe, and frozen pack, washing around the hummocks and breaking as if it was open water. Picked up a good deal of wood, very old, much worn by friction against ice or rocks, and so saturated with sea water as to refuse to light.

6h. A.M. Temperature +41°. Wind, 8 o. c. Freshening gale.

Course and distance, M.G. S. 8°. E. 8 miles.

Heavy S.W. gale during the day; slackening towards evening.

6h. P.M. Temperature +37°. Wind, S.S.W.; 6. f.

I had now, properly speaking, only one day's provision left for my outward journey; but feeling the importance of reaching, if possible, the cairns erected by Dr. Goodsir, I determined to quit the boat and to make two expeditious marches along shore upon foot. Erected a cairn, and placed in cache all my provisions, except 4 days; placed this, with our blanket bags, upon the small sledge and started. 9h. The fog lifted, and I obtained the annexed rough bearings. As I reached the S. point of Driftwood Bay, we found the points of the land more salient, and numerous cracks obliged us occasionally to take to the land. At or near Rapid Point we came to the bed of a rapid nearly half a mile across; it had cut a broad lane out into the floe, pointing for the northern extremity of the land or island to the eastward, and I thought it best to try and cross it, and in the attempt learnt a lesson; for we all soused in up to our middles, found the very ground under our feet driving down to the sea, it being nothing but gravel and stones, and with some difficulty recovered *terra firma*. Making a long détour we eventually got round the river rapid, and had in so doing the amusement of frightening a half-grown bear who was watching some seals. Midnight. Temperature +35°; Wind, S.S.E.; 3. b. c. m.

Enter Foul Weather Bay, sight
Table Mount (query) Mac
Dougall's Wood Island.

9h. P.M. Observed the following true bearings by Admiral Beaufort's book, (compass useless):

| | | | |
|-------------|-----------|-----------|--------------|
| Last Camp | - - - - - | N. 15° W. | |
| Point Rapid | - - - - - | S. 15° E. | |
| Long Island | - - - - - | S. 35° E. | } 10' or 12' |
| Ditto | - - - - - | S. 25° E. | |

Tuesday, July 5th.—A.M. A round, table-topped, and isolated hill showed over and beyond the farther side of the fine sound which now commenced to open to the westward. Deceived by the apparent distance, I at first struck across, but the gale freshened so fast, with a cutting sleet squall now and then, that I thought it best to edge in to the westward, and finish the sound, so as to be sure of not passing anything. The ice was now heavy and aged-looking, without being hummocky. At the seal holes it measured generally 7 feet, and they are always in the weakest part. The surface was covered with weed, shrimps, shells, and other sea-wreck, blanched from age; and in some places the weed had dug deep holes down into the ice of two and three feet deep, which holes must, I think, have been formed in former seasons. The quiescent state of the floe I accounted for by the position of this bay, which is situated in the *elbow* of Queen's Channel, like that of Alfred Bay, nearly opposite to it; and from having land, barring it from pressure to the eastward

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mander Sherard Osborn.

Searching Foul Weather Bay.

5h. Reached a convenient place, and encamped as best we could; the mode I have described in the next day's operations.

6h. 3m. A.M. Temperature S.S.E.; 6. c. m. t. Occasionally squalls of sleet; heavy rain and strong squalls throughout the day.

At 6h. P.M., temperature +36°; Wind S.S.W.; 5h. Heavy rain. Too thick to do anything; held on for awhile to see if the weather would improve. All of us extremely wet and cramped. The hurricane house was rigged as follows:—Having chosen the driest spot I could find, the stones were nicely trimmed by hand, and our blankets laid side by side to show the ground they would occupy, taking care to place the feet to windward. A trench was then dug round, to act as a drain to the establishment; and after our meal was done, we got into our bags (nearly stripped to the buff, for all our clothes were wet), and hauled the waterproof cloth taut over, one man remaining outside to pile sand and stones round the edge of the cloth. One of the men was suffering from acute rheumatism, which almost paralysed his right side and arm. A slight cessation about midnight enabled us to finish the examination of this bay, finding nothing beyond satisfying myself of the continuity of the land around it. Midnight. Temperature? Raining heavily, with thick weather. Saw Table Hill occasionally between the squalls.



Noble Hill, Foul Weather Bay. The farthest land seen to the southward in Queen's Channel
July 6th, 1853.

Wednesday, July 6th. A.M.—The bay is in outline as follows: The beach is steep on the north shore, as well as the south; but the back land in the former recedes more with a series of intervening terraces, than it does in the latter. Water-courses are numerous, but not large, except at the bottom of the bay, where there is a flat valley between the hills, having a very tortuous course north-westerly. At one part of the south side, near the middle, there is a series of small cliffs, 50 or 60 feet high. Wringing wet were all the crew as they returned; some had fallen in with a large herd of deer, and many marmots had been picked up under stones—a trick we learned from the bears. The hurricane house was neither wind nor watertight; but that was in accordance with the rule for such domiciles, and the men took it good naturedly. I was quite thrown down by a painful attack brought on by wet and exposure. Determined to hold on 24 hours, in hopes of a cessation in the rain and a break in the weather which would repay me for a walk to the Round or Table Hill; for it was to be our “turn again,” I could plainly see.

6h. A.M. Temperature +39°. Wind, N.E.; 1. Rain and mist.
Course M.G. Round the bay, 15 miles.

6h. P.M.; Temperature +36°. Wind calm; raining heavily.

Detained by bad weather.

A dense mist with heavy rain throughout the day; the bay is one great sheet of water. Breakfasted; all hands complaining of aching bones, and much done up from the incessant state of wet they have been in for the last 48 hours.

Midnight. Temperature +35°. Wind, N.W.; 3. o. m. Sleet.

Return towards grand dépôt.

Thursday, July 7th, A.M.—It is now necessary that I should return directly the weather moderates, in order that I may keep my appointment of reaching Cape Lady Franklin on the 15th—eight days hence—in time to take Captain Richards across, his boat being unfit for risking the passage of Queen's Channel in.

4h. A.M. The rain ceased, and we immediately packed up and started back, the weather still as thick as possible; and all of us shivering from the cold wind acting upon our wet clothing. I regret much not being able to reach the Round-Topped Hill, which was about 11 miles south of my tent place; as, on my return to the ship, I was struck with the probability, from my relative position with respect to both Goodsir's and MacDougall's farthest, that it might have been the latter's Wood Island, whilst the

former must of a certainty have made a more northerly course than he supposed. Left a small cairn, the best I could form, using all the stones I could find in the neighbourhood, and depositing a record in an empty cocoa tin. 11h. 45m., A.M. Halted and encamped at boat station after a rapid march. The sun came out and we revelled in its warmth, taking off our saturated clothes and spreading them out to dry. I found the rain had quite washed down a cairn of earth formed here.

Proceedings of Com-
mander Sherard Osborn.

Noon, temperature - - - - - Sun + 51°
Shade + 44°

Wind, S.; s. c. m. t. Observed a meridian altitude. Walked 13 miles, N.E. and N.W.

The wood I had picked up and stacked served for fuel to-night, mixed with bear fat; the largest pieces were respectively 3 feet and 2 feet 6 inches long, and 5 inches, and 4 inches diameter. One fragment of oak and one of birch were picked up; specimens of all were preserved. Some very aged pieces were found 40 to 20 feet above the sea level, on ancient beaches, I suspect.

Observed with Glass Artificial Horizon. Weather not very favourable. Index error -1' 20".

Meridian Altitude \odot 73° 0' 30"
 \odot 1 20 Cor. Dec. 22° 33' 42" N.

72 59 10
36 29 35 ϕ N. 22° W. = 158° W.
1 12 -

36 28 23
15 46 +

36 44 9
53 15 51
22 33 42

Latitude 75 49 33 North.
M Rt. Limb to N. \times of Long Island - - - - - 77° 58'.
N. \times of Long Island to S. \times of Foul Water Bay, 15 to 18 miles dis. 57° 50'.
From ditto to \times S. of Long Island, or main, 25 miles dis. 39° 16' 30".
Ditto to N. \times of Marmot Bay - - - - - 101° 45'.
Ditto to Top Knot hill - - - - - 103° 40'.

Note.—This station is about 8 miles due North of my cairn, and 13 miles North of the farthest point reached by my party in searching.

DAY TRAVELLING.

Friday, July 8th.—6h. A.M. Temperature + 44°. Wind, S.; 3. b. c. m. Marmot Bay station, west coast of the Queen's Channel.

Circumstances now rendered it advisable to adopt day travelling, and there is no longer any fear of people becoming snow blind. Strong frost during the night; $\frac{1}{4}$ of an inch of ice formed on the pools; visited a shoal *fleur d'eau*. A very clear morning; could, however, see nothing of Baillie Hamilton Island, and the high land is too far for me to go to it. Saw the high land of north shore of Queen's Channel, bearing N.E. by N. true, very indistinct. 10h. Lunched. I walked on with my instruments to repeat my observations at the cairn of the 2d July. Found it washed down; obtained a very fair meridian altitude, the mean of the latitude obtained by it, and that observed on July 2d., placed me in 76° N., which agrees very well with the latitude by account.

1h. 30m. P.M. The boat arrived; encamped. Saw during my walk to-day the spot whereon a deer had lately been destroyed by wolves; the blood was still fresh upon the bones, and scraps of skin had been left undevoured; I had probably frightened the brutes off, and yet had never seen them. Had a long walk after a fine buck and doe, but could not succeed in getting within shot of them. Employed erecting a good-sized cairn of earth and clay; walling it in with sod of turf and saxifrage. It commenced to snow soon after we arrived, and continued to do so up to midnight.

6h. P.M. Temperature + 38°. Wind, S.; 5. Snow.

Course and distance M. G. N. 10 miles.

Midnight + 36°. Wind, S.; 3. Fog.

II, I i

Proceedings of Com-
mander Sherard Osborn.

Some bones of deer left by us in this spot had attracted the keen sight and smell of numerous silvery gulls of large size, and the brutes kept us awake all night fighting over the carrion. All we could do was to turn out and pelt them, for of powder and shot we could not afford to expend the few remaining charges for such a purpose; their cry was, I think, the most discordant bird noise I ever heard.

Noon. Observations by Glass. Artificial Horizon, and an Index Error of 1' 20" sub.

72 38 30

1 20 sub.

72 37 10

36 18 35 Cor. Dec. 22° 26' 5" N.

1 12—

36 17 23

15 46 +

36 33 9

53 26 51

22 26 5 N.

Latitude 75 52 56 N.

Bear Point, west coast of the
Queen's Channel.

Saturday, July 9th.—6h. Temperature +37°. Wind, S.; 1. Dense fog.
5h. Breakfasted at 5h. 30m. Started, hauling out to the N.E., to try and get through the pack to Bear Island; heavy hummocks with deep holes of water prevented us, and gave much labour. Touched at another shoal formed off a ravine or watercourse in the land. Temperature steady at +37° during the day, but it felt cold and chilly unless we were dragging or exerting ourselves.—N.B. There was no sun visible at noon.

1h. P.M. Reached a crack off Bear Point, which led away N.E. considerably north of the island, and apparently a large body of water in Queen's Channel; the wish, however, to obtain some angles at Bear Point, should it clear up, induced me to haul in for it; and at 2h. 30m. P.M. I encamped, after crossing the mouth of a large ravine, which was discharging a fine body of water into the sea.

6h. Temperature +38°. Wind, S.S.E.; 4. o. c. m.

The fog lifted, and showed an extent of water in the offing across Reindeer Bay; the Cheyne Islands were in clear water, and the ice northward of us was now a perfect pack, either loose or tight according to circumstances. Picked up a piece of drift wood, a foot long and four inches in girth, half a mile from the sea and fifty feet above high-water mark of spring tides. Saw many deer feeding on the high ground; indeed I can safely say, that whenever I have looked landward, there was seldom five miles of coast without a herd of deer upon it.

Course M. G. 10 miles N. by E.

Sunday, July 10th.—5h. Breakfasted and started.

Searching the Cheyne Islands
in the Queen's Channel.

6h. Temperature +36°. Wind, N.E.; 4. Foggy. Dragging the boat over the broken ice (some of it very weak and treacherous), passed a place where a seal had been killed by a bear; launched into the water. The wind being now dead-in, and the ice moving rapidly with the tide, we had constantly to keep launching her across necks of ice, and where the water was a-clear, we had quite enough to do to make headway.

9h. The fog lifted, showing much water to the eastward and northward. About noon landed on the S. extremity of the Cheyne Islands, observing the water to be shoal within half a mile of the extreme, and much grounded ice round. The current was now running south two and a half miles per hour, and the water rising upon the beach; searched and found no traces of former visitors. The place was covered with eider ducks' nests, the numerous small but deep lakes of fresh water doubtless serving for the callow broods to exercise in. Procured 100 eggs; shot several terns and three ducks. Started for the Cent. Island; reached it; found a strong tide ripple between the islets, and signs of shoal water. Encamped here to notice the

set of tide, and to allow a lane of water to open ahead. Found this island, like the others, low and flat, containing many pools of fresh water, and almost alive with eider ducks; used all the remainder of our shot and some stones, with which thirteen birds were procured, and picked up 154 eggs, making in all 254 eggs. About a moiety of these we subsequently found to be bad; but the rest were a great treat, though to any but a Polar appetite, I doubt not but they would have been uncommonly strong. The ducks I could not eat; the females were poor and lean, the drakes coarse and rank.

6h. P.M. Temperature +38°. Wind, N.E. by N.; 1. o. m. p.

Course and distance M. G. 5 E. and 5 miles N.

Heavy rain during the night. This island is the only one on which I found Esquimaux traces, or indeed saw any since leaving Northumberland Sound; it consisted of the remains of a cache, which I erected into a cairn. Observed tide to run south and flood until 3 P.M. north, and ebb until 9 P.M. On the 11th July, tide ran south and ebbed until 3h. 30m. A.M.

Monday, July 11th.—5h. Had a glorious breakfast, the men in a perfect state of ecstasy at the land of plenty they had now for the first time fallen into since leaving Stromness; started to the northward against the tide, which was still running.

6h. Temperature +57°. Wind, N.W.; 2. o. c. t. The tides puzzle me, but it is best to record them as they are found, and leave the rest to be decided hereafter. I have no faith in the direction of the flood as laid down by long-shore observation; it is only in the stream that its true direction can be decided. 8h. Reached North Cheyne Islet. Great number of terns breeding here. It is composed entirely of limestone, much broken up and barren, the bare and heated stones serving to hatch the eggs of these hardy little birds, who build no nest, but merely drop one or two eggs (never more) and keep constant watch over them without appearing to set upon them. The ice came rapidly down channel at 9 o'clock, just after we had started again and taken the lead; it was a wild sight, and only to be seen in the strong tideways of this channel. We just got on a large floe piece in time, when, with the noise of a charge of cavalry, the ice closed. We had plenty to do, and began working ahead and going in for the land, to prevent being swept down channel; but the recollection of that scene will not be easily effaced from my mind. The sullen booming of the floe pieces as they broke up under pressure, the up-heaving of huge masses, and the life-like vitality communicated to surrounding ice, said very plainly that the silent scene of a frozen sea was now going to be changed for the angry one of an Arctic autumn. 12h. 30m. The wind gradually lulled, and by certain well known signs to the southward a gale was fast brewing from that quarter. We made a hurried lunch, and after four hours' heavy dragging over moving pack, reached a narrow lead of water by the river. Favoured by a lead of water, we pulled rapidly along, passing through a space of water alive with kittiwakes, who must have a feeding and breeding place close here. The ice was closing rapidly in upon Point Pinnacle as we rounded it, and by 5 o'clock we were snug ashore and watching with no small satisfaction the havoc amongst the ice in the offing.

6h. P.M. Temperature +30°. Wind, S.; 2. to 4. o. f.

Course and distance M. G. 5 miles W. 10 miles N.

10h. P.M. Wind shifted suddenly to the northward.

Tuesday, July 12th.—During the last night the ice came in with great violence upon the coast, breaking away and sweeping into the pack the lofty masses of floe piled up along shore, as well as large fragments of an embryo glacier which fringes the coast line. 5h. Breakfasted.

6h. A.M. Temperature +35°. Wind, N. by E.; 3. o. c. m.

The wind in the offing looks to be N.W. It was high water at 5h. 30m. A.M. Launched upon the pack, which was travelling southward with violence, alternately nipping and easing. It required all the skill and coolness of an experienced set of men to handle the boat in such a position. No less than three times had we to haul the boat upon the grounded ice, to prevent being crushed as the pack suddenly rushed in; at other times, when crossing over a drifting floe piece, heavy pressure round its edge

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mander Sherard Osborn.

Reach Point Pinnacle in the
Queen's Channel.

Reach the south side of Lonsy
Island in the Queen's Channel.

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would break it into fragments, obliging every nerve to be exerted to keep our craft from being caught between the upturning masses; in addition to which, we had to work against the stream and a strong breeze, in six hours making only $3\frac{1}{2}$ miles of northing. As we opened Water Sound the clear water showed out, but on reaching it we found a strong gale, against which it was barely possible to pull and track; whilst occasionally a field of ice would come sweeping down with terrific violence. At noon I was rounding a point against which one of the fields was *coach-wheeling*; some strain suddenly occurred at the far end, and although the floe piece was 4 feet thick, and the point whereon it pressed steep (fully an angle of 45°), I was astonished to see it run fairly up for many yards upon the beach, and then break up, and roll back fragment upon fragment, forming a wall of ice, outside which the floe (now broken off) passed along, and left a fringe of ice where a few minutes before there had been a clear coast line. Hauling gradually in, I examined Water Sound, and decided on passing inside of Joy Island (Loney) to-morrow. Seals were very numerous here, but exceedingly shy; they had all assumed their summer coats. The Greenlanders in my party said they were all bladder-noses and saddle-backs. Saw many deer feeding around this sound, and shot a Brent goose or two. 3h. Reached the Narrows, hauled up for the north shore, and encamped. Observed the skeleton of a large and old bear on the high ground.

6h. P.M. Temperature $+ 36^\circ$. Wind, N.W.; 6. to 8. W.; o. m. g.

Course and distance M.G. Along shore, round East Water Sound, 12 miles. Dragged and pulled, 20 miles.

Searching the Narrows and East Water Sound, now Carey Harbour, and return to Cape Lady Franklin.

Wednesday, July 13th.—5h. Breakfasted and started. Passed through the Narrows, boat dragging along one shore, myself searching the other; the ice within the Narrows very ancient. Opened out West Water Sound, a fine sweeping harbour, in which a navy might ride; skirted it round from point to point, but found nothing to denote it being often open, or ever having been visited before. Noon. Passed from the old ice again, on to the thin ice of Queen's Channel. Sighted a cairn upon the crest of Loney Island, denoting it to have been visited by some one since my departure; but seeing immediately afterwards a signal up at the east hill of Cape Lady Franklin, denoting that Captain Richards had returned, I hastened to reach the grand depôt this day. Lunched, and proceeded. Found the ice much improved, nearly all the water having drained off through cracks in the floe. Observed that the water had made up to the Eider Islands, and thence N.E. for Crescent Island. 4h. reached the east extremity of Cape Lady Franklin; hurried on, and found my two men all safe—Simon Dix very much better. Captain Richards arrived here on the July; and on the inst. Mr. Loney came across, having visited Hungry, Barrow, and Loney Islands, for angles connected with the survey of this channel, and brought orders for his recall immediately. I found similar ones (*vide* Appendix, No. 2, page 25) from Captain Richards; and the sledge having arrived, I prepared to comply with all despatch, for I have no wish to be cruising about in the pack of this channel with a well fagged crew.

6h. P.M. Temperature $+ 40^\circ$. Wind, N.W.; 2. b. c. v.

Course and distance M.G. Narrows, W.N.W. $4\frac{1}{2}$ miles; East Water Sound, N.W., $3\frac{1}{2}$ miles; to Cape Lady Franklin, N.N.W. 12 miles.

Reach Spit Island and find the Ships have left winter quarters.

Thursday, July 14th.—We slept but little, for the men had much news to hear—none more pleasing than the arrival of letters up to a late date from England, per "Isabel" (Captain Inglefield), *via* Bechey Island, and of his gloriously successful voyage up Jones's Strait and Smith Sound at the head of Baffin's Bay. The safety of Mr. Kennedy I was also glad to hear of. 5h. A.M. Made our breakfast. Provisioned for ten days, as there is a possibility of a long cruise before me. Buried the depôt. Closed the depôt cylinder, and depositing it on the hill, secured it carefully. Noticed a record, in Sir E. Belcher's writing, that no officer of this squadron was to touch the provisions of this depôt; necessity had already compelled that step to be taken, and my present position I trust justified me in acting to the best of my judgment. I see likewise that

Mr. Loney was sent to look for Captain Richards and myself, and recall them immediately. To prevent any future visitor—Collinson, for instance—supposing that either of us had been at any time lost or missing, I endorsed the document with the news that we had both this day left for Northumberland Sound.

6h. A.M. Temperature + 42°. Wind, N.W.; 3. b. v.

10h. Started, everything in the boat, which was now filled with gear, except the buffalo robe; it was decayed, and so rotten that I condemned it. Found we had quite as much as we could move over the ice. Simon Dix is far from strong. After six hours' severe labour, launched into clear water, close to North Eider Island. A perfect calm, and fine lead of water ahead. Pulling in watches, and taking our meals between the spells. Passed Barrow Island at 7h. P.M., and at 11h. P.M., after some difficulty in pulling to windward to get clear of ice off the south extremity of Spit Island, we landed near Spit Point. Heartily fatigued, of course; but as I had not told the crew of the probability of the vessels having started, they were in high spirits at so successful a run, and talked confidently of being with their shipmates to-morrow. I ascended the hill, and after a long and careful examination of Northumberland Sound and the neighbourhood, decided that the ships had started. The land floe was still fast in Northumberland Sound, and the canal which had been cut distinctly visible. Returned, and sent Jos. Organ (captain of sledge) to look; he returned, and confirmed my opinion.

Course and distance M.G. 9 miles S.E.

„ „ 22 miles N.N.E.

Friday, July 15th.—6h. A.M. Temperature + 41°. Wind, N.E.; 1. b. c. v.

Proceeded to the top of the island, accompanied by Joseph Organ; looked in every direction carefully, from Percy Mount to Village Point, without seeing them. Saw the cairn on Mount Beaufort and that of Loney Station alone standing, out of the many that have been erected. Returned to the boat, and started down channel; I should have gone round inside Spit Island, but that there was much ice there. 9h. A.M. After crossing a belt of pack we reached Cape Sir John Franklin (the ebb tide running). I ascended Percy Mount, and sent the boat round close inshore. Visited the cairn, and left a notice of my having passed in quest of the ships. Returned to the boat. 10h. Caught sight of two objects 15 or 20 miles distant, which looked like the vessels going to the south, under sail and steam. 1h. 30m. Reached Hungry Island, having pulled the whole way in a perfect calm; the wind was occasionally felt in cat's-paws, but not enough to serve us. Flood tide, made up to the northward, making but little headway, and the ice closing, hauled ashore to wait for turn of tide. Saw the vessels distinctly. Threw ourselves down on the gravel, and soon fell asleep. 5h. 30m. Roused out, and supped; touched at Long Island. Observed the vessels 6 miles distant, in loose pack. 10h. 15m. P.M. Reached the pack edge; commenced dragging and launching with much difficulty. Joined by a party of men from "Assistance," under Mr. Taylor, boatswain. 12h. or midnight. Reached the "Assistance;" cheered, &c. Found Sir Edward Belcher and all safe and sound, both in her and my own craft, the "Pioneer," to which I returned, as glad to see them all as they appeared to meet me. So ended my spring and summer journey; and although there is matter for congratulation that such lengthened operations as those of the Western Division have been, were attended with no casualties or deaths, still we have been unsuccessful in the object of our coming to these seas,—the discovery of Franklin, and, as far as we are concerned, all hope is now at an end; but I have yet one hope left, that either Captain M'Clintock or Meham may have been more fortunate. May God, in His infinite mercy, grant that it be so! Heaps of letters! I do not think I closed an eye this night.

Course and distance M.G. 25 miles S S.E.

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mander Sherard Osborn.



Mount Joy.

Point Pleasure.

Water Island.

From S. Eider Islands.

Reach the "Assistance" and
"Pioneer" 6 or 7 miles south of
Long Island on the East Coast
of the Queen's Channel.

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mander Sherard Osborn.

LIST of SPECIMENS of FOSSILS, and of GEOLOGICAL SPECIMENS collected by
Commander SHERARD OSBORN, 1853.

| No. | Nature. | Remarks. |
|-----|--|---|
| 1 | - - - | Query, Fossil Wood. Found on Spit Island, July 1853. |
| 1 B | Coal - - - | Found on S.W. shores of Queen's Channel, between lat. 76° N. and 75° 40' N.; sandstone plains and limestone hills. |
| 2 | Driftwood - | Small specimens of driftwood found on the S.W. shores of Queen's Channel, between lat. 76° 10' N. and 75° 40' N. |
| 2 B | Fossil - - | Found on a hill, close to Cape Lady Franklin; limestone prevailing; sandstone found in the low country; very abundant elsewhere. |
| 2 C | Sea Coal - - | Specimen of coal found about the tidal mark in 76° N., west shore of the Queen's Channel. |
| 3 | Slate Coal - | Found in considerable quantities on the limestone ridges rising from sandstone plains in lat. 76° 25' N. on the west coast of the Queen's Channel. |
| 3 B | Fossils - - | Abounding on the high lands about the neighbourhood of Cape Lady Franklin, Queen's Channel. |
| 4 | Coal - - - | A specimen from an island in the Queen's Channel. |
| 5 | - - - | Specimen of calcareous deposit found upon limestone hills in lat. 76° 36' N. long. 98' W., Queen's Channel. |
| 6 | Fossil Shells - | Found near Cape Fortune; sandstone prevailing. (N.B.—The last encrinites seen going westward.) |
| 7 | Fossil - - - | Found upon "The Sisters," a hill rising 425 feet above the sea in lat. 76° 45' N., lon. 100° 20' W.; limestone prevailing. |
| 8 | Fossil Shell - | Found 100 feet above the sea, on north coast of Bathurst Land, near Mount Solitary, lat. 76° 35' N., lon. 104° nearly. |
| 9 | Fossil Shell and prevailing rock | Found near and about the base of Mount Solitary, Bathurst Land, May 1853. |
| 10 | Fossil - - - | Bone, found in a sandstone ravine, east coast of Byam Martin Island. |
| 11 | Fossil Wood - | Being portion of a fossil tree found in a ravine near a hill in lat. 76° 33', lon. 105° W., Byam Martin Channel; sandstone country. |
| 12 | Fossil Shells - | Found on the low ridges of limestone, 50 feet above the sea, forming the N.E. extreme of the Byam Martin Channel. |
| 13 | Fossil Shell - | Found near the Rendezvous Hill, east shore of Byam Martin Channel. |
| 14 | Shells - - - | The only fossils seen on the north coast of Melville Island between Hecla and Fury Gulf and the Byam Martin Channel; they were found at a low point near the Bay of Promise, where the pressure from the floe appeared to have turned up a substratum of limestone. |
| 15 | Specimens of the prevailing formation. | Eleven parcels of the prevailing formation, which, under different conditions, forms the remarkable mass of elevated land called for the present Cape Nor'-West, Melville Island; the summit of the cape had a stratum of limestone, perhaps 50 feet deep, overlaying it. |
| 16 | Fossil Bone - | Broken off, the shoulder-bone perfect of a whale, found on an island off the north coast of Bathurst Land; the bones of the whale were about 50 feet above the sea. |

(Signed) SHERARD OSBORN,
Commander H.M.S. "Pioneer," Nov. 7th, 1853.

The above Collection was delivered over to Captain Sir Edward Belcher, C.B., by
Commander Richards, at 2 P.M. on Nov. 7th, 1853. S. O.

GENERAL REMARKS upon the ICE and FLOES from Cape Lady Franklin to the Entrance of Byam Martin Channel; or from lat. $76^{\circ} 40'$ N., and long. $99^{\circ} 0'$ W. nearly, to lat. $76^{\circ} 30'$ N., and long. $105^{\circ} 0'$ W. nearly.

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mander Sherard Osborn.

If a line be drawn with a pencil from Cape Lady Franklin westward, touching Ricard Island, along the north shore of the Osborn Group, and thence with a curve to the N.E. head of Byam Martin Channel, a very good idea of the line of demarcation between the old and young floes of the Arctic ocean will be formed.

Southward of such a line the ice exhibited signs of great age, its surface covered with hummocks, or knolls of ice more properly speaking, which, from their uniform rounded and polished appearance, had undoubtedly been formed by the action of repeated summer thaws, whilst, from the undisturbed look of the edge of the floe, whether within the islands, bays, or inlets, it was very evident that the said ice had not been forced in there, but was evidently formed in some bygone year, and had remained there ever since.

As to any person with our present knowledge of Arctic phenomena presuming to say whether such ice is of two, three, six, or a dozen years of age, I believe no approach to the truth could be arrived at, there being no distinctive mark to tell the age of one knoll from another, for its height, size, or colour, would depend much upon the neighbourhood in which it was formed, &c. All that can be said of a floe is that it is very old, or of one season; and to ice of the latter description we will now turn.

Bearing in mind the line first alluded to, *northward* of it in every direction, and for distances varying from 10 to 30 miles, packed ice was to be seen, and that portion of it that came under my own observation (*vide track*), as well as that which was sufficiently near for my glass to examine, was of one description, namely, *ice of one season*.

Hard, smooth, and close grained in places where it had been sheltered from pressure, it varied in thickness from 6 to 8 feet; in places which, from their cracking as early as the 15th of June 1853, I was able to see was acted upon by a strong tide, although nothing equal to the *race* of Queen's Channel.

These smooth belts, however, were rare; and in the offing, as far as eye or telescope could reach, a wildly-packed state of the floe ice was to be seen, denoting that during the severe autumnal and wintry gales that sea had been in motion—*open* I cannot conscientiously call it. None of this packed ice (and I measured much of it in the worst part of the Queen's Channel) ever exceeded 30 inches in thickness, which would, I think, agree with the average thickness of the floes in this latitude about the month of December; from which I infer that up to the end of that month this ice is constantly on the move at spring tides, or in heavy gales of wind.

GENERAL REMARKS upon the OCEANIC ICE North of Queen's Channel.

As early as the 3rd of May 1853, water made off Spit Island in the head of Queen's Channel; in May 1853 the North-east Division found the ice breaking down from weakness, and on the 12th of June 1853 I saw that the body of the ice northward was cracked, that those cracks had *opened* to 4 and 6 feet, which could only have been done by the floes being in motion; and strong signs of water, both in water fog and the flight of wild fowl, denoted the existence of water (open to a greater or smaller extent) in a northerly direction early in June.

The vitality in the ice of this region, at so early a date, the packed state of its surface, and the existence of open patches of water, were all *certainly* occasioned by one cause—that of the passage of a strong tidal wave in an east and west direction, which was rendered, from being pent up in narrow channels, a perfect mill-stream, the rise and fall of the spring tides being, withal, never more than 8 or 6 feet.

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mander Sherard Osborn.

The theory of an uncongealable *ocean* has received from *us* no confirmatory testimony, for the route of our journeys in 1853, whether easterly or westerly, were undoubtedly along a coast *northward* of which there existed much land, either in the shape of islands or an extensive continuous continent deeply indented with channels and fiords.

In *Byam Martin Channel*, as far south as lat. 76° N., the ice puzzled me much; and I saw nothing to guide me with certainty in forming an opinion of the age of the ice within it.

My opinion, though perhaps merely a rough hypothesis, is this: That *late* last season, *Byam Martin* was *open*, if not through into Barrow's Strait, it was so at its upper or northern entrance; the ice in it was not packed, but appeared as if after a very backward season, in which there had been but little thaw; the floes had broken and parted, and become again re cemented after lanes and leads of water had made between the loose floe pieces.

Between this channel and my farthest west (the east extreme of Hecla and Fury Gulf), the following circumstances render any opinion upon the ice purely local, and leading to no fair inference of the state of the ice in the *offing*, or of the degree of open water in the proper season.

From long. 106° to $109\frac{1}{2}^{\circ}$ W. the north coast of Melville Island will be seen to be entirely sheltered from the prevailing current (from west to east) of this portion of the Arctic zone, owing to which current I mainly attribute the yearly or periodic clearances of these seas; at the same time, the great bay formed between Cape North-West and Point Dormett is a wide but extensive receptacle for the broken ice, pack, or floes, which in the autumn or early winter are so much acted upon by the heavy easterly and south-east gales of that season of the year. To all appearance, the ice last winter only existed along shore, except in Wetherall and Sherard Bays, and there, especially the former, the ice was very old; for in the *offing* there was an appearance of *packed ice*, but we only fell in with *it* in and about North-West Cape.

In May, Lieutenant Hamilton found water making along shore, off the north extreme of the east side of Hecla and Fury Gulf. I saw it in the same month off both the northern points of *Byam Martin Channel*, showing, at any rate, that the ice was not of any extraordinary strength, and that an open season, according to the average sum of Arctic ones, might be expected here quite as much as any other part yet visited of these high latitudes.

REMARKS UPON ICE TIDES AND DRIFT within the Queen's Channel.

Strong tides rather than an early season, or a deep sea, are evidently the cause of this channel being so early broken up in the year, and so tardy in freezing over.

As early as the 22d March 1853, we found the ice in the fair-way of Queen's Channel excessively weak; and wherever the superincumbent weight of snow had forced the floe down, the tide was sure to have cut the latter away, leaving only dangerous and unsecure footing over the half-hardened surface of the snow. In many places we pushed our poles through into the rapid current of the channel; in others it broke through with our weight; and in one place there was a clear patch of water, fully an acre in extent.

That the main current, or stream of tide, sweeps alternately, like the course of a river, one coast and the other, is best shewn by the rapid disappearance of ice in one part of the channel, and its existence at the same time in a hard crystalline floe in others. The curvature of this stream, which alternately impinges upon one coast and the other until it strikes the N.E. extreme of this channel, and thence sweeps eastward, I have endeavoured to delineate in my annexed chart.

In the remarkably open season of 1852, a season which lasted to a late date, accompanied by heavy S.E. gales, and a proportionably high state of

temperature of air and water, in the months of October and November all the ice or floes situated in the main channels of this strait, as well as the neighbouring seas, were undoubtedly broken up; yet within many of the sounds, such as that of Sir R. Inglis, Barrow, Northumberland, Carey, and Foulweather, the floes remained undisturbed; whilst, upon many of the beaches, as witnessed by us in September 1852, on Hungry Island, and by the quantity of sea wreck found along the high-water mark in Driftwood Bay, there was a heavy sea running, unchecked by ice or other impediments.

The floe gives way earliest at the following points, as proved by the experience of Parry and Goodsir in 1851, and ourselves in 1853.

In the N.E. portion of the Queen's Channel, that is, off Spit, Pioneer and Crescent Islands; off Barrow, Parker, and Water Islands; thence southward, touching the east side of Cheyne Islands, down the coast of Dundas and Hamilton Islands, and along the Maury Channel, round Cape Philipps, to Cape De Haven: here, from some cause yet to be explained, the *early water* ceases.

However, so far, the reason is self-evident for the existence of water at so early a season; it is created by the strength of the tide acting upon the ice, after the temperature has risen so that the creation of new ice is no longer possible.

The TIDES.

Whether the tide sets from the direction of Barrow Straits for the flood, or down from the Northern Sea, is a question as yet, in my opinion, unsatisfactorily solved. Reference to my journal will show that upon the west shore the flood several times was seen to come from the N.W., whilst on the east shore it as decidedly came from the S.E. Wherever we had opportunities of testing the tide it was purely local; and there is always one great difficulty in the Arctic regions, in connection with tidal observations during the summer season, that the *surface-water* (*fresh*) is easily acted upon by the prevailing wind or by a coming breeze, for the current is always in advance of the wind, and that may often be against or across a strong gale.

There is another thing which should be borne in mind in reference to the tides of these seas, that there must be a major tide, which serves to carry off the superabundant waters, ice and floes, formed within their limits; otherwise, if the tides were of equal force, the accumulation would soon cause those much-talked of barriers to be as impenetrable as the most dismal minded Polar seer would wish. This major tide undoubtedly flows easterly and southerly, both in Queen's Channel and in the sea to the northward of it (*vide* Travelling Journal of 1852).

DOCUMENT left by Sir EDWARD BELCHER, C.B., on quitting the Queen's Channel.

"On the 18th day of August 1852, H.M.S. "Assistance," and tender, "Pioneer," under the direction of Captain Sir Edward Belcher, commanding the Arctic Searching Squadron, passed up this Channel and wintered in Northumberland Sound, lat. $76^{\circ} 51' N.$; long. $97^{\circ} 0' W.$ He afterwards explored, and took possession of lands, up to North Cornwall, in lat. $77^{\circ} 40' N.$ in the name of Her Most Gracious Majesty Victoria Queen of Great Britain and Ireland, &c. &c.

"In the spring of this year 1853, he pushed his parties to the S.W. up to Melville Island, and ascertained from a report from Captain Kellett, the safety of H.M.S. "Investigator" and crew at Banks Land.

"His own exploration, to the E. and N. E., carried him to the communication with Wellington Channel, $15^{\circ} N.W.$ of Point Hogarth; the communication of Jones's Strait with the Polar Sea, and the addition of the Victoria Archipelago to Her Majesty's territories in the Polar regions.

"The "Assistance" will return to Cape Becher and Beechy Island at the

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earliest possible chance after the return of the S.W. Division, hourly expected.

“ One marine died of abscess of lungs, during the winter ; otherwise the crew have continued healthy, and no casualties of note.

“ EDWARD BELCHER, Captain,

“ July, 5, 1853.

“ Commanding Arctic Expedition.”

[H. Briant, Printer, H.M.S. “ Assistance.”]

The DRIFT WOOD.

The fragments of drift pine found by us in 1851 on Pioneer Island and some other places, as well as that picked up by my party in Driftwood Bay, were all *very, very* old, and much broken up. My carpenter, who is a smart intelligent man, had opportunities of examining the largest pieces found by any one in our expedition (some of them 4 feet long, and 4 and 5 inches diameter); his opinion was that it was American larch. One piece was the root end of a tree; the root as well as the branches had all been broken off, and the knots, from their smooth and rounded appearance, had, I think, been long rubbed against ice or rocks. As American pine, there were two routes by which it is quite possible it may have travelled into this remote region. The one was from the Labrador shore, whence, under the influence of autumnal gales and the great influx of the warm water of the Atlantic, it is within the bounds of probability that this wood may in time have been swept here. Or else, the great discharge of water and drift wood from the Mackenzie River may sweep a small portion round the north-west extremity of Melville Island; and this would eventually travel to where we found it with the ice and superabundant waters of the Polar sea, when struggling to reach the Atlantic Ocean by Jones's or Baffin's Straits.

That at some remote date wood actually existed and trees grew in this latitude has, I presume, been placed beyond all doubt by the discovery of fossil wood in Banks Land, by the officers of Her Majesty's Ship “ Investigator,” and by myself, on the northern coast of Bathurst Island (latitude 76° 30' N.); but that was at a period far anterior to the creation of such wood as we found upon the beaches of Queen's Channel.

I since learn that Lieutenant Meham found extensive petrified remains of forests upon the south shore of Prince Patrick's Island.

COPIES of Report of Proceedings connected with the foregoing Journal.

Lieutenant OSBORN to Sir EDWARD BELCHER, C.B.

Off Cape Fortune, Lat. 76°. 30' N., Long. 102°. 30' W.
June 5th, 1853.

Sir,

The accompanying documents will to-day pass into the hands of Mr. May, to be carried with all despatch to Northumberland Sound. They came into my possession under the following circumstances.

On the 17th May I parted company from Capt. Richards in latitude 76°. 40' N., and longitude 109°. 40' W. His sledge was then completed in provisions, and Capt. Richards and crew all well, contemplating a farther search of 200 miles to the westward.

On May 23d, whilst examining a deep bay near Byam Martin Channel, I was overtaken by Lieut. Hamilton of the “ Resolute,” accompanied by a small sledge and two men. He, it seems, met Capt. Richards the very day we parted company; and from a note I received, I believe Captain Richards has proceeded to the “ Resolute,” his farther progress westward becoming needless owing to Capt. M'Clintock having taken that route early in April.

From the “ Resolute ” Capt. Richards will return to Boat Beach, on the west side of Byam Martin Channel, by the southern coast.

Lieut. Hamilton and myself then proceeded as rapidly as possible to the rendezvous cairn. It was reached on the 27th May, and on the same day Lieut. Hamilton departed with your despatches for Capt. Kellett and the Admiralty.

From Capt. Richards on his return you will of course receive detailed accounts of the proceedings of Capt. Kellett's division. The following brief notes of information collected from Lieut. Hamilton may in the meantime, however, be interesting.

The "Resolute" reached Winter Harbour and established a depôt of provisions there in September 1852. They then went into winter quarters at Dealy Island, Bridport Inlet. During the autumn depôts of provisions for sledges were formed at Port Nias and in Liddon Gulph. The notice of Captain M'Clure having visited Winter Harbour, the report of the proceedings of H. M. S. "Investigator," and her probable position in the Bay of Mercy were likewise discovered. The winter passed with only the loss of two men, one in the "Intrepid" and one in the "Resolute." On March 10th Lieut. Pim and Dr. Domville started for the Bay of Mercy, and on April 4th Captain M'Clintock started for the north-west, *via* Hecla and Fury Gulf, and Lieut. Mecham to the west along the south shore of Melville Island. Lieut. Hamilton likewise proceeded to establish a depôt at Cape Mudge, in order that the search eastward from thence might be carried out.

On April 19th Lieut. Pim returned to the "Resolute," accompanied by Captain M'Clure. The "Investigator" had been unable to get out of the Bay of Mercy last year, and arrangements had been made for the major portion of the crew to desert the ship on the 15th April, Captain M'Clure intending to remain with some of the strongest hands for another year.

The necessity for the former measure was of course put a stop to by the fortunate arrival of the "Resolute" at Melville Island; and the invalids of the "Investigator" were, when Lieut. Hamilton left, daily expected at Dealy Island.

According to my original instructions from Capt. Richards, I was to have gone direct to Cape Lady Franklin, and thence examine to the eastward, leaving him to finish the search in this neighbourhood. Under present circumstances I deem it advisable, in the first place, to search the bights west of Cape Lady Franklin, in order that Capt. Richards may be enabled to make a direct course, and that you may be the sooner put in possession of the intelligence he will have brought from Captain Kellett.

I regret to say that as yet no traces of the missing ships have been met with

I remain, &c.
(Signed) SHERARD OSBORN,
Lieutenant, &c.

Report No. 2, being the sequel to the above, given in to Sir EDWARD BELCHER, C.B., per order contained in a Letter (D. 2).

Lieutenant OSBORN to Sir EDWARD BELCHER, C.B.

Sir,

H. M. S. "Pioneer," off Cape Osborn,
Sept. 26th, 1853.

My letter of the 5th June, forwarded with other documents by Lieut May, will have put you in possession of all information I had to communicate up to that date.

Having desired Lieut. May to proceed with all despatch to Northumberland Sound, I divided my crew into two parties, and sent Joseph Organ, captain of the sledge, with one, to replenish a depôt of provisions for Capt. Richards under Cape Fortune, and to search a bay in its neighbourhood. I took my place as a dragging-hand with the other party, and proceeded to establish a small *cache* under the S. W. entrance of Deception Island.

This service was hardly completed when, with great rapidity, summer came in upon us, with its usual sequents of heavy travelling, deep water, and soft snow upon the floe. Continuing to follow up the close examination

Proceedings of Com-
mander Sherard Osborn.

of the shores within the Deception Group, it was not until the 13th June that we reached the West Sister.

From the summit of that hill, 400 feet above the sea, I obtained a good view to the northward. The packed ice (for no extensive floes were to be seen) was evidently formed of light ice of last season, and decaying fast, cracks very numerous, and a strong appearance of land extending to the westward of North Cornwall.

About this time a disease, which assumed, as far as I can form an idea, the appearance of scurvy, showed in my party, Simon Dix (R. M.) and myself being the sufferers. A little rest, and the fortunate procuring of some game, which varied as well as added to our fare, checked the disease with me, but in Dix's case he became perfectly unable to drag, and had to walk in after the sledge to Cape Lady Franklin, where we arrived on the 18th June.

On the 20th June, with the "Tender" sledge and two men, I proceeded to examine a sound to the south of Cape Lady Franklin, and to reconnoitre the ice in Queen's Channel. This service was completed by the evening of the 24th; and I saw, from the appearance of much water, and a moving pack in the channel, that a boat journey could now only be effected to the S. S. E.

The sick man being still too unwell to move, I determined to leave him at the depôt with the captain of my sledge, Joseph Organ, in charge, and to proceed myself with the whale boat and five remaining hands in the execution of my orders.

The reduction of the men occasioned a proportionate diminution in the number of days' provision we could carry; and I found that, although we went without tent and robes or spare gear, still, at the average weight of 260 lbs. per man, there could only be carried twenty days' provision.

If favoured by open water, however, there was ample reason to suppose we should be successful, and accordingly, all arrangements completed, we started on the 25th June down the Queen's Channel.

The strong tides and rapid motion of the pack, as well as the much decayed state of the fixed ice, where there was such, rendered our work extremely laborious. By the 7th day of July, being the twelfth day of my outward journey, I had searched the coast as far south as latitude $75^{\circ} 37' N.$, and into longitude $97^{\circ} 40' W.$, and it, with some islands visited, comprised a coast line of about 130 miles in extent, without finding any traces of the lost expedition, and my position was far within the limits of Dr. Goodsir's journey.

No cairns were to be found, but that I can easily account for, the coast being for the most part a low sandy shore, where materials for constructing cairns were difficult to procure. The frozen soil had to be used, and it easily crumbles away. Indeed, some of my own washed down in the course of a week.

The party were suffering more or less from constant wet and exposure, when I determined, as I had already exceeded my period for the outward journey by two days, to return.

Aided by some fair leads of water, I reached Cape Lady Franklin on the night of the 13th July 1853. I there found my two men, the sick man having improved much under an abundant issue of lime juice, and the frequent use of warm baths for his legs.

I was delighted to hear of Captain Richards' successful and rapid journey from Dealy Island to Cape Lady Franklin, and from that officer I received orders to return immediately (Enclosure No. 2), he having been recalled to Northumberland Sound.

Having complied with the instructions relative to securing the depôt, and completed provisions for ten days, I started with all my party equipment and the whale-boat on the 14th July for Northumberland Sound.

Reaching with heavy labour the water off the Eider Islands, we took advantage of a fine opening which led to the eastward, and, after thirteen hours work, landed on the west side of Spit Island.

Ascending that island, I saw the fast floe in Northumberland Sound, and the canal through which the ships had cut out, but could see nothing of them, either there or in any other direction. On the 15th July, after another careful search for the ships, I concluded they had started south, and accordingly proceeded to the other rendezvous mentioned in Captain Richards' orders, touching at Percy Mount to leave a record of my having passed.

Proceedings of Com-
mander Sherard Osborn.

A little before noon we observed the ships, but a contrary tide and a calm obliged me to hold on at Hungry Island for a few hours, after which I started, and, aided by a party sent from H. M. S. "Assistance," under Mr. Taylor (boatswain), I reached the vessels at midnight.

Such, Sir, is a brief account of my proceedings ; it only remains for me to call to your notice the unvarying good conduct and unflagging zeal of my crew.

During the long course of 97 days, and over a route which I roughly estimate at 935 miles, and including the journey in March to establish the depôt, makes a total of 104 days sledge service, and a journey exceeding a thousand miles, all of them behaved admirably ; but I beg especially to call to your notice Joseph Organ, captain of the sledge, and I. Q. M. James Hall, gunner's mate, and George Walker, carpenter's mate.

I remain, &c.

(Signed) SHERARD OSBORN, Commander,
Late in charge of H.M. Sledge "John Barrow."

ABSTRACT of the DAILY DISTANCES accomplished during 1853, by Sledge Parties under command of
SHERARD OSBORN, Commander H.M.S. "Pioneer."—ARCTIC REGIONS.

| Nature of Journey. | Date. | Estimated distance travelled in straight lines. | Nos. of Hours travelled daily. | Nos. of Hours actually resting daily. | REMARKS. |
|--|----------|---|--------------------------------|---|---|
| Establishing the Depot. | 1853. | Miles. | Hours. | Hours. | |
| | March 22 | 6½ | 6 | 14 | |
| | " 23 | 5 | 9 | 12 | |
| | " 24 | 10 | 9½ | 12 | |
| | " 25 | 6½ | 9½ | 13 | |
| | " 26 | 5 | 4½ | 16 | |
| | " 27 | 7 | 5 | 12 | |
| | " 28 | 15 | 10½ | 12 | |
| " 29 | 10½ | 9½ | - | - | Return to "Pioneer." |
| | 8 days | 65½ | 63½ | 91 | |
| In South-western Division of Sledges—to Melville Island. | April 10 | 6 | 5½ | 10 | |
| | " 11 | 6 | 8 | 14 | |
| | " 12 | 8 | 10 | 13 | |
| | " 13 | 6 | 9½ | 14 | |
| | " 14 | 6 | 9½ | 14 | |
| | " 15 | 10 | 10¼ | 12 | |
| | " 16 | 3 | 3 | 10 | |
| | " 17 | 7 | 10 | 12 | Form the 1st cache. Mr. Grove leaves us here. Bad weather. |
| | " 18 | 7 | 9½ | 12 | |
| | " 19 | 6 | 9½ | 12 | |
| | " 20 | 8 | 10¼ | 12 | |
| | " 21 | 6½ | 10¼ | 12 | |
| | " 22 | 9 | 11 | 12 | |
| | " 23 | 9 | 10½ | 12 | |
| | " 24 | 6 | 8½ | 12 | |
| | " 25 | 4 | 5 | 12 | |
| | " 26 | 6 | 8½ | 12 | Form the 2d cache at Cape Fortune. Dr. Lyall leaves the division. |
| | " 27 | 7 | 9½ | 12 | |
| | " 28 | 8 | 10 | 12 | |
| | " 29 | 8½ | 11 | 12 | |
| | " 30 | 5½ | 8 | 12 | Form the 3d cache. Byam Martin Channel. Mr. Herbert leaves the division. |
| | May 1 | 6 | 9½ | 12 | |
| | " 2 | 6½ | 9½ | 12 | |
| | " 3 | 7½ | 10 | 12 | |
| | " 4 | 8 | 10 | 12 | |
| | " 5 | 7½ | 8½ | 12 | |
| | " 6 | 1 | 1 | 12 | |
| | " 7 | 8¼ | 10 | 12 | Form the 4th cache and boat station (Melville Island). Lieut. May leaves. |
| | " 8 | 8 | 10½ | 12 | |
| | " 9 | 5½ | 7 | 12 | |
| | " 10 | 7 | 9½ | 12 | |
| " 11 | 7 | 8¼ | 12 | | |
| " 12 | 8 | 10 | 8 | | |
| " 13 | 6½ | 8½ | 12 | Form the 5th cache. River Point Melville Island. | |
| " 14 | 10 | 10 | 12 | | |
| " 15 | 8 | 10 | 12 | | |
| " 16 | 6 | 6½ | 12 | | |
| " 17* | 13 | 9½ | 12 | * Form the 6th cache, and part company from Captain Richards at Cape Nor.-West. | |
| " 18 | 13 | 10 | 12 | | |
| " 19 | 9 | 8 | 12 | | |
| " 20 | 11 | 9 | 12 | | |
| " 21 | 14 | 10 | 12 | | |
| " 22 | 12 | 9½ | 12 | | |
| " 23 | 11 | 9¾ | 12 | | |
| " 24 | 12 | 9¼ | 12 | | |
| " 25 | 11 | 10½ | 12 | | |
| " 26 | 6 | 8¾ | 12 | | |
| " 27 | 12 | 11½ | 12 | | |
| " 28 | 8 | 6 | 12 | | |
| " 29 | 13 | 10½ | 12 | | |
| " 30 | 0 | 0 | 0 | | |
| " 31 | 13 | 9 | 12 | Detained by a gale of wind. | |
| June 1 | 10 | 9½ | 12 | | |
| " 2 | 3 | 2 | 12 | | |
| " 3 | 12 | 12 | 12 | At Cape Fortune. | |
| " 4 | 9 | 7 | 12 | | |
| " 5 | 9 + 13 | 8 | 12 | | |
| " 6 | 3 + 14 | 10 | 12 | | |
| " 7 | 0 + 14 | 11 | 15 | | |
| | 59 days | 455¼ + 41 | 517 | 698 | Walked 15 miles in 11 hours over the hills of West Deception Island. |

Abstract of Daily Distances, &c.—*continued.*

| Nature of Journey. | Estimated distance travelled in straight lines. | Nos. of Hours travelled daily. | Nos. of Hours actually resting daily. | Date. | REMARKS. | |
|--|--|--------------------------------|---------------------------------------|--------|---|---|
| South-western Division of Sledges—Queen's Channel. | Miles. | Hours. | Hours. | 1853. | | |
| | 10 + 7 | 10 | 12 | June 8 | | |
| | 8 + 18 | 8 | 15 | " 9 | | |
| | 7 | 10 | 12 | " 10 | | |
| | 10 | 9½ | 12 | " 11 | | |
| | 12 | 11 | 11 | " 12 | | |
| | 10 | 9 | 12 | " 13 | | |
| | 10 | 9 | 12 | " 14 | | |
| | 14 | 9 | 12 | " 15 | | |
| | 14 | 9 | 12 | " 16 | | |
| | 12 | 9 | 12 | " 17 | | |
| | 4 | 5 | 12 | " 18 | | |
| | 0 | 0 | 0 | " 19 | Reached Cape Lady Franklin and made this a day of rest.—Sunday. | |
| | 10 | 10 | 12 | " 20 | | |
| | 11 | 10 | 12 | " 21 | | |
| | 12 | 10 | 12 | " 22 | | |
| | 5 | 4 | 12 | " 23 | | |
| | 0 | 0 | 0 | " 24 | Arranging provisions, preparing boat and repairing gear. | |
| | 7½ | 10 | 12 | " 25 | | |
| | 10 | 10 | 12 | " 26 | | |
| | 26 | 12 | 12 | " 27 | | |
| | 7 | 9 | 12 | " 28 | | |
| | 8 | 9½ | 12 | " 29 | | |
| | 10 | 9½ | 12 | " 30 | | |
| | 7½ | 9 | 12 | July 1 | | |
| | 8 | 9 | 12 | " 2 | | |
| | 8 | 9 | 12 | " 3 | | |
| | 13 | 11 | 12 | " 4 | | |
| | 15 | 9 | 12 | " 5 | Examining Foul Water Bay. | |
| | 0 | 0 | 0 | " 6 | Detained by rain and bad weather. | |
| | 13 | 8 | 12 | " 7 | | |
| | 10 | 9 | 12 | " 8 | | |
| | 8 | 9 | 12 | " 9 | | |
| | 10 | 8 | 12 | " 10 | | |
| | 15 | 11 | 12 | " 11 | | |
| | 10 | 9 | 12 | " 12 | | |
| | 20 | 11 | 12 | " 13 | | |
| | 31 | 14 | 8 | " 14 | | |
| | 25 | 15 | 0 | " 15 | Reach the "Pioneer" at midnight. | |
| | | 18 + 418 | 333½ | 406 | 38 days. | |
| | Total | 922 | 850 | 1,104 | 97 days. | |
| | Opening communication with Beechey Island, and carrying Despatches.* | 7 | 11½ | 12 | Sept. 11 | |
| | | 3½ | 4 | 12 | " 12 | People repairing sledge and aiding Dr. Lyall. |
| | | 13 | 9¾ | 12 | " 13 | |
| | | 13 | 10 | 12 | " 14 | |
| | | 13 | 12 | 12 | " 15 | |
| | | 2½ | 1½ | 0 | " 16 | On board "North Star," Beechey Island. |
| | | 5 | 5 | 12 | " 17 | |
| | | 5 | 8½ | 12 | " 18 | |
| | | 5 | 6 | 12 | " 19 | |
| | | 10 | 10 | 12 | " 20 | |
| | | 15 | 10 | 12 | " 21 | |
| | | 15 | 11 | 0 | " 22 | |
| | | 106 | 108¼ | 120 | 12 days. | |

TOTAL OF TRAVELLING, A.D. 1853.

| Days. | Miles. | Hours March. | Hours at Rest. | REMARKS. |
|-------|--------|--------------|----------------|---|
| 117 | 1,093 | 1,022¼ | 1,315 | This I fully expect to see yet exceeded by 500 miles and 40 days. |

* For detail of this journey, see Journal and Log No. 3.

Proceedings of
Mr. Blair Grove.

Enclosure No. 22. of Sir Edward Belcher's Letter.

Mr. J. B. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.,

Her Majesty's Ship "Assistance," Wellington Channel,
August 19th, 1853.

Sir,

I have the honour to enclose you the journal of Her Majesty's sledge "The Dauntless," from the 2d of May 1853 to the 20th June inclusive, and trust it will meet with your approbation.

I have, &c.
(Signed) JAS. BLAIR GROVE, Mate.

Sir EDWARD BELCHER, C.B., to Mr. J. B. GROVE, Mate, commanding Her Majesty's Sledge "Dauntless."

By Sir Edward Belcher, Kt., C.B. Captain of Her Majesty's Ship "Assistance," and in command of the Arctic Squadron.

1. Whereas I have thought fit to entrust you with the command of the sledge "Dauntless," and furnished you with a banner to be displayed thereon on particular occasions:

2. You will keep a very vigilant eye on your crew, and see that they are at all times in condition for immediate service, reporting to me from time to time any wants or comforts which may appear to you likely to keep them in that perfect good humour which is so important on this peculiar service.

3. Your general duties attach you to my division, but you will at all times hold yourself in readiness to move wherever necessity calls.

Relying confidently on your zeal and devotion to the cause in which all are so earnestly engaged, I sincerely pray that success may crown your efforts.

Given under my hand, on board Her Majesty's ship "Assistance" in Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER,
Captain, &c.

Sir EDWARD BELCHER to Mr. J. B. GROVE, Mate, commanding Her Majesty's Sledge "Dauntless."

Princess Royal Island, June 7th, 1853.

Taking with you the sledge and tent and other articles left behind, you will proceed, under the orders of Mr. Allard, on the duty allotted, viz., the conveyance of the extra provisions towards the ship, &c. On your return you will prepare your journal of the late service, and deliver it to me on my return to the ship.

You will exchange Pond the carpenter for Bailey, and take with you Huggett in addition.

Wishing you a safe journey and escape from accident,

I am, &c.
(Signed) EDWARD BELCHER,
Captain commanding Expedition.

JOURNAL of the Proceedings of Her Majesty's Sledge "Dauntless," from the 2d of May to the 20th June, both inclusive.

Proceedings
of Mr. Blair Grove.

6h. A.M. Her Majesty's sledge "Dauntless" left the ship in company with the sledges "Londsborough," (Captain Sir E. Belcher, C.B.,) and "Enterprise," (Mr. Allard, Master,) taking the ice boat in tow, and proceeded on the north-western route. 10h. halted for lunch. 10h. 40m. proceeded, steering for Village Point. 6h. 10m. arrived on Village Point—pitched the tents. 7h. had pemmican and tea.

Monday, May 2d, 1853.
Wind, S.W.; 2. c. m.
Distance, 9 miles.
Hours travelled, 11h. 30m.
Rest, 12h. 30m.
Course, N.N.E.

Observed about $\frac{3}{4}$ of a mile of open water off the point, extending east and west, breadth about 200 yards.

5h. called the cook, breakfasted, packed, and started under sail at 8h. A.M. steering for Coffin Island. 10h. 30m. observed the tracks of a bear and two cubs, evidently very fresh, and also two foxes ditto, who apparently had been in company with Mrs. Bruin. 12h. halted for lunch, and proceeded at 12h. 30m. under sail, with a good even floe under us. 6h. arrived at and halted on Coffin Island. 8h. had pemmican and tea.

May 3d, Tuesday.
Wind, S.W.; 2. m.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.
Course, E.
Distance, 9 miles.

5h. called the cook. 5h. 30m. sent two hands to build a cairn on top of the highest part of Coffin Island. 7h. 40m. started under sail, steering for Star Bluff. During the forenoon observed the tracks of several bears, foxes, and lemming. 12h. halted for lunch, and proceeded at 12h. 30m. 3h. 30m. passed an old encampment. Tracks of bears still numerous. 7h. 30m. halted and pitched. During the day up to 4h. P.M. the floe was rather heavy, after that very good. 8h. 30m. had pemmican and tea. Isaac Barnett complained very much of his right leg; put a flannel bandage on ditto.

May 4th, Wednesday.
Hours travelled, 11h. 30m.
Rest, 12h. 30m.
Wind, S.S.W.
Distance, 7 miles.
Course, E.

5h. called the cook. 8h. packed and started under sail, steering for Star Bluff. Sledges in tow, "Enterprise" leading. 9h. fell in with the old tracks of the depôt sledges. Observed numerous tracks of bears, foxes, and lemming; in particular the marks of four bears, two very large, and two cubs, evidently emigrating from the main to the south-west. 1h. halted for lunch. 1h. 40m. started as before, under sail. Sledges going considerably easier. 2h. 40m. cast off and proceeded in company, "Londsborough" leading. Observed several patches of water on the floe, evidently denoting the state of the ice to be rotten. 3h. 10m. observed the "Londsborough" break in; sent all our hands to assist in extricating her, which proved rather a difficult operation, in consequence of the bad state of the ice, the edges breaking whenever the horns of the sledge rested on it. Whilst Sir Edward was giving his orders and endeavouring to find a good place for the immersed sledge the ice broke in under him and he fell in. Observed a very strong tide running to the eastward. Unpacked the "Londsborough" with the assistance of the boat. 3h. 50m. proceeded towards the land, pitched the tent close to Star Bluff. 5h. the other sledges and boat came up. "Londsborough," as may be expected, thoroughly wet through. 6h. 10m. had pemmican and tea. C. Pond complaining of snow blindness bathed his eyes and kept a poultice or bag of tea leaves on them all night.

May 5th, Thursday.
Wind, S.W.; 2. b.c.
Hours travelled, 7h.
Rest, 17h.
Course, E. & S.
Distance, 4 miles.

J. Barnett still complained of his leg, which was much swollen.

6h. A.M. called the cook. 6h. 30m. sent two hands to bury and assist in erecting a cairn over some bread belonging to the "Londsborough," and damaged by salt water. 7h. 10m. breakfasted. 9h. 15m. packed and started. Numerous tracks of bears on the floe. 1h. halted. 1h. 50m. started. 3h. passed Wall Point. 6h. 20m. pitched on the floe, about 2 miles from the depôt. 8h. had pemmican and tea.

May 6th, Friday.
Wind, S.W.
Course, E.S.E.
Distance, 8 miles.
Hours travelled, 10h. 30m.
Rest, 13h. 30m.

5h. called the cook. 7h. 15m. packed and started. 8h. 30m. made sail. 11h. reached the land, pitched, and had lunch. 13h. sent a party to dig the depôt out; completed provisions for 40 days. 2h. started under

May 7th, Saturday.
Wind, E.; 2. b.
Course, E.S.E.; 7 miles.
Hours travelled, 9h. 10m.
Rest, 14h. 50m.

Proceedings
of Mr. Blair Grove.

May 8th, Sunday.

Wind, W. ; 3. b.e.
Course, E.S.E.
Distance, 7 miles.
Hours travelled, 7h. 15m.
Rest, 16h. 45m.

sail, steering for the extreme point of land. A large wolf was started close under the land, and kept company with us during the whole of this day. Observed several tracks of bears. 8h. 40m. pitched : had pemmican and tea at 10h. 30m. Mr. Taylor complaining of snow blindness, bathed his eyes and kept cold wet rags on all night. Several of the men also complaining.

Called the cook at 6; breakfasted and started at 8h. 15m. under sail. 10h. the captain and master went on a point of land with the boat, and three hands, to take observations. 12h. pitched; had lunch. 1h. proceeded towards the outer point of an island, sending back four men to assist in bringing the boat up. 4h. 30m. reached the land; employed building a cairn on point of ditto. 5h. 30m. had pemmican and tea. 8h. captain read prayers in his tent, sledge crews attending.

Men who were suffering from snow blindness felt considerably better this evening.

May 9th, Monday.

Wind, N.W. ; 2. c.v.
Course, E.S.E.
Distance, 9 miles.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.

6h. called the cook. 7h. breakfasted; sent a party on hill to assist in burying a depôt of seven days belonging to the "Enterprise." Made a depôt of our boots. 8h. 10m. started, steering for a low point of land bearing S.E. by E. 12h. halted for lunch. 1h. proceeded under sail. 6h. found ourselves travelling over a long low piece of ground, evidently a sand bank. 6h. 50m. encamped on ditto. 8h. had pemmican and tea.

May 10th, Tuesday.

Wind, W. ; 3. b.m.
Course, E. by S.
Distance, 6 miles.
Hours travelled, 7h.
Rest, 17h.

5h. called the cook. 7h. 30m. started; thick foggy morning—no wind. 12h. halted for lunch, captain taking observations. Started at 2h. P.M. under sail. Reached the floe and pitched at 4h. 30m. P.M. 6h. had pemmican and tea. Travelling during the day excessively heavy, owing to our being on the land with only a thin coating of snow on top. Men not suffering from snowblindness so much as yesterday.

May 11th, Wednesday.

Wind, calm ; o.b.c.
Course, E.S.E.
Distance, 8 miles.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.

5h. called the cook. 6h. 10m. breakfasted. 7h. 30m. Captain Mr. Loney and six hands went on top of a high hill to take angles and build cairns. 12h. party remaining at the tents had lunch. 5h. 40m. had pemmican, the captain having returned to the tents at half-past 3, and determined to change the travelling from day to night. 6h. men retired to rest. 9h. 30m. packed the sledges and started, steering E.S.E. (true.) 2h. P.M. saw a very large bear with a cub approaching the sledges. Halted and waited for her to come up. When within about 300 yards of us observed the wolf sneaking towards the bear and cub. Immediately the bear saw or rather smelt the wolf she and the cub started off as hard as possible. Loosed the dogs and proceeded in chase. Unable to get within gun shot; however, the dogs and wolf brought her to bay at a considerable distance from us. 6h. 30m. A.M. halted and pitched. 7h. 30m. had tea. 5h. 20m. P.M. called the cook. 6h. breakfasted. Sledge crews employed burying a ten days' depôt for the sledges "Londsborough" and "Dauntless." Covered ditto over with turf, &c., and put the boat on top, bottom up.

9h. struck the tents and proceeded. 12h. 30m. halted for lunch. 4h. 30m. stopped and pitched. 5h. 10m. had pemmican and tea.

May 12th, Thursday.

Course, E.S.E.
Distance, 8 miles.
Hours travelled, 7h.
Rest, 17h.

5h. called the cook. 7h. 30m. packed and started under sail, steering between the land and hummocks. 11h. 30m. halted and pitched. Midnight, had lunch. 3h. went with the captain and party on top of a high hill (since called Mount Separation), on which the Captain took angles, and built a couple of cairns; got a splendid view from here; on our right appeared a very deep bay running nearly due south, and evidently occupied by a very ancient floe. Saw a ptarmigan, but did not succeed in shooting it; first one we have observed this year. 7h. came down from the mount. 8h. had pemmican and tea.

May 13th, Friday.

4h. 45m. called the cook. 6h. had breakfast and received one day's provisions from the "Enterprise." 7h. 30m. started and parted company

with the "Enterprise," they giving us three hearty cheers, which we returned; the hummocks close in shore proved very heavy; found it requisite to double bank the sledges and proceed with one at a time. 10h. cleared the hummocks and proceeded steering for a point of land bearing E.S.E. 12h. 30m. lunched. 1h. started.

2h. made sail. 6h. 30m. halted and pitched. 7h. 40m. had pemmican and tea.

In consequence of Barnett's leg being still bad and much swollen, Sir Edward Belcher discharged him, and sent him back with the "Enterprise," receiving from her Richard Bex, R.M., in lieu.

4h. called the cook. 5h. breakfasted. 7h. had prayers in the captain's tent; employed erecting a snow pile. 8h. started. 1h. A.M. halted for lunch. 2h. started, observed a mirage, which threw up the east shore with great distinctness. 6h. halted. 7h. 30. had pemmican and tea. Saw numerous bear tracks during the night.

May 14th, Saturday.
Wind, W.; 2. m.
Distance, 5 miles.
Hours travelled, 4h.
Rest, 20h.
Wind, E.S.E.; 3. c.m.

4h. called the cook. 6h. 40m. started, having erected a pile of snow on our late encampment. Midnight, halted for lunch. 1h. proceeded under sail. 6h. halted and pitched. 7h. 20m. had pemmican and tea. Tracks of bears still very numerous.

May 15th, Sunday.
Distance, 8 miles.
Hours travelled, 11h 30m.
Rest, 12h. 30m.
Wind, E.S.E.; 2. b.

4h. called the cook. 5h. breakfasted; employed building a high snow mark on our late encampment. 7h. packed and started. Midnight, halted for lunch in sight and about 4 miles off what we suppose to be Jones's Sound. Hoisted our banner.

May 17th, Tuesday.
Course, E.S.E.
Distance, 9.5 miles.
Hours travelled, 9h.
Rest, 5h.

1h. started, steering for the south shore.

4h. entered the strait. The pressure here has been immense. Ice hove up in piles and hummocks, some fully as high as 30 or 40 feet.

The land appears to be very mountainous and precipitous close to the shore, the range of hills descending to the floe edge.

6h. encamped. 7h. 30m. had pemmican and tea.

4h. called the cook. 5h. breakfasted. 5h. 30m. sent two hands on top a small hill to build a cairn. 7h. the captain and men returned. 7h. 30m. packed and started, keeping close to the shore and inside the hummocks. 9h. saw a white hare; he was very wild, but succeeded in getting about 80 yards of him; fired at him with Eley's cartridge and killed him; his weight was about 8 lbs.; skin of no use, as he was changing his coat, consequently the fur quite worn. Midnight, halted for lunch. 12h. 38m. started, sledges going very heavy owing to the softness of the snow and numerous hummocks. Observed a heavy watery sky to the eastward and southward, evidently indicative of wind and open water. 3h. 30m. observed a large sheet of open water from the north land, and evidently to or near the opposite shore. 3h. 40m. pitched on the land; Mr. Loney and one man went to examine the state of the floe. 5h. party returned and reported the ice rotten and not fit for sledge travelling. 5h. 10m. had pemmican and tea. Blowing very fresh.

May 18th, Wednesday.
Wind, calm, o.b.
Course, E.S.E.
Distance, 12 miles.
Hours travelled, 10h. 20m.
Rest, 13h. 40m.

4h. called the cook. 5h. breakfasted, served out 80 rations of small stores to the "Londsbrough," including rum. 8h. 30m. left in company with Sir Edward Belcher and crew to assist them in carrying their tent, baggage, and five days provisions over the hills, they intending to make an overland journey, leaving our tent and cook behind.

May 19th, Thursday.
Wind, E.; 4. to 6. o.c.
Course, E.S.E.
Distance, 9 miles.
Hours travelled, 10h.
Rest, 14h.
Wind, E.; 3. c.m.

Lunched at 12h. 30m., and built a cairn; built four cairns on various hills. 7h. 30m. pitched. 10h. 20m. had pemmican. 11h. 40m. had tea. Observed open water extending about 20 miles to the eastward, and beyond that floe, with numerous lanes of open water.

6h. called the cook. 9h. 30m. started; built two cairns before lunch. Midnight, lunched. 3h. reached the tent.

May 20th Friday.
Wind, E.; 5. to 7. c.o.m.

Distance, 6 miles.
Hours travelled, 7h. 40m.
Rest, 16h. 20m.
Wind, Easterly; 1. b.c.

Had coffee. 3h. 30m. packed and started, steering for Thursday's encampment; road very heavy, obliged to double bank the sledges. 7h. sent the "Dauntless" crew to assist the "Londsborough" to go round a point of land distant about 2 miles, self and cook spread the tent. 10h. men returned. 10h. 20m. had pemmican and tea.

May 21st, Saturday.
Distance, 7 miles.
Hours travelled, 10h.
Rest, 14h.

6h. 15m. called the cook. 7h. 30m. breakfasted. 8h. 40m. started. 10h. reached the captain's encampment. 11h. 30h. joined company. 1h. halted for lunch. 2h. 30. pitched. 3h. sent four hands with pickaxe and shovel to the captain, who went on top of a hill to observe and build a cairn. 6h. 20m. had pemmican and tea.

May 22d, Sunday.
Wind, W.; 2. b.c.m.
Distance, 2.5 miles.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.
Wind, W.; 2. com.
Distance, 4 miles.
Hours travelled, 4h. 20m.
Rest, 19h. 40m.
Wind, N.N.W.; 1. o.m.

4h. called the cook. 5h. 20. breakfasted. 6h. struck the tent and packed. 6h. 5m. had divine service in the captain's tent. 6h. 40m. started. 12h. lunched. 4h. passed Thursday's encampment. 5h. 40m. stopped and pitched. 7h. 10m. had pemmican and tea.

4h. 10m. called the cook. 6h. 38m. packed and started. 11h. "Londsborough" close up to us, received orders to go on to Sunday's 15th cairn and hoist a flag on ditto and keep 40 minutes ahead.

May 23d, Monday.
Course, N.N.W.
Distance, 10 miles.
Hours travelled, 10h.
Rest 14h.
Wind, calm; o.b.c.

12h. 40m. lunched. 2h. 40m. reached the cairn and hoisted the flag. 3h. 10m. joined and kept company. 5h. 45m. pitched. 7h. 30h. had pemmican and tea.

May 24th, Tuesday.
Course, W.N.W.
Distance, 12 miles.
Hours travelled, 10h. 30m.
Rest, 13h. 30m.
Wind, Northerly; 3. com.

4h. called the cook. 6h. packed the sledge and started; orders as yesterday to keep 40 minutes ahead. 6h. 20m. reached our old encampment and proceeded, following in the old track. 12h. 40m. lunched. 1h. proceeded under sail. 3h. 40m. observed the jack at the captain's sledge, communicated, received orders to proceed to the edge of the hummocks and remain there till "Londsborough" joined us. 6h. 40m. had pemmican and tea.

May 25th, Wednesday.
Course, W.N.W.
Distance 14. miles.
Hours travelled, 12m. 20m.
Rest, 11h. 40m.

6h. called the cook. 7h. breakfasted. Midnight, lunched. 2h. 50m. observed the "Londsborough." 3h. packed the sledge and struck the tent. 3h. 10m. sent our men to assist in getting the "Londsborough" over the hummocks. 6h. men returned with orders for our sledge to proceed to the edge of the hummocks and then encamped. 7h. 10m. reached ditto and pitched. 9h. had pemmican and tea.

May 26th, Thursday.
Wind, N.N.W.; 3. c. o. m.
Distance, 1.5 miles.
Hours travelled, 1h. 10m.
Rest, 22h. 50m.
Wind, W.; 6. to 7. c. o. m. s.
Wind, W.; 9. c. o. m. q.

2h. 30m. P.M. called the cook. 3h. 30m. breakfasted; packed and started at 4 P.M. 4h. 45m. reached the captain's encampment; received orders from Sir Edward Belcher to proceed with my sledge's crew on to Mount Separation, and build a cairn on top of it 7 feet high. 5h. 20m. proceeded on top of the hill and built a cairn according to orders.

9h. 30m. regained our sledge and proceeded, following the tracks of the "Londsborough;" made sail; blowing very fresh from the westward; heavy snow drift; sledge going excessively fast; obliged to keep the drag ropes well astern to check her way.

Midnight, halted for lunch. 1h. started again under sail, blowing a gale of wind; snow drift very heavy; sledge not able to carry her sail in ditto. 4h. made sail. 5h. 20m. arrived at the captain's encampment. 5h. 30m. pitched. 6h. 30m. had pemmican and tea; wind moderating a little.

May 27, Friday.
Course, S.
Distance, 12 miles.
Hours travelled, 7h. 45m.
Rest, 16h. 15m.
Wind, W.N.W.; 2. b. c.

4h. 10m. called the cook. 5h. 50m. breakfasted; employed building a snow cairn and putting a reef in our sail. 7h. packed and struck the tent. 7h. 30m. started under sail, receiving orders to go over to the N.E. shore and erect a cairn on the point. 9h. 40m. reached the point and built a cairn; saw and shot a ptarmigan. 11h. 40m. lunched; wind lulled a little. 12h. 30m. started under sail; wind west; heavy fall of snow. 1h. 40m. reached the captain's sledge; returned again to the other shore to build another cairn on a point of land considerably higher up. 5h. 10m. reached the land; built the cairn according to orders. 7h. pitched. 8h. 40h. had pemmican and tea.

4h. called the cook; packed and started at 6; reached the captain's encampment on the other side of the bay at 8h. 30m. 10h. received orders to proceed on top of a hill and there build a cairn. 11h. 20m. lunched on top of ditto. 2h. 30m. finished the cairn and returned to our sledge on the ice, and proceeded to overtake the "Londsborough." 7h. pitched. 8h. 30m. had pemmican and tea.

May 28th, Saturday.
Wind, W.N.W.; 2. b.c.
Distance, 10 miles.
Hours travelled, 10h. 40m.
Rest, 13h. 20m.
Wind, N.W.; 2. to 5. c. o.

4h. called the cook. 5h. breakfasted. 6h. had divine service in the captain's tent. 7h. 10m. proceeded to the hills on our right (or rather right-hand side of the bay) and erected a cairn; on our road discovered a large lake of apparently fresh water, the ice on it being perfectly so; went on top of another hill to the westward and southward of the first and erected another cairn; observed Dundas Island and open water on the near side of it, evidently extending to or near the mainland. 7h. returned to the tents. 7h. 20m. had pemmican and tea.

May 29th, Sunday.
Distance, 8 miles.
Hours travelled, 10h. 30m.
Rest, 13h. 30m.
Winds, N.W.; 4. b.c.m.

4h. called the cook. 5h. 10m. breakfasted; started off for a range of hills considerably to the northward of where we built the cairns yesterday; built a cairn on one of them; got a fine view of the bay we had come up, and likewise saw all yesterday's cairns. 11h. 10m. lunched; after lunch proceeded to another hill, remarkable for its peculiar nipple, and erected a small cairn on top of it; left our staff and a bunting flag on it, the cairn being a small one, owing to the scarcity of stones. 4h. met Sir Edward Belcher and party close to the tents. 5h. had pemmican and tea. Wind during the day was very fresh on the hills, and accompanied with heavy mists up to midnight, when it cleared up; found some fresh water close to the tents.

May 30th, Monday.
Distance, 15 miles.
Hours travelled, 5h.
Building cairns, 7h.
Rest, 12h.

4h. called the cook. 5h. breakfasted. 6h. started, receiving orders to go on a hill and build a cairn. 10h. 30m. arrived on top of the hill and erected the cairn; on our way up observed a small pile of stones, evidently the work of human hands; searched under and all round, but found no records. 12h. 35m. reached the sledges; lunched. 1h. 30m. proceeded in company with the "Londsborough." 7h. encamped. 8h. 30m. had pemmican and tea.

May 31, Tuesday.
Wind, North-westerly; 3. to 5. b.c.o.
Distance, 12 miles.
Hours travelled, 4h.
Cairn building, 7h.
Rest, 13h.

4h. 30m. called the cook. 6h. breakfasted; blowing very fresh; sent four hands to build a snow pile. 8h. packed and started. 9h. 20m. observed a large bear approaching the sledges, halted, captain fired at him, went in chase, but Mr. Bruin managed to escape, having wisely taken to the land and went over the hills. 11h. 50m. proceeded. 2h. 40m. reached the point; had lunch. 3h. 20m. captain's sledge arrived. Employed building a cairn on top of the hill. Observed a bear and cub, went in chase with the dogs, but did not succeed in getting within shot. 6h. pitched; had pemmican and tea.

June 1st, Wednesday.
Wind, calm; o.b.c.
Distance, 7 miles.
Hours travelled, 10h.
Rest, 14h.
Wind, North-westerly; 2. b.c.o

4h. called the cook. 5h. breakfasted. 6h. 10m. started, steering for Separation Point; saw a flock of geese flying high over head. 11h. 15m. lunched. 12h. captain came up; proceeded. 2h. 30m. pitched. 3h. 40m. had pemmican and tea.

June 2d, Thursday.
Wind, N.N.E.; 2. b.c.o.
Distance, 5 miles.
Hours travelled, 6h.
Rest, 18h.
Wind, South-easterly; 4. b.c.m.

4h. called the cook. 5h. started under sail. 11h. 30m. reached the boat depôt, received four casks on the sledge. Midnight, lunched. 2h. proceeded, having erected a cairn where the depôt was. 7h. halted and pitched. 8h. 30m. had pemmican and tea.

June 3d, Friday.
Distance, 10 miles.
Hours travelled, 7h. 20m.
Rest, 16h. 30m.
Wind, Southerly.

4h. called the cook. 5h. 10m. breakfasted; heavy fall of hail during the day. 6h. started, taking the boat in tow, made sail. Midnight, lunched. 12h. 30m. observed on top of the boat depôt hill four men. 1h. proceeded; in consequence of the wind failing found it necessary to take the sledge on and then return for the boat. 5h. observed the "Londsborough." 6h. observed her pitch. 6h. 15m. boat came up to the sledge; pitched. 8h. had pemmican and tea.

June 4th, Saturday.
Distance, 17 miles.
Hours travelled, 10h. 30m.
Rest, 13h. 30m.

4. called the cook. 5h. 20m. breakfasted; performed divine service. 6h. 30m. packed and started. 7h. 20m. observed two men on depôt hill. 8h. observed a party of men proceeding towards us; hoisted our banner. 10h. party met us, consisting of Dr. Lyall, Mr. Allard, and twelve men, six

June 5th, Sunday.
Wind, calm; o.b.c.
Distance, 8 miles.
Hours travelled, 11h.
Rest, 13h.

Proceedings
of Mr. Blair Grove.

June 6th, Monday.

Wind, calm; o. com.
Distance, 9 miles.
Hours travelled, 6h.
Rest 18h.

of whom assisted to drag our sledge. Midnight, halted for lunch. 2h. pitched on Princess Royal Island; went on top of the hill to erect a cairn. 5h. returned to the tents, had pemmican and tea; received our letters from England, they having been brought from the ship by Dr. Lyall.

5h. called the cook. 6h. breakfasted; sent hands on the hill to build a cairn.

11h. completed the "Londsbrough" with provisions for thirty days. 12h. lunched. Heavy fall of snow.

5h. 20m. had supper and tea.

5h. 30m. The "Lady Franklin" and "Enterprise" arrived from the other end of the island, and pitched alongside of us.

June 7th, Tuesday.
Wind, North-westerly; 2. c.o.s.

5h. called the cook. 6h. breakfasted. 6h. 30m. received my orders from Sir Edward Belcher to proceed towards the ship, and assist the "Enterprise" in carrying in the depôts. 7h. The ice-boat with the "Londsbrough's" crew and "Lady Franklin" started under sail, receiving three cheers from us, which they returned.

8h. got under weigh in company with the "Enterprise," and proceeded towards the west end of the island. 12h. pitched; had lunch.

1h. 10m. sent all hands back to bring the "Londsbrough" up; lashed our sledge afresh.

5h. 20m. party returned; had supper and tea; received, before parting company with the "Londsbrough," Alex. Baillie, sick, and gave C. Pond in lieu, and W. Huggett for passage to the ship.

June 8th, Wednesday.
Wind, North-westerly; 4. to 5, b.c.m.
Distance gone over, 6 miles.
Hours travelled, 5h.
Rest, 19h.

5h. called the cook. 6h. breakfasted; sent a shooting party over to the main.

10h. observed two men and a dog on the floe coming towards the island; party returned; lunched. 1h. sent another shooting party out. 2h. 10m. two men and the dog arrived with orders from Sir Edward Belcher for Mr. Allard. 3h. 30m. party returned, having seen no game on the main, but recent tracks of deer; they, however, shot two fine teal, while crossing the floe.

June 9th, Thursday.

5h. called the cook. 6h. breakfasted; employed stowing the "Londsbrough" with 23 days' provisions for twenty men, and 20 days' for two men who are to take charge of the sledge, provisions, tent, &c.

9h. proceeded towards a point of land on the main inside the island. 10h. arrived on ditto; pitched the tent, and stowed the provisions inside of it, leaving the two men in charge. When on this point, discovered very faint remains of an Esquimaux hut, consisting of a double row of large stones, and the traces of the door facing the south; found a piece of wood. 11h. 10m. returned to the tents and lunched. 12h. 30m. packed and proceeded under sail, steering for the grand depôt, going over the land. 4h. 40m. halted and pitched. 6h. had pemmican and tea. Observed two lanes of water off the island.

June 10th, Friday.
Wind, S.E.; 2. b.c.
Distance made good, 4.5 miles.
Distance travelled, 7 miles.
Hours travelled, 5h.
Rest, 19h.

5h. called the cook. 6h. breakfasted, packed, and started at 7h.; floe very soft.

9h. Whilst walking ahead of my sledge, floe gave way, went slap in; fortunately Mr. Allard was not far off; assisted me out; stopped the sledge, and shifted.

10h. Beams (captain of the sledge) went in, got him shifted, and proceeded, steering close in shore. 11h. 30m. reached the land floe. Midnight, lunched. 1h. proceeded.

4h. halted and pitched.

Large sheet of open water close to us, extending from the hummocks to about halfway across to Table Island, about a distance of six miles, strong current running south, strength between 4 or 5 miles per hour.

5h. called the cook. 7h. started; Wind, North-westerly.

June 11th, Saturday.
Wind, S.W.; 2. b.c.
Distance, 8 miles.
Hours travelled, 8h.
Rest, 16h.

Midnight, halted for lunch. 1h. started under sail. Observed numerous lanes of open water in mid-channel. Observed the traces of a musk ox, evidently very fresh. 4h. halted and pitched.

5h. called the cook. 6h. breakfasted. 7h. started on our return to Depôt Point, to shift the "Londsborough's" depôt, according to orders. Midnight; arrived at the Point, and lunched; unpacked the sledges, and pitched the tents. 1h. repaired on top of the Point, and dug the depôt up; loaded the sledges, and rebuilt the cairn. 4h. 30m. returned to the tents. 6h. had supper and tea.

June 12th, Sunday.

Wind, North-westerly; 3. c. o.
Distance, 8.5 miles.
Hours travelled, 8h.
Rest, 16h.

Observed the current setting strongly to the N.W.

5h. called the cook. 6h. breakfasted. 7h. started, steering for Wall Cliff. 12h. arrived at ditto, had lunch, pitched the tents. 1h. took a party on top of the Wall Cliff, to build a cairn; built ditto on the same spot that Captain Richards had built a small one during the autumn. 4h. returned to the tent.

June 13th, Monday.

Wind, North-westerly; 1. b. c.
Calm, o. b. c.
Distance, 7.5 miles.
Hours travelled, 4h. 30m.
Rest, 19h. 30m.

6h. had supper and tea.

5h. called the cook. 6h. breakfasted. 7h. started with a depôt for "Londsborough" and "Lady Franklin," steering for Star Cliff; floe very wet and rotten, very wet feet in consequence. 11h. 40m. arrived at the point, lunched; after lunch, buried the depôt, consisting of 100 rations.

June 14th, Tuesday.

Wind, W.; 6. b. c.
Distance, 7.5 miles.
Hours travelled, 5h.
Rest, 19h.

2h. started, returning to Bluff Point.

4h. 30m. arrived on ditto, and pitched. 6h. 10m. had supper and tea.

Richard Bex (R. M.,) complaining of severe pain in his right testicle, and also that it was much swollen; gave him an opening pill—pil. colocynth. c.—and kept wet rags applied to the parts during the night; made a bandage of a handkerchief, and slung them.

5h. called the cook. 6h. breakfasted. 7h. took 13 hands on top of the hill to enlarge the cairn; rest of hands employed digging up the provisions. Midnight; returned from the hill; lunched, and started at 1h. A.M. Very unpleasant weather, accompanied with heavy snow and sleet. Richard Bex still complaining; made him walk alongside the sledge.

June 15th, Wednesday.

Wind, W.; 5. b. c. 2.
Distance, 6.5 miles.
Hours travelled, 6h. 30m.
Rest, 17h. 30m.

pitched on the land; unstowed the sledge, and relashed. Gave Bex two gr. sap. c. opio.

5h. called the cook. 6h. breakfasted. Bex still complaining. 7h. started. 12h. lunched. 1h. started. 4h. pitched. 6h. had supper and tea. Very heavy work during the day, owing to the softness of the snow, and obliged in consequence to skirt the bays.

June 16th, Thursday.

Wind, W.; 5. to 6. com. q. s.
Distance, 3 miles.
Hours travelled, 3h.
Rest, 15h.
Cairn building, 6h.

5h. called the cook. 6h. breakfasted. 7h. packed and started. 11h. 30m. reached the N.E. extreme; pitched the tents, had lunch; after lunch, went on top of the hill to build a cairn in sight of Coffin, Table, and Exmouth Islands; also repaired the old cairn on the N.E. extreme.

June 17th, Friday.

Wind, South-westerly, 2. com.
Distance, 9 miles.
Hours travelled, 8h.
Rest, 16h.

5h. had supper and tea; during the forenoon the weather was very thick and drizzly, but cleared up about noon; towards the evening came on wet again.

5h. called the cook. 6h. breakfasted. 7h. started. 9h. 30m. found the floe so very bad, the top cake of ice and snow breaking in, and nothing remaining on top of the thick ice except sludge and water about 2½ or 3 feet in depth; sledges breaking in. 10h. 30m. obliged to shift, the drag ropes not being able to turn the sledges, and retrace our way back.

June 18th, Saturday.

Wind, South-westerly; 3. com. s.
Distance, 4 miles.
Hours travelled, 4h. 30m.
Cairn building, 5h.
Rest, 14h. 30m.

11h. 30m. reached pretty good ice. 12h. lunched; in consequence of the men being thoroughly wet up above their knees, only gave them a quarter of an hour to lunch. 12h. 15m. started; obliged to go the round of the bay so as to avoid the bad ice. 4h. pitched. 5h. 30m. had supper and tea.

June 19th, Sunday.

Northerly; 1. b. c.
Distance, 9 miles.
Hours travelled, 8h.
Rest, 16h.

5h. called the cook. 6h. breakfasted. 7h. started, keeping the rounds of the bay, steering for Village Point. 10h. 30m. arrived at Village Point, buried a depôt for the "Londsborough."

11h. started, having previously had lunch.

June 20th, Monday.

Wind, Northerly; 1. com.
 Distance, 8 miles.
 Distance, 4 miles.
 Hours travelled, 9h. 40m.
 Rest, 9h.

2h. pitched; had supper and tea.
 11h. called the cook; had breakfast. 11h. 30m. started, steering for the ships. 4h. 30m. observed the mastheads. 3h. 20m. reached the ships.

| Name. | Rank. | Ship. | Remarks. |
|--------------------------|------------------------|---------------|------------|
| Mr. J. B. Grove - - - | Mate - - - | "Assistance." | |
| Joseph Beams - - - | Captain of Sledge | " | |
| Thomas Bond - - - | Q. M. - - - | " | |
| Isaac Barnett - - - | Capt. of M. T. - - - | " | |
| Christopher Pond - - - | Carpenter's Crew - - - | " | |
| James Macartney - - - | A. B. - - - | " | |
| Mr. William Taylor - - - | Boatswain - - - | " | Volunteer. |
| Robert Urquhart - - - | R. M. - - - | " | |

| | |
|-----------------------------------|-------|
| | lbs. |
| Constant weights - - - - - | 707 |
| Provisions and packages - - - - - | 1,050 |
| Total weights - - - - - | 1,757 |
| Weight per man - - - - - | 251 |

Enclosure No. 23. of Sir Edward Belcher's Letter.

Lieutenant WALTER W. MAY to SIR EDWARD BELCHER.

Sir, Her Majesty's Ship "Assistance," August 20, 1853.

I have the honour to transmit to you herewith the Journal of the proceedings of H.M. Sledge "Reliance," late under my command, whilst employed under the orders of Commander Richards in the search to the southward and westward, between the 10th of April and the 13th of June 1853.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant.

Proceedings
 of Lieutenant May.

JOURNAL of Proceedings of H.M. Sledge "Reliance," in charge of Lieutenant W. W. May, attached to the S.W. division, under the command of Commander G. H. Richards.

| Name. | Rank. | Ship. | Remarks. |
|------------------------|---------------------|---------------|---------------------------------------|
| Mr. W. W. May - - - | Lieutenant - - - | "Assistance." | |
| Benjamin Young - - - | Ice Quarter-master | "Pioneer." | |
| George Edey - - - | - - - | " | |
| Robert McCormack - - - | R. M. - - - | " | |
| George Green - - - | R. M. - - - | " | |
| R. Robinson - - - | A. B. - - - | " | |
| — Harris - - - | " - - - | " | |
| — Sennate - - - | " - - - | " | |
| Thomas Marshal - - - | Captain, Forecastle | "Assistance" | Received from sledge "Lady Franklin." |

| | | |
|--|-----------------------------|------|
| | <i>Abstract of Weights.</i> | lbs. |
| Constant Weights - - - - - | | 600 |
| Provisions with packages (30 days) | | 675 |
| Boat - - - - - | | 300 |
| Weight per man - - - - - | | 225 |
| Daily decrease of weight - - - - - | | 22½ |

Sir EDWARD BELCHER, Kt., C.B., Captain of H.M.S. "Assistance," and in command of the Arctic Squadron, to Lieutenant W. W. MAY.

1. Whereas you have been entrusted with the command of the sledge "Reliance," victualled for 30 days, and in every respect complete for the intended duty:

2. You will place yourself under the orders of Commander Richards, of this ship, or of Lieutenant Osborn, should he become separated, and obey any instructions given to you by either of them.

3. Upon your quitting Commander Richards, on your return to the depôt and ship, you will receive from him either definite distinct orders for your guidance, or you will obey the exact tenor of the following:—

4. You are upon a duty which calls for your *undivided attention*, and from the moment of quitting his command, you are to use your utmost exertion to reach the ship, in order that other equally important duty shall be accelerated.

5. When sporting becomes necessary for the actual sustenance of your party, it may be countenanced; but our time is now too valuable to lose an hour. I must therefore strictly enjoin you not to deviate from the spirit of this order, by moving right or left in quest of animals, or adding unnecessary weight to the sledge.

6. You will, in conformity with my general order, keep a strict daily journal, under the form issued; and, within a reasonable period after your return to the ship, deliver the same to me, duly signed.

7. Should you fall in with any superior officer belonging to this squadron, you will show him these orders, and he is hereby strictly enjoined not to interfere with you or your route, nor in any manner retard the service on which you are specially engaged.

8. Wishing you health, good weather, and success, I commit you to the care of Him who careth for us all.

Given under my hand, on board Her Majesty's Ship "Assistance,"
Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER, Captain.

4h. P.M. left the ship with 6 sledges under the command of Captain Richards. Officers, Lieutenant Osborn, May, Dr. Lyall, Messrs. Herbert and Grove, mates, "Reliance," carrying a boat to be deposited on the east shore of Melville Island. Sail set; 8h. 30m. encamped at the N.E. end of Spit Island. Made 6 miles.

April 10th, Sunday.
First Journey.
Wind, N.; 3. c. s.
Time travelling, 4h. 30m.
Encamped, 8h. 30m.
Distance, 6 miles.
Time encamped, 11h. 30m.

8h. started under sail, following our old tracks through the hummocks. 12h. lunched. 4h. 30m. encamped.

April 11th, Monday.
Second Journey.
Travelled, 8h. 30m. N.E.; 3. c. 4.
Encamped, 4h. 30m.
Made 7 miles.
Time encamped, 15h.

7h. 30m. started. Rough travelling during the forenoon. Sail set. 12h. lunched. 4h. encamped near the heavy hummocks which were passed over on our last trip to Cape Lady Franklin.

April 12th, Tuesday.
Third Journey.
N.W.; 3. c.m.
Travelling, 8h. 30m.
Encamped, 4h.
Made 8 miles.

7h. started, and dragged the sledges to where we entered the hummocks on our last journey across. Double banked the three small sledges, and proceeded. In crossing this ridge of hummocks, the left runner of our sledge broke short off in the after horn, and also carried away two stanchions. Unloaded sledge, and commenced repairing ditto, by putting in two new stanchions, and securing the broken runner with strong lashings, making her quite as good as before the accident occurred. But Captain Richards wishing to try the sledge, ordered the boat to be placed for the present on the "Dauntless;" in the meanwhile the rest of the crews having dragged the three other sledges over the hummocks, lunched, and proceeded onwards. The "John Barrow" carried away two stanchions and strained the left runner.

April 13th, Wednesday.
Fourth Journey.
Time encamped, 15h.
Time travelled, 9h. 30m.
N.W.; 1. c.
4h. 30m. encamped.
Made 6½ miles.

1h. having lunched, we again proceeded; found the sledge to stand uncommonly well.

4h. 30m. encamped.



Cone Island.

Two Sisters.

7h. started; going over a tolerably good floe, weather thick, with drift land not in sight.

Time encamped, 14h. 30m.
April 14th, Thursday.
Fifth Journey.

11h. 30m. lunched. Set the sails. Carried away spare pike. Towards the evening the weather cleared up, and we again saw land.

7h. started.
Wind, W.; 3. to 4. o.c.
Time travelled, 9h.
4h. encamped.
Made 7½ miles.

4h. encamped; Cape Lady Franklin about two miles distant.

7h. 10m. started; good floe; passed Cape Lady Franklin, going about

Time encamped, 15h. 10m.

April 15th, Friday.

Fifth Journey.
Southerly ; 3. 4. o.c.m.
Temp. 18°.
Time travelled, 9h. 20m.
South-easterly.
4h. 30m. encamped.
Made 9½ miles.
Encamped, 15h. 30m.

April 16th, Saturday.

Sixth Journey.
Temp. 8°.
Wind, W.N.W.
Temp. 18°.
Time travelled, 4h.
12h. encamped.
Made 3½ miles.

April 17th, Sunday.

Seventh Journey.
8h. started.
Wind, N.W.; 1. 2. 3. b.c.n.
Time encamped, 20h. (bad weather).
Building depôt, 3 to 4 hours.
4h. 45m. encamped.
Time travelled, 8h. 45m.
Distance, 7½ miles.

April 18th, Monday.

Time encamped, 14h. 45m.
Eighth Journey.
7h. 30m. started.
North-westerly; 3. to 4. b.c.
Time travelled, 8h.
5h. encamped.
Distance, 7 miles.
Time encamped, 14h. 30m.

April 19th, Tuesday.

Ninth Journey.
7h. 30m. started.
North-westerly; 2. b.c.
Time travelled, 9h. 45m.
5h. 15m. encamped.
Distance, 8 miles.
Time encamped, 13h. 30m.

April 20th, Wednesday.

Tenth Journey.
W.N.W.; 2. b.c.
Temp. 22°.
Time travelled, 10h. 15m.
5h. encamped.
Made 8 miles.
Time encamped, 14h. 15m.

April 21st, Thursday.

Eleventh Journey.
Calm, b.c. 3.
5h. encamped.
Made 8½ miles.
Time travelled, 9h. 45m.

April 22d, Friday.

Twelfth Journey.
Time encamped, 14h. 30m.
Calm, b.c.
Noon, 2h.
Light air from northward.
Time travelled, 9h. 30m.
5h. encamped.
Made 7½ miles.
Time encamped, 14h.

April 23d, Saturday.

Thirteenth Journey.
7h. started.

west. The land here was low, with the exception of a few hills, but the weather coming on thick, prevented our distinguishing objects at any great distance.

11h. 15m. lunched. During the afternoon the wind being favourable, we set the sails, and found them of great assistance.

4h. 30m. encamped.

8h. started. Strong wind from the westward, with the thermometer low; weather thick; land just visible through the haze.

11h. 30m. finding it too severe for travelling with safety, we encamped within about 30 yards of a point of land against which there was an immense ridge of hummocks thrown up, about 30 to 40 feet above the level of the floe. The land was of a sandstone construction, and covered with numerous large stones. After lunch, we buried the depôt brought out by the sledge "Dauntless," which consisted of five days' provisions for the rest of the sledges. This was deposited in a hollow cairn, built round with large stones.

8h. started. The "Dauntless" returned to the ship. Five deer were seen this morning, also two in the forenoon. Shifted the boat to our sledge. Good floe; sledges going well. The land appeared to trend north and west for about four miles; we then rounded a point and turned more to the westward.

12h. lunched.

4h. 45m. encamped, having crossed a deep bay or inlet which ran about south.

7h. 30m. started. The cape we were encamped off was named for the present Sandstone Point. Floe very good; wind sharp from N.W. After clearing Sandstone Point, we came in sight of two hills, which, from their similarity to each other, were called the Two Sisters.

11h. 30m. the weather being very severe, we encamped for lunch.

1h. down tents and proceeded. Observed an inlet or strait running about S.W.

5h. 30m. encamped near the land. Mr. Herbert and myself landed and saw three deer. The land continued to be of sandstone formation, with high hills at a distance, from which gentle slopes or planes of about two or three miles in breadth extended towards the sea, evidently well calculated to sustain game of every description. Stones sharp and irregular.

7h. 30m. started. A small island could be seen to the northward. Following the trend of the land about west true.

11h. 50m. lunched. Captain Richards obtained an observation of the sun.

5h. 15m. encamped. Land could be seen about 30 miles to the southward.

6h. 45m. started. Heavy floe. Captain Richards went to the summit of a hill to get a view of the distant land.

12h. lunched.

5h. encamped.

There appears to be a passage to the south, making the nearest land to us an island.

7h. 15m. started; heavy floe; making for a bluff about S.W.

11h. 45m. lunched.

5h. encamped.

7h. 30m. started, making for the bluff, distant about 16 miles S.W. by W. We could see clearly to-day the South land. There is a remarkable bluff on eastern side, near which appears a channel running to the S.E. This bluff is about 18 miles from the point we are now making for, between which is a deep bay with several smaller bays in it. The land is low in most parts, with the exception of high land to the southward.

11h. 30m. lunched.

During the afternoon the sledges ran heavily, being obstructed by thick snow and hummocks; in crossing some of these, the sledge "Success" carried away all her side lashings. She was unloaded and relashed.

5h. encamped.

7h. started; set sail; weather thick.

11h. lunched. Sledges went uncommonly well this afternoon, the sail being of great assistance.

5h. encamped.

George Harris, having had repeated attacks of cramp in the stomach, will return to the ship with the sledge Lady Franklin.

7h. started, weather very thick, strong wind from N.W.

11h. 45m. lunched.

4h. 30m. encamped on the shore. The weather continued so thick, that none of the land around us could be seen. Buried the depôt brought by the "Lady Franklin."

This point was named Cape Fortune.

We remained at our encampment until noon, to get observations of the sun for latitude and longitude, and finish burying the depôt. I went in pursuit of game, and succeeded in shooting a hare. Saw six deer, but they were too wild to get within gun shot. Dr. Lyall and party started on their return for the ship.

12h. lunched.

12h. 15m. down tent, and proceeded along the land to the N.W., on a ledge of smooth ice inside the hummocks.

5h. encamped; weather clearing.

The ice here appeared to be very old, having that dirty bluish look about it; hummocks numerous but small; land low, and covered with snow.

7h. 15m. started, going along the land about N.W.; land very low; weather thick, with strong N.W. wind. Several deer were seen.

11h. 30m. lunched.

4h. encamped.

7h. 30m. started; we rounded a long low point, and then kept in shore again along the land ledge; none of the land about us could be seen for the mist.

11h. 30m. stopped for lunch.

4h. 30m. encamped.

7h. 15m. started; going along the land about N.W. Land very low.

11h. 30m. lunched; during the afternoon we altered our course, following the direction of the land about W.S.W.

4h. 45m. encamped.

7h. started, good floe; following the trend of the land, making our course for the first three miles W.S.W., three miles S.W.S., and lastly, three miles S. 11h. 30m. lunched.

6h. encamped on a low spit, extending about two miles out from the land. Buried the depôt brought by the "Success." We could see land away to the S.W., about 35 to 40 miles distant.

7h. 30m. started; parted company with the sledge "Success," commencing their return journey for the ships.

8h. having arrived at the N.W. extreme of this land, we stopped the sledges, and erected a cairn on a prominent point, leaving despatches for Captain Kellet, this being the spot previously arranged upon, where, if possible, our travelling parties should meet. Shot a ptarmigan.

11h. 30m. lunched.

5h. encamped; the land to the S.W. could be distinctly seen.

7h. started, steering south; floe rather heavy.

11h. 30m. lunched.

5h. encamped; the land from the depôt ran to the S.E., forming a deep bay; it then trended away to the S.W., bringing it about S. by W. from our encampment.

7h. started; going about S.W.; weather very thick; no land to be seen to S.W.

11h. 30m. lunched.

5h. encamped.

6h. started; good floe; weather cloudy; going S.W.

10h. 40m. lunched.

3h. 45m. encamped; weather clearing; land could be seen S.W., about 25 miles distant.

7h. started; thick weather, going S.W., floe heavy, light wind from eastward; sails set.

11h. 20m. lunched; land to the eastward and southward could be seen.

2h. weather clearing; observed the land ahead.

6h. encamped about two miles from the shore.

Wind, N.W.; 3. 4. c.m.

Time travelled, 10h.

5h. encamped.

Made 9 miles.

Time encamped, 14h.

April 24th, Sunday.
Fourteenth Journey.

N.W. 5. 6.

Temp. 2°.

Time travelled, 9h. 30m.

4h. encamped.

Made 8 miles.

Time encamped, 19h. 30m.

April 25th, Monday.
Fifteenth Journey.

Temp. 10°.

Wind, N.W.; 2. c.m.

Detained for observations and building depôt cairn, 4h. — 4°.

Time travelled, 5h.

5h. encamped.

Made 4 miles.

Time encamped, 14h. 15m.

April 26th, Tuesday.

7h. 15m. started.

Wind, N.W.

Sixteenth Journey.

Time travelled, 9h. 45m.

4h. encamped.

Made 6½ miles.

Time encamped, 15h. 30m.

April 27th, Wednesday.
Seventeenth Journey.

Temp. + 5°.

Wind, N.W.; 3. to 4. b. c. m.

Time travelled, 9h.

4h. 30m. encamped.

Made 7 miles.

April 28th, Thursday.
Time encamped, 14h. 45m.
Eighteenth Journey.

Wind, N.W.; 3. b. c. m.

Time travelled, 9h. 30m.

4h. 45m. encamped.

Made 7½ miles.

April 29th, Friday.
Time encamped, 14h. 15m.
Nineteenth Journey.

Northerly; 2. 3. b. c.

Temp. + 8°, + 11°.

Time travelled, 11h.

6h. encamped.

Made 9 miles.

April 30th, Saturday.
Time encamped, 14h. 45m.
Twentieth Journey.

7h. 30m. started.

Calm; b. c. 3.

Time encamped, 13h. 30m.

Northerly; 2. b. c.

Time travelled, 6h.

Building cairn, 8h. m.

5h. encamped.

Made 5 miles.

Time encamped, 14h.

May 1st, Sunday.
Time encamped, 14h.
Twenty-first Journey.

7h. started.

+ 2°, + 8°.

Calm, m.

Time travelled, 10h.

Noon, + 16°.

5h. encamped.

Made 7 miles.

Time encamped, 14h.

May 2d, Monday.
Time travelled, 10h.
Temp. + 6°.
Wind, southerly.

5h. encamped.

Made 6 miles.

Time encamped, 18h.

May 3d, Tuesday.
Time travelled, 9h. 45m.
Temp. + 5°. Southerly; 2. c. m.

Time travelled, 9h. 45m.

3h. 45m. encamped.

Made 7½ miles.

May 4th, Wednesday.
Time encamped, 15h. 15m.
Temp. + 5°.

Wind, E.

Time travelled, 11h.

6h. encamped.

Made 8½ miles.

MEMORANDUM: — GEORGE HENRY RICHARDS to MR. MAY, Sledge
"Reliance."

May 6th, 1853.

MEMO.—Circumstances having rendered it expedient to divert you from your original orders, and to detain the "Reliance" on shore for a longer period than was at first contemplated, you will observe the following instructions for your future guidance.

Re-crossing the Byam Martin Channel, you will provision yourself from the depôt at Point Success, and from thence pass on to Cape Fortune. Having supplied yourself also from this depôt, you will proceed inside the Deception Group (should the weather be clear), and passing along the coast line at a convenient distance, call at the Deception Point depôt for your provisions there, taking only sufficient to enable you to reach the grand depôt at Cape Lady Franklin. Having reached this cape, you will re-provision the "Reliance" for 35 days, and return to Cape Fortune direct. At the depôt at Cape Fortune, you will deposit 15 days' provisions for 8 men; and having performed this service, you will return to the ship in Northumberland Sound.

Should, however, the ice in the Queen's Channel have broken up, so as to render your crossing it without a boat hazardous, you will return to the grand depôt, where you will await further orders from Lieutenant Osborne or myself. The former may be expected at that depôt en route to the eastward, about the 20th of June. The service you are about to undertake is an important one to us, and the necessity of yourself and crew being on board the ship at the commencement of the summer operations is equally so to her. I may therefore enjoin you to use every dispatch in the performance of this duty, and you are not to devote any time to the examination of coast which may in the *slightest* degree retard your progress. You will be careful to secure the different depôts as you supply yourself with provisions, and at every cairn you visit, you will leave a brief record of your proceedings for my information, stating the time of your leaving such cairn, and the particular direction you are about to take, especially at _____, where you will leave any information you may possess on the state of the ice in Queen's Channel.

Dated at the west shore of Byam Martin's Channel, lat. 76° N.; lon. 106°—20.

(Signed) GEO. HENRY RICHARDS.

Time encamped, 13h.
May 5th, Thursday.
Twenty-fifth Journey.
Temp. + 1° + 5°.
Noon + 8°. Easterly.
Time travelled, 10h.
5h. encamped.
Made 8½ miles.

May 6th, Friday.
Calm; 5°; b.c.
Noon, in temp. + 60°.
Twenty-sixth Journey.
Time encamped, 14h. 10m.
Time travelled, 1h. 20m.
—10°.
Midnight, 12h.
Time travelled, 8h.
4h. encamped.
Made 11 miles.
Time encamped, 14h. 10m.

May 7th, Saturday.
Twenty-seventh Journey.
Calm. 1°. Midnight, —10°.
Time travelled, 8h. 30m.
3h. 40m. encamped.
Made 12 miles.
Time encamped, 15h. 20m.

May 8th, Sunday.
Twenty-eighth Journey.
Time travelled, 8h. 30m.
+ 4° Westerly, 2. b.f.
3h. encamped.

7h., started; thick weather; going S.W.; flocs heavy; light wind from eastward. Sails set.

11h. 20m., stopped for lunch; land to the S. E., could be seen.

2h. weather clearing; observed the land ahead.

5h. encamped about 2 miles from the shore.

7h. 10m. left our encampment, and proceeded to the shore.

8h. 30m. encamped on Melville Island. Deposited our depôt (which consisted of 10 days' provisions for 16 men), with the boat; received one day's provisions from sledge "Sir Edward."

As we *intended* to commence night travelling our men retired to rest until the evening. The land here *was* high, of a sandstone formation, covered with snow; hardly any signs of vegetation to be seen. The few patches of stones uncovered appear to have been much washed by the rush of water from the surrounding hills.

8 P.M. packed the sledge and started, leaving the advancing parties encamped.

12h. 40m. stopped for lunch.

1h. proceeded.

4h. encamped; land ahead, about S.S.W.

6h. 10m. started, following our old sledge tracks back; weather very fine. A herd of 6 to 8 deer in crossing the strait had followed the old sledge tracks for several miles.

11h. 10m. lunched.

3h. 40m. encamped; weather misty.

6h. 30m. started, making for the depôt cairn; light wind from the westward; sail set.

11h. lunched; cairn. N. ¼ E. Weather thick.

3h. encamped. Thick fog.

7h. started. Sail set. Thick fog.
 10. weather clearing. Down sail.
 12h. 15m. encamped at the depôt left by sledge "Success." Provisioned our sledge for 7 days, with the exception of bread, tea, sugar, chocolate, and of those articles 4 days.

8h. started, following the trend of the land towards Cape Fortune depôt. Sail set.

11h. 30m. lunched. Passed a cairn erected by sledge "Success."
 4h. encamped.

7h. 50m. started. Weather thick. Following the old sledge tracks.

9h. 30m. passed a small cairn erected by sledge "Success."

12h. 30m. lunched.

4h. 40m. encamped; Cape Fortune S.E.

7h. 40m. started, fine clear day, making for Cape Fortune.

12h. 30m. lunched; shot a deer. 4h. 30m. encamped at the depôt.

The land here is of a sandstone formation, covered in every direction with moss and sassafrage. It abounds in deer and ptarmigan. The stones appear much washed and rounded by the running of water from the surrounding hills. Shot some ptarmigan.

We dug up the depôt and took our provisions, securing the remainder as before, and at 12h. proceeded, making for the S.W. bluff of Deception Island.

3h. 30m. lunched.

6h. 30m. encamped.

7h. started, fine clear day, making for the S.W. bluff; observed a cairn erected on its summit.

There appears to be a passage to the S.E. of the Deception Group to Cape Lady Franklin, through which, after having made the S.W. bluff, I intend proceeding. I also observed another deep inlet or strait about S. by E. $\frac{1}{4}$ E. (see sketch). Floe heavy, owing to a recent fall of snow.

11h. 30m. lunched.

3h. 45m. encamped.

7h. 40m. started, strong wind from south. Sail set, heavy floe; passing to the southward of the S.W. bluff.

11h. 30m. lunched.

4h. 45m. encamped about 1 mile south of the bluff.

The land about here is high, with a good earthy soil, and covered with moss and other wild flowers, such as sassafrage, &c., but at S.W. bluff there was nothing but a mass of huge rocks, which had been thrown by an avalanche from the cliffs above. The floe appeared old, with numerous large hummocks pressed against the shore.

7h. 30m. started, making for a bluff on the N.E. side of the strait; after about two hours travelling we opened an inlet or strait trending to the N.E., but the weather was so thick that I could not distinguish a passage through.

11h. 30m. lunched.

4h. 20m. encamped on the east side of the strait. The land about here was particularly barren. There was not a sign of a living creature except a few ptarmigan.

Land on S.W. side high, and covered with snow.

9h. started, heavy old floe. Following the land to the S.E. (towards what appears to be an outlet).

1h. 30m. lunched. Passed a remarkable looking island, about 4 miles from the east shore (see sketch).

5h. 40m. encamped.

At this part of the strait, the distance across was from 10 to 12 miles. Several deep bays were to be seen on the east shore, and on the west an inlet running about west.

7h. 20m. started, thick weather; making for a bluff, about S.E. by E. The land still continued high with perpendicular cliffs; weather so thick that I could not distinguish the trend of the strait. Floe soft and heavy.

11h. 50m. lunched.

4h. encamped.

The weather having cleared during the morning, I could see the land to the S.E. There evidently appeared no outlet in that direction. Though the strait or bay (20 miles distant) took an easterly turn, and having only

Made 12 miles.
 Time encamped, 1 h.

May 9th, Monday.

Twenty-ninth Journey.
 Wind N.W.; 3. 4. o.m.q.s.
 Time travelled, 5h. 15m.
 Working at depôt, 4h.
 Temp. + 14°.
 12h. 15m. encamped.
 Made 8 miles.
 Time encamped, 19h. 15m.

May 10th, Tuesday.

Thirtieth Journey.
 Wind, North-westerly; 3. c.m.
 Time travelled, 8h.
 + 4° - 1° + 5°.
 Made 12 miles.
 Time encamped, 15h. 50m.

May 11th, Wednesday.

Thirty-first Journey.
 Wind, North-westerly.
 + 10°. + 5° Midnight.
 Time travelled, 9h.
 4h. 40m. encamped.
 Made 11 miles.

May 12th, Thursday.

Thirty-second Journey
 Temp. - 7°. Calm.
 Time encamped, 15h.
 Temp. - 10°.
 Time travelled, 8h. 50m.
 4h. 30m. encamped.
 Made 10 miles.

May 13th, Friday.

Thirty-third Journey.
 Time encamped, 19h. 30m.
 Temp. - 2°. Calm; 2. b.c.
 Time working at depôt, 4h.
 Time travelled, 6h. 30m.
 6h. 30m. encamped.
 Made 7 miles.

May 14th, Saturday.

Thirty-fourth Journey.
 Time encamped, 12h. 30m.
 + 14°. Calm.
 Midnight, - 11°.
 Time travelled, 8h. 45m.
 3h. 45m. encamped.
 Made 11 miles.

May 15th, Sunday.

Thirty-fifth Journey.
 Wind, S.; 4. 5. c.m.q.
 Time encamped, 15h. 55.
 Time travelled, 9h. 5m.
 4h. 40m. encamped.
 Made 11 miles.

May 16th, Monday.

Thirty-sixth Journey.
 Time encamped, 14h. 45m.
 Easterly; 2. 3. o.c.m.
 Temp. + 16°.
 Time travelled, 9h. 10m.
 4h. 20m. encamped.
 Made 9½ miles.

May 17th, Tuesday.

Thirty-seventh Journey.
 Time encamped, 16h. 20m.
 Temp. + 16°.
 Wind, N.E.; o.c.m.
 Midnight { Calm, o.f.
 Temp. + 18°.
 5h. 40m. encamped.
 Time travelled, 8h. 40m.
 Made 9 miles.

May 18th, Wednesday.

Thirty-eighth Journey.
 Time encamped, 13h. 40m.
 Temp. + 26°
 3. 4. o.f.d.; South-easterly.
 4h. encamped.
 Time travelled, 8h. 40m.
 Made 10 miles.

May 19th, Thursday.

Thirty-ninth Journey.
 Time encamped, 16h. 45m.
 E.S.E.; 5. 6. o.c.q.m.

Time travelled, 9h. 25m.
5h. 10m. encamped.
Made 15 miles.

May 20th, Friday.

Fortieth Journey.
Time encamped, 14h. 25m.
S.E.; 2. b.c. Calm.
Temp. + 26°.
Time travelled, 8h. 40m.
4h. 15m. encamped.
Made 8 miles.

May 21st, Saturday.

Forty-first Journey.
Time encamped, 14h. 45m.
S.W. Wind; 5. 6. o.f.
Time travelled, 8h. 30m.
3h. 10m. encamped.
Made 9 miles.

May 22d, Sunday.

S.W.; 4. 5. Thick Fog.
Encamped.

May 23d, Monday.

Forty-second Journey.
Time encamped, 40h.
Calm, b.c.
Time travelled, 9h.

May 24th, Tuesday.

Forty-third Journey.
Time encamped 5h. 30m.
Calm, b.c.
Time travelled, 6h.
6h. encamped.
Made 18 miles.

May 25th, Wednesday.

Time at work at the depôt, 4h.
Time encamped, 25h. 40m.
Northward; 4. 5. o.c.
+ 18°.
4h. 10m. encamped.
Time travelled, 8h. 30m.
Made 15 miles.

May 26th, Thursday.

Forty-fourth Journey.
Time encamped, 16h. 20m.
Temp. + 29°.
Wind, N.W.; 5. 6. 7. c.q.
Travelled 5 miles.
Time employed in getting provisions, 8h.
30m. returned to tent.

May 27th, Friday.

Time encamped, 16h.
N.W.; 7. to 9. o.q. + 20°.
Encamped.

May 28th, Saturday.

Forty-fifth Journey.
No. hours detained by bad weather, 24h.
Northerly; 2. b.c. + 17° + 30°.
o.c.m. + 30°.
Time travelled, 8h. 45m.
5h. encamped.
Made 8 miles.

May 29th, Sunday.

Forty-sixth Journey.
Time encamped, 15h. 10m.
Temp. + 20° + 22°.
N.W.; 2. o.m.f.s.
1h. 30m. encamped.
No. hours travelled, 5h. 20m.
Made 6 miles.
Hours employed at depôt, 4h.

May 30th, Monday.

Forty-seventh Journey.
Time encamped, 17h. 40m.
Temp. + 21°.
N.W.; 3. to 4. o.f.s.q.
Snow drifting.
4h. 40m. encamped.

2½ days provisions left on my sledge, I considered it best to put back and try the passage east of S.W. bluff (Deception Island).

7h. 45m. started, having erected a small cairn on an island to show our position. Sail set; strong wind from S.E.

12h. 30m. lunched.

5h. 10m. encamped.

7h. 35m. started, following the land along to the N.E.

12h. 10m. lunched; having passed the north extreme point of this inlet, we come in sight of the other passage, bearing about N.E.

4h. 15m. encamped; provisions nearly out.

7h. started, making towards the small outlet, to the N.E.; strong wind from the S.W.; heavy floe.

11h. 30m. lunched.

A thick fog continued during the rest of to-day's march, and on reaching the land at 3h. 30m. encamped.

The weather being too thick to proceed, I left the sledge accompanied by one man, to endeavour to find out our present position. We followed the land along to the N.E. about 5 miles, when it turned abruptly round to the north, where I found the old sledge tracks, but the fog continued so dense that I could not distinguish whether we were to the eastward or westward of the depôt. Shot two ptarmigan and returned to our tent.

The weather having cleared up, I found that we were at the back of the Two Sisters hills, and about 16 miles from the Deception depôt.

7h. 30m. started, making for a passage between South Deception Island and the Two Sisters. Floe heavy.

5h. 30m. pitched the tent to give the men a rest; went to the summit of a hill, and from there saw a passage between North and South Deception Islands, between which were the Sisters and another island.

11h. having left in a hollow cairn all our unnecessary articles of clothing, we proceeded for the depôt. Passed Sandstone Point, where I saw a cairn erected by sledge "Lady Franklin."

6h. encamped at the depôt; found that bears had broken into it, and consumed all the fuel, bacon, and destroyed a quantity of bread; the gutta percha cases were torn up, and parts of them to be found 300 yards from the spot.

A.M. After breakfast the sledge's crew dug up the remainder of the depôt; took our proportion of provisions, and rebuilt the cairn.

7h. 40m. started, strong wind from the northward. Good floe. Sail set.

12h. lunched.

4h. 10m. encamped about a quarter of a mile distant from Cape Lady Franklin, and 2 miles from the depôt.

8h. 30m., left the tent with the sledge and 6 men to get provisions from the depôt. Found every thing in a state of security, with the exception of two oars broken, and a part of a case of sterine destroyed. This had been done previous to the arrival of the sledge "Lady Franklin," with a note to that effect in the cylinder. After taking the necessary provisions we secured the depôt as before, and at 4h. 30m. returned to our tent. The wind blew strong from the N.W. all day.

Blowing a strong gale from the N.W. all night, with heavy snow drift; remained in the tent.

A.M., weather clearing; went on shore and shot a deer.

8h. 15m. started: good floe; sail set. Making for a passage inside the Deception group.

1h. lunched.

5h. encamped.

8h. 10m. started; wind from N.W.; floe heavy. Making towards a point bearing about W.N., which appears to be the southern and easternmost point of South Deception Islands.

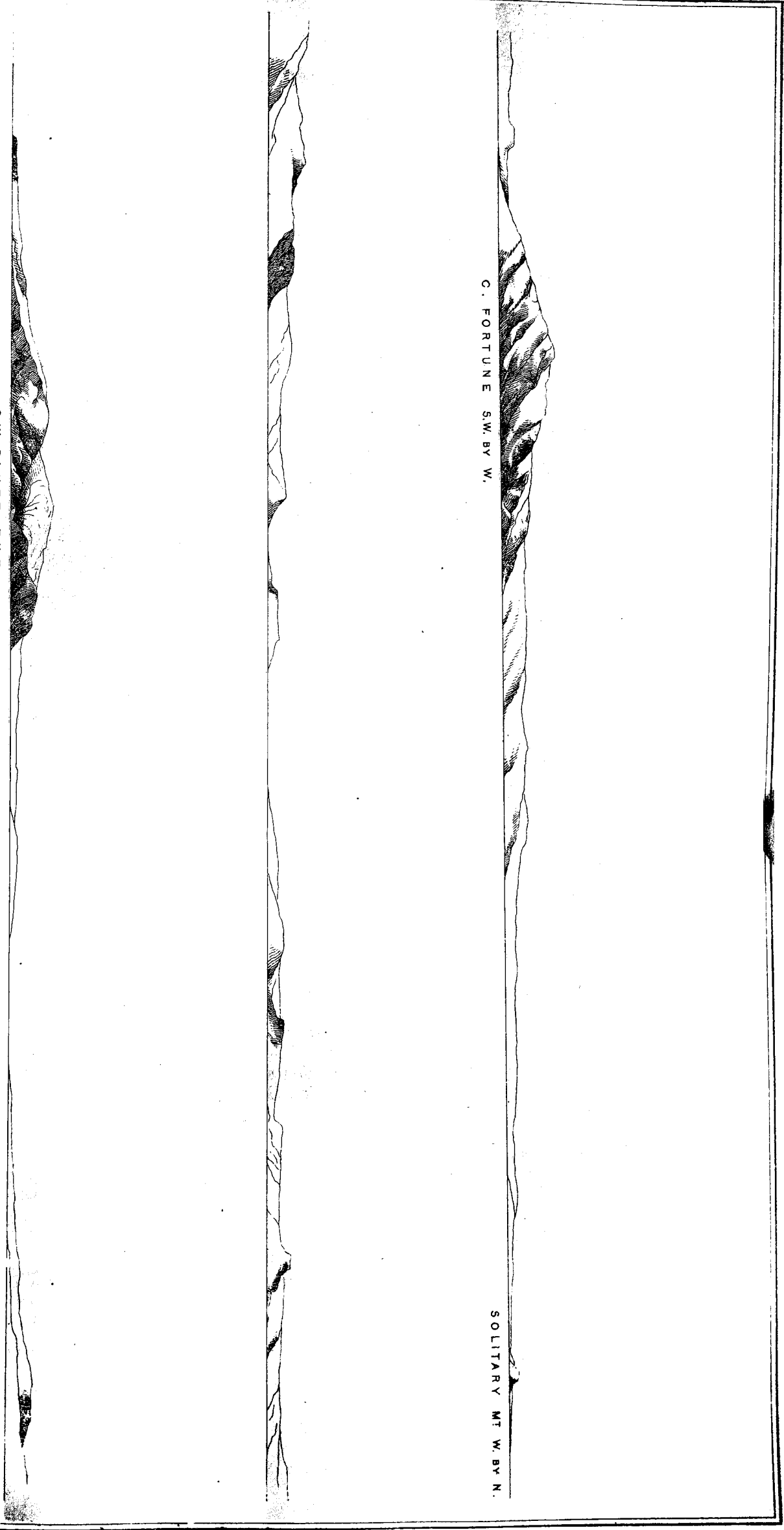
1h. 30m. encamped.

Sent the sledge crew to bury a depôt, which will make good the provisions destroyed at the Deception depôt by bears.

8h. 10m. started, rounded the point, going about W.N.W. I went to the summit of a hill and erected a small cairn to show the position of the depôt. Weather very thick.

12h. 30m. lunched; weather clearing; saw the Two Sisters hills.

4h. 40m. encamped 2 miles S.E. of the Sisters.



C. FORTUNE S.W. BY W.

SOLITARY MT. W. BY N.

S.W. BLUFF E.N.E.

Having now examined the southern shore of the Deception Islands, and finding the floe so bad that it was with much difficulty the men could move the sledge, I determined on going between the islands and following our outward route towards Cape Fortune.

7h. 30m. started, and proceeded in that direction.

11h. 30m. lunched; saw a bear, which B. Young, captain of the sledge, wounded.

4h. 5m. encamped.

Saw, for the first time, a flock of ducks, going to the N.W.; also obtained water from a small lake.

Found on this part of the island numerous pieces of an inferior coal, which appears to have been washed down the ravines from the surrounding hills. Several deer were seen here.

7h. 10. started, following the trend of the land to the westward.

11h. 30m. lunched.

5h. 35m. encamped. Deposited a four day depôt for our return.

We found here enough coal to make a fire, and cooked our provisions with it.

8h. started, going about S.W.W. along the land. Weather very thick.

12h. 30m. lunched; weather cleared up towards the morning. Cape Fortune, S.W.W. $\frac{1}{2}$ W.

4h. 25m. encamped.

8h. 25m. started. Thick weather with snow all night. Floe heavy; sail set; wind from the S.E.

12h. 55m. lunched. Towards the morning the mist cleared off, and we could again see Cape Fortune.

5h. 45m. encamped.

6h. 40. started; fine clear day; wind N.E. making for Cape Fortune; sail set.

11h. 30m. lunched. Observed a travelling party south; communicated with them, which proved to be Lieutenant Osborn, on his return from Melville Island, searching the inlets between Capes Fortune and Lady Franklin.

He had left Captain Richards on the north shore of Melville Island, and since then, met with Lieut. Hamilton (and party) of "Resolute." She had wintered at Bridport Inlet, Melville Island, and found documents left by Captain M'Clure (Winter Harbour), stating that the "Investigator" was ice-bound on the North Shore of Banks' Land, now called Baring Island.

3h. encamped with sledge, "John Barrow," Lieut. Osborn; took the depôt of provisions from my sledge, giving me the despatches from "Resolute;" to make the best of my way back to the ship.

8h. started. Parted company with the sledge "John Barrow," making for the S.W. bluff. Wind from S.W.; sail set.

12h. 30m., lunched. A bear disturbed us during our lunch; shot him, obtained fat for fuel. Thick fog came on towards the morning.

5h. encamped.

8h. started; weather thick; following the land along to the eastward; saw some deer.

2h. lunched.

4h. 30m. encamped.

6h. 30m. started, going along the land towards the depôt. Thomas Marshall shot a deer. Numerous flocks of Brent geese were feeding on a low marsh at the foot of the mountains; it extended over a space of about four miles, and appeared to be their breeding place. This was close to our depôt, where we found the coals, and is the best spot for game of every description I have yet seen. Shot also to-day a hare, three Brent geese, and some ptarmigan. 1h. 30m., arrived at the depôt, took our provisions and proceeded.

5h. encamped.

7h. 30m. started; light wind from S.W.; sail set. Passed the S.E. point of North Deception Island.

12h. lunched.

4h. 30m. encamped about two miles east of the Two Sisters (on the shore). Sent the sledge to pick up the things left on that island.

8h. 30m. started, going along the land towards the Deception depôt.

Made 8 miles.
Time travelled, 8h. 30m.

May 31st, Tuesday.

Forty-eighth Journey.
Time encamped, 13h. 30m.
North-westerly; 3. o.c.
Temp. +20°.
4h. 5m. encamped.
Time travelled, 8h. 35m.
Made 8 miles.

June 1st, Wednesday.

Forty-ninth Journey.
Time encamped, 15h. 5m.
Wind, W.; o.c.m.
Temp. +26°.
5h. 35m. encamped.
Time travelled, 9h. 25m.
Made 9 miles.

June 2d, Thursday.

Fiftieth Journey.
Time encamped, 14h. 25m.
S.; 3. o.c.m.s.
4h. 55m. encamped.
Time travelled, 8h. 55m.
Made 8½ miles.

June 3d, Friday.

Fifty-first Journey.
Time encamped, 15h. 30m.
Temp. +26°.
Wind, S.E.; 3. 4. o. m. s.
5h. 45m. encamped.
Time travelled, 9h. 20m.
Made 8½ miles.

June 4th, Saturday.

Fifty-second Journey.
Time encamped, 12h. 55m.
N.E.; 3. b. c.
Temp. +26°.
3h. encamped.
Time travelled, 8h. 20m.
Made 8 miles.

June 5th, Sunday.

Fifty-third Journey.
Time encamped, 17h.
S.W.; o. c. 3. 4. 5. o. c. l. a.
5h. encamped.
Time travelled, 9h.
Made 10 miles.

June 6th, Monday.

Fifty-fourth Journey.
Time encamped, 15h.
N.; 4. o. m. s.
Temp. +34°.
4h. 30m. encamped.
Time travelled, 8h. 30m.
Made 11 miles.

June 7th, Tuesday.

Fifty-fifth Journey.
Time encamped, 14h.
b. c. m. calm.
+24°.
+18°.
Foggy; N.W.
5h. encamped.
Time travelled, 10h. 30m.
Made 12 miles.

June 8th, Wednesday.

Fifty-sixth Journey.
Time encamped, 14h. 30m.
S.W.; 2, 3. b. c. m. +25°.
Westerly; 4.
4h. 30m. encamped.
Time travelled, 9h.
Made 10 miles.

June 9th, Thursday.
Fifty-seventh Journey.
Time encamped 16h.
N.W.; 3. o. f. s.
Temp. + 32°.
5h. encamped.
Time travelled, 9h.
Made 10 miles.

June 10th, Friday.
Fifty-eighth Journey.
Time encamped, 14h.
Wind, N.N.E.; 2, 3. o. c.
Temp. + 27°.
4h. 30m. encamped.
Made 11 miles.
Time travelled, 9h.

June 11th, Saturday.
Fifty-ninth Journey.
Time encamped, 14h. 30m.
N.W.; 3. o. c.
Temp. + 28°.
4h. 30m. encamped.
Time travelled, 9½h.
Made 13 miles.

June 12th, Sunday.
Sixtieth Journey.
Time encamped, 14h. 30m.
Calm; b. c.
Temp. + 30°.
4h. 30m. encamped.
Time travelled, 9h. 30m.
Made 11 miles.
Arrived on board with two men 4h. 30m. P.M.
Party reached Spit Island in safety 10h. P.M. of the 14th.

1h. lunched, passed the depôt; weather thick, with snow.
5h. 30m. encamped.
7h. 30m. started; the wind being favourable and floe good, we struck across from this point for the ship, leaving Cape Lady Franklin about seven miles S.W. of us.

Passed over two miles of hummocks; during the rest of the day we had a good floe; weather overcast. Land to be seen distinctly ahead, also high land N.N.W. (true). 12h. lunched.

4h. 30m. encamped. Cairn on Mount Britannia, N. 29 E. I could also see the two cairns on Spit Island.

7h. started; good floe; making for Spit Island; weather rather thick.

12h. lunched. 4h. 30m. encamped.

7h. started, making for Spit Island.

12h. lunched; going through heavy hummocks.

3h. having got within four miles of the N.E. end of the island, we came to a lead of water, extending nearly up to Pioneer Island, and to the S.W. as far as could be seen from the floe.

4h. 30m. encamped at the edge of the floe. Fitted the square boat for crossing the lead, but after trying her in the water, I found that she had, with so little weight as three men in her, an inclination to turn inside out.

I therefore hauled her on the ice, and with two men proceeded to the ship by going about 15 miles round, near Pioneer Island. The ice was very hummocky and rotten, and we frequently went through, but succeeded at 4h. 30m. P.M. in reaching the ships.

A shooting party who were about to leave for Spit Island volunteered to go round the south side and bring the party in. But on their arrival there, finding the ice closely packed against the western shore, they were not able to reach our tent by water.

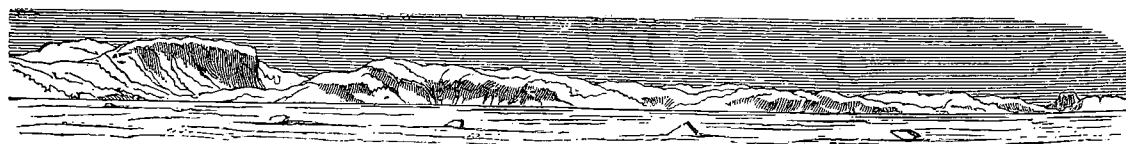
A party therefore left the ship with a light boat, which was launched across the ice between Spit Island and Mount Beaufort, and conveyed the men and gear in safety to Spit Island, and from thence, by boat, to the ships.

| | | |
|--|-------|-----------|
| Number of days out | - - - | 33 |
| Number of days home | - - - | 29 |
| Total number of hours travelled | - - - | 517. 40 |
| " " encamped for rest | - - - | 908. 35 |
| " " detained by weather | - - - | 51. 50 |
| " " building cairns, making depôts | - - - | 49 |
| Estimated distance travelled | - - - | 600 miles |
| Mean rate of travelling daily | - - - | 10 " |



Pioneer Island.

(continued.)



Mount Britannia.

Spit Island.

John Barrow Island.

Enclosure No. 24. of Sir Edward Belcher's Letter.

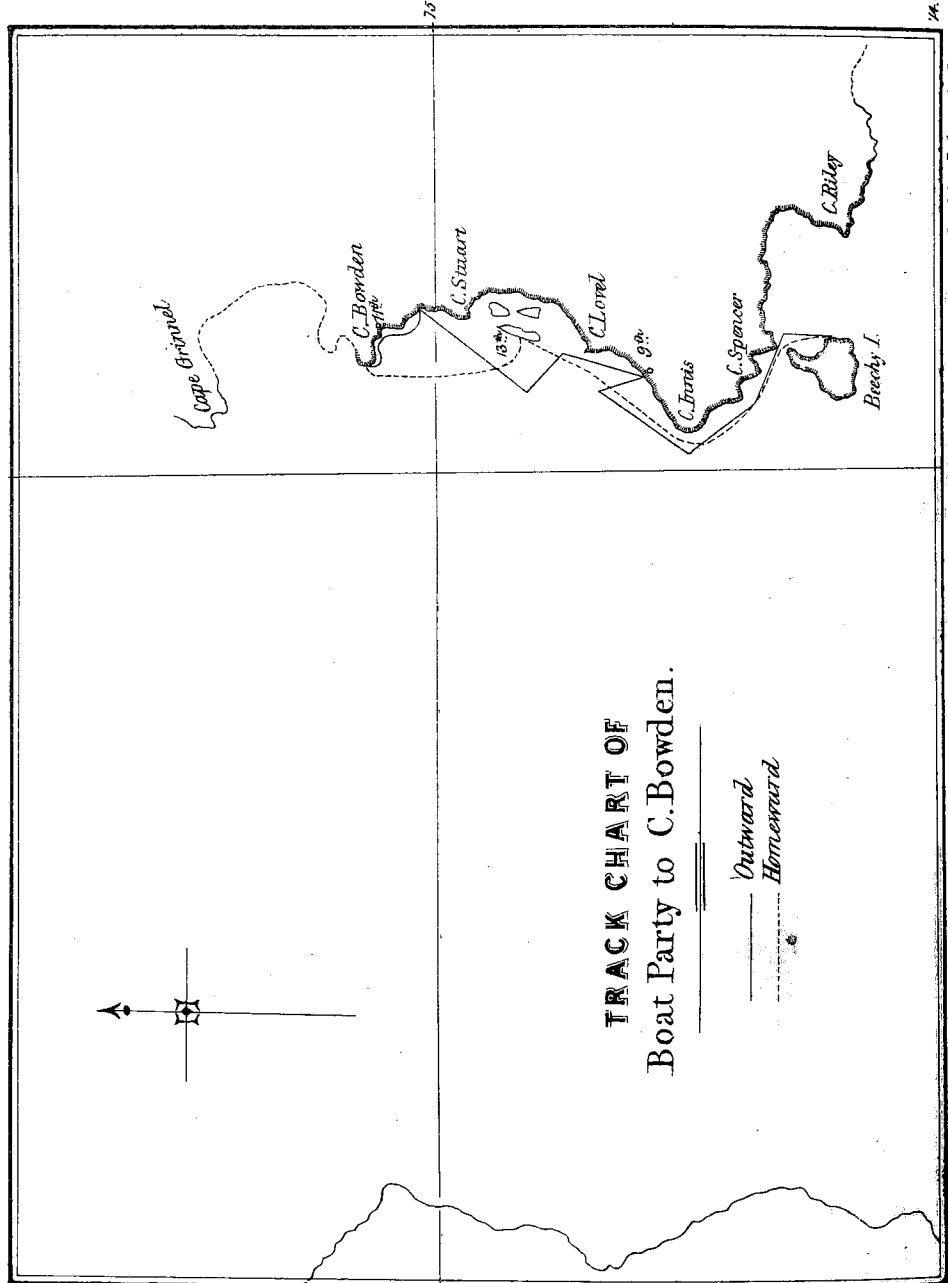
Mr. Shellabear's
Journal.

JOURNAL of the PROCEEDINGS of Mr. W. B. SHELLABEAR, Second Master, H.M.S. "North Star," in charge of a Boat Party to place Depôts on the Eastern Shore of Wellington Channel, &c.

• *Wednesday, September 8th.*—4h. 30m. P.M. left the ship with seven days' provisions, under sail, running round the north end of Beechey Island. 5h. 30m. observed Dr. M'Cormick and party at Cape Spencer; landed and communicated with him; found his party all well. 5h. 40m. made sail and proceeded onwards. 6h. 10m. rounded Cape Innis, wind light and variable. 6h. 30m. a breeze sprung up from the N.N.W., which

Wind, E.N.E.; 3. c.

Wind, Easterly; 4. 5. c. q.



**TRACK CHART OF
Boat Party to C. Bowden.**

— Outward
- - - Homeward

gradually freshened, and a short sea running, found we could not make any way against it, so bore up, and ran about a mile to leeward for a low beach, about 3 or 4 miles north of Cape Innes; hauled the boat up and encamped. During the night it continued to blow hard from the northward.

Thursday, September 9th.—6h. A.M., had breakfasted; got everything ready for a start in the event of a change in the weather; continuing to blow hard from the northward. Were prevented from tracking to windward by the shallowness of the water; the surf was breaking to the northward of us to about 50 yards from the shore, and in some places to a much greater distance.

Detained during the day, as I found from experience that nothing could be done pulling against such a breeze and nasty short sea. 4h. P.M., towards low water there was a heavy surf on the beach. A fox was seen here. Towards evening there was rather less wind, but the surf continued. During the night the wind died away, but freshened up again in the morning.

Friday, September 10th.—6h. A.M., had breakfast; stowed boat, launched her, and started, pulling for Cape Bowden, keeping in with the land; a short cross sea running occasionally, shipping a little water, which immediately froze. 11h. A.M., rowed bottom at about three miles from the land; kept more out to sea; at the distance of four miles from the land, we could see the bottom distinctly, there not being more than two fathoms water, and the surf breaking heavily in shore of us.

Noon.—Rounded the shoal, and pulled in for the land. 1h. P.M., landed in a small bay, melted snow, and had dinner. 1h. 30m. P.M., launched the boat, pulling round in shore for Cape Bowden. The sea here became heavier, and we were obliged to keep her stem on to it. 7h., pulled in for a small bay about two miles from extreme of Cape Bowden. Encamped; but the beach was so steep that we could not haul the boat up beyond the high-water mark, and were obliged to tend her as the tide rose, until high water, about eleven o'clock, when the tide falling, left her in a place of safety; surf still breaking heavily on Cape Bowden.

Saturday, September 11th.—During the night the seahad gone down, and the water was covered with young ice. 6h., stowed boat, and endeavoured to pull out of the bay; found the young ice so thick as to render that impracticable. Poled the boat in shore again, and commenced tracking round towards the point; after three hours' tracking we had gone about two hundred yards. Feeling the impossibility of going on under the circumstances, I landed, and walking up to the highest ridge, had a good view of the water to the northward and westward, and as far as I could see, it was covered with young ice, not sufficiently thick, two miles off the land, to impede a boat; but in shore, it was all pressed up, and looked quite white. I therefore determined to land the depôt where I was, and proceed without delay to the ship, feeling sure that another night's calm would render it necessary for me to leave the boat. I then picked out a suitable spot, and set the party to dig a hole; seeing some ptarmigan a little distance off, I went after them and shot four. The ground was very hard, and we could not get down very deep, but by 2h. P.M., I thought it sufficiently deep for our purpose; placed the depôts in it, and raised a large heap of gravel and stones over it, with a bamboo placed upright in the centre, and a preserved meat tin lashed to the top of it.

Mr. Shellabear's
Journal.

N.N.W.; 4. 6. b. c.
N.N.E.; b. b. c. q.
Snow drift.

Wind, Northerly; 6. b. c. q.

| h. | m. | s. | ° | ' | '' |
|----|----|----|----|----|----|
| 3 | 10 | 0 | 31 | 20 | 32 |
| 0 | 11 | 8 | 0 | 26 | 20 |
| 0 | 12 | 16 | 0 | 33 | 0 |

Temp. +22.

At noon, mer. alt. 40° 6' 30".

N.; 4. b. c. q.

Temp. +19.

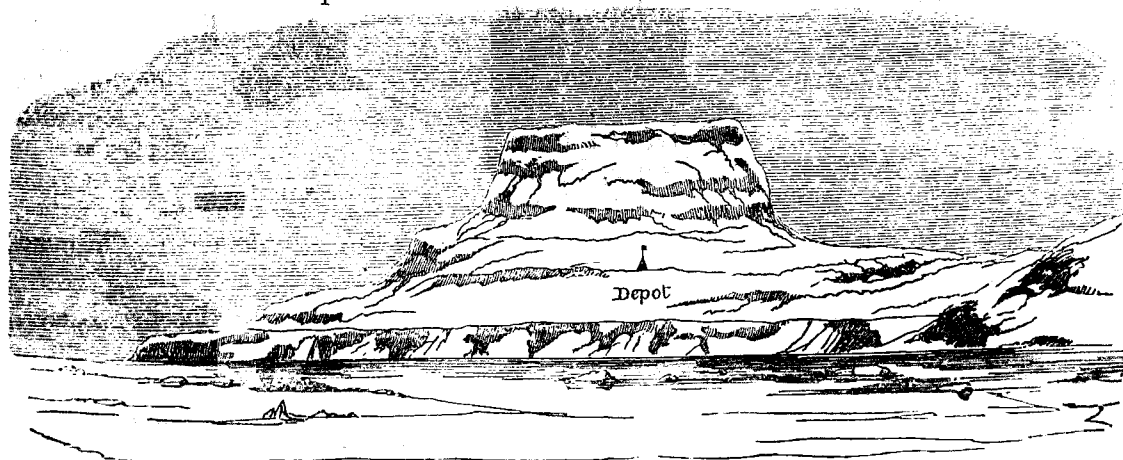
Calm, o. c.

N.N.W.; 4. c. q.

Thermometer +18.

N.N.W.; 3. c. q.

N.N.W.; 1. c. q.



Mr. Shellabear's
Journal.

Calm, o. c.

S.; 4. e. m. q.

S.S.W.; 6. e. m.
Ther. 24°.

S.S.W.; 1. e. m.
Ther. 28.

4h. P.M., had dinner, and proceeded tracking round to the point to get clear of the young ice that was packed up in shore. 5h. left the point, pulling through the young ice. After getting a mile from the land, the young ice was thinner, and we made much better way. Pulling for Cape Innis, keeping off the land, found the young ice was making very fast. 6h. a breeze sprang up from the southward. The young ice off the shoal was so thick, that we could not force the blades of the oars through it, and had to alter our course considerably to keep clear of it; it, however, became narrower near Lovell Point, and we succeeded in getting the boat in shore, and landed on the low island at 9h. P.M. Encamped, and hauled the boat up. During the night the wind freshened, and Sunday 12th we were again delayed by the wind, which continued blowing hard all day; died away by the morning of the 13th, Monday 7h. A.M., when we stowed boat and proceeded onwards for Cape Innis, pulling. 1h. P.M. landed a little to the northward of Point Innis, had dinner. 1h. 30m. proceeded onwards round the cape, and passing to the northward of Beechey Island, 6h., arrived alongside.

Enclosure No. 25. of Sir Edward Belcher's Letter.

Commander W. J. P. PULLEN to Mr. SHELLABEAR, Second Master of Her Majesty's Ship "North Star."

By W. J. P. Pullen, Esquire, Commander of Her Majesty's Ship "North Star."

Sir,

It is my direction that you proceed with the whale boat, crew of five men, and a week's provisions, to Point Hogarth, keeping the Eastern shores on board, and a good look out for anything passing. I charge you with despatches from England for Sir E. Belcher; therefore use all speed consistent with safety to yourself and crew to reach that point, as it is Sir Edward's principal rendezvous; and you were with me last July when we parted from them. Circumstances will guide you, and what you may find at Point Hogarth, how to proceed; however, I trust you will meet him long before you get there.

The men of the late Lieutenant Bellot's party report that at or near Cape Grinnell is the place where they were driven off, and where the remains of provisions, &c. are. You will, therefore, if you reach that far, and it will not cause *serious* delay, take them into the boat.

You are perfectly aware of all the caches and their contents in the Wellington Channel, therefore you will not be short of provisions; and by the 3d of September, at the latest, I shall expect your return, should you not meet the "Assistance;" therefore take every advantage of pushing on. Wishing you God's speed and a safe return,

Given under my hand on board the "North Star," Beechey Island, this 26th August 1853.

(Signed) W. J. P. PULLEN,
Commander.

The day having passed which Sir Edward Belcher had named to be here or communicate with this ship from the Wellington Channel:

It is therefore my direction that you proceed in a whale boat on another attempt to communicate with him, carrying out, as far as it is possible, the orders on the other side hereof. From the place in which we left him with his ships on the 27th July, and there having been so much open water in the Wellington Channel since, I consider he cannot be far off, unless some serious accident has happened. You will, therefore, use your best discretion in carrying my orders of the 26th ultimo into effect, only bearing in mind that the season is far advanced.

Given under my hand on board the "North Star," Beechey Island, 2d September 1853.

(Signed) W. J. P. PULLEN,
Commander.

Mr. W. B. SHELLABEAR, Second Master, to Commander PULLEN, Her Majesty's Ship "North Star."

Mr. Shellabear's
Journal.

Sir,

Her Majesty's Ship "North Star," Erebus Bay,
September 12th, 1853.

Enclosed is a copy of the Journal of my proceedings, in the endeavour to carry out your orders of the 2d ultimo. The strait being so full of ice, and my progress for four days so slow, I did not consider I should have been justified in delaying my return, especially as from the state of the weather latterly I had reason to believe that the season for boating had passed. On the fourth day I endeavoured to reach the provisions, &c., left near Cape Grinnel; fortunately I was not able to do so; had I been able, it would only have been to leave the boat with them.

A look out was kept for the ships passing down whenever the weather was clear, but as we had only two clear days while away, it was very possible they might have passed us without our seeing them.

I have, &c.

(Signed) W. B. SHELLABEAR, Second Master.

JOURNAL of the Proceedings of a Boat Party along the Eastern Shores of the Wellington Channel, on an attempt to communicate with Sir EDWARD BELCHER, C.B., under command of Mr. W. B. SHELLABEAR, Second Master.

Friday, September 2d.—10 A.M. left the ship, equipped with a whale boat, five men, and a week's provisions. A party assisted to drag the boat over the neck of ice that separated us from the water to the southward of the island. After stowing the boat, Commander read prayers, and we shoved off. There was a fresh breeze from the N.W., and after rounding the S.W. Cape of Beechey Island, a strong current setting right down the Channel, so that our progress was slow. The breeze gradually died away, and at 3 P.M. we were abreast of the low point off Cape Spencer. Here we landed and lunched. There was a quantity of loose ice in the channel, which was driving very fast to the southward, about $2\frac{1}{2}$ miles an hour. After rounding Point Innis, I was obliged to keep close in shore to keep clear of the ice, which became thicker and heavier. At about two miles from the low point in the centre of the bay, I picked up a piece of wood, which the men recognized as part of a bucket rack which had belonged to the "Breadalbane." Continued pulling in shore round the bay until about 8 P.M., when we landed and encamped on the low point, and hauled the boat up. It was now foggy, and being on low ground, I could not see far; but to seaward there was a heavy pack driving to the southward. Calm O. f. s.

Saturday, 3d.—Wind N.N.W.; 2. c. m. The ice to seaward looked heavier than last evening, but fortunately owing to the shoalness of the water, it did not come close in shore. The pack was driving to the southward about two miles an hour. By keeping along the land and inside the grounded ice, we managed to get along as far as Point Stuart, but there, were effectually stopped a little after noon by the ice, which pressed heavily along the north side of the point. Leaving the boat in a safe place, I walked back on the high land to get a view to the northward. In the bay, between us and Cape Bowden, there was a little open water. To seaward as far as I could see, a heavy pack extended, with a lane of water here and there, the whole driving to the southward. There had been a pressure on Point Stuart, the pressed up ice being in some places 40 feet high, and most of it had been thrown up this year. As there appeared no chance of getting on for the present, I returned to the boat, and pulled back for a short distance, and hauled her up. Late in the evening, I could see from the high land a large space of open water to the northward.

Sunday 4th.—There was a space of open water to the northward this morning, but it was noon before the ice round the point was slack enough to enable us to work the boat through it, which we did with much difficulty, as the ice was heavy and driving fast to the southward. After clearing the point, there was open water as far N. as Cape Bowden, and as far as we could see to the westward.

Wind, light and variable;
1. b. c. m.

Mr. Shellabear's
Journal.

About a mile to the southward of Cape Bowden, I saw something sticking out of a hummocky piece of ice, which turned out to be part of the stern post of a boat, with a copper gudgeon on it, so firmly imbedded in the ice, that we had to clear it with the pickaxe. The men immediately said it was part of one of the "Breadalbane's," from its being built of teak, and painted white inside; and as there was no government mark on any part of it, I saw no reason to doubt that they were right, though I could not account for its being so far north after the succession of north-westerly winds we have lately had. On reaching Cape Bowden, I landed and walked up the high part of the ridge. There was water in the bay to the northward, but the ice ground heavily on the point as it drove south. After lunch the neck appeared narrower, the ice being chiefly kept off by a heavy but smooth floe. Intending to launch the boat over this, I pulled round to it, but found the pressure so heavy, and the neck getting broader every minute, that I again pulled back to wait for a better opportunity. I walked up to the ridge immediately on landing, and there saw that the floe piece over which I had intended to launch the boat, was broken up, and the pack close in shore grinding right in on the point. A light breeze springing up from the westward soon after drove the pack close in shore, barring at once our advance and retreat. The ice in shore then remained stationary, but out in the channel it continued to drive to the southward. Encamped, and visited the depôt. I found the rum tin I had left there in the spring, lying outside the cairn empty, with the cork out and lock gone, and there was a hole in it near the neck, that appeared to have been made with the corner of a shovel. In the bread case, that was open, there was a quantity of damaged bread, but as the bad and good were frozen together, I did not attempt to separate them. The other bread case appeared tight, and the two cases of pemmican had not been touched. One tin of soup had burst; this I used in lieu of part of a tin of our preserved meat which was bad.

W.N.W.; 1. b. c.

Monday 5th.—The ice remained close in to the point until the afternoon, when it began to ease off. After much difficulty in getting the boat over the grounded ice, we rounded the point and pulled to the northward through loose ice, occasionally launching the boat over neck.

On reaching the small cape to the northward of Cape Bowden, I landed, and found Griffin Bay quite full of heavy ice. There appeared no chance of its clearing for some time, and as this was the fourth day from the ship, and we had made so little progress, our position looking no better, I pulled back to Cape Bowden, with the intention if it cleared off into the northward to pull over to Cape Grinnell the next day, and bring the things left there by the late Lieutenant Bellot's party, and if it cleared to the southward, of pulling back to the ship. On our arrival at Cape Bowden, encamped, and as the night was clear and the ice loose to the westward, kept a look out during the night for the "Assistance."

Northerly; 2. b. c.

Tuesday, 6th.—The weather this morning was again hazy, with a little snow. The ice during the night had become closely packed in shore, leaving us no alternative but to remain where we were. The ice in the bay remained stationary all day, and that in the stream moved very slowly to the southward. I resolved, if there was no prospect of a move to-morrow, to haul the boat up and walk back to the ship. Towards evening it began to snow rather heavily.

Wind, N.W.; 4. 9. f.

Wednesday, 7th.—During the night it blew a gale, with very heavy squalls and snow. The hill sheltered us a little, but we were obliged to back the tent ropes with bags of shingle. This morning the ice in the channel was driving to the southward, three or four miles an hour, leaving a large pool of water to the northward. I therefore remained here, thinking the strait would be sufficiently clear to enable me to get the boat down by to-morrow morning. It continued to blow hard and snow all day.

N.N.W.; 7. 9. m. s.

Thursday, 8th.—This morning the breeze continued, but the squalls were not so heavy; and as there appeared to be no chance of the ice clearing away, I hauled the boat up, and prepared to walk back to the ship. Before starting, I walked up on the high land to see if there was any probability of the ice clearing off. There was a large pool of water to the south-west of us, which appeared to extend to the southward, to within three or four

miles of Point Innis, but it ended there at a distance of five or six miles from the land, where the ice appeared to have been brought up. There was a heavy pack driving down from the northward.

Mr. Shellabear's
Journal.

After placing all the stores (an account of which is annexed) in the boat, we left for the ship, each carrying his blanket bag, spare clothes, and some bacon and biscuit, trusting to the streams on our route for water. Fortunately we had the wind at our backs, and were therefore not much inconvenienced by the heavy squalls of snow. All the shallow streams were frozen through, but we found some water in the deep pools inside the low point, and stopped a few minutes to lunch. The fresh water ice was about six inches thick.

N.W.; 5. 8. s. q. f.

When we arrived at the back of the hill of Point Ennis, one of the men (Hawkins) began to show symptoms of fatigue, and was finally obliged to take off his pack, which was, however, carried for him as far as the hill of Spencer ridge, and there left by the side of the ravine.

I had been very anxious to get a sight of the ship, as, from the heavy gale we had had from the north-west, I was afraid she might be driven out by the ice, and was therefore much pleased when we could see her from the top of the hill, lying in nearly the same position we had left her. Soon after this it became dark, and the remainder of our journey was very wearisome. When we arrived at the foot of the hill, in order to hasten our arrival on board, we left our packs behind, making a heap of them in a conspicuous place. We arrived on the beach about midnight, and then, to our great annoyance, could find no place where we could get on the floe. After firing my gun, and hailing several times, in hopes they might hear us from the ship, and send a boat, we were obliged to reconcile ourselves to our lot, and wait till daylight. We sat down in the most sheltered place we could find, but it was too cold to remain in that position long, and we had to spend the two hours walking up and down. As soon as day broke, we walked more towards the island, and then were fortunate enough to find a place to pass over. One of the men (Hodge), on getting up, was so stiff that he could not walk, and I was obliged to send Seymour back to endeavour to bring him along after us, and hasten to the ship for assistance.

We arrived on board safely at a little before three, when three men and a boat were immediately sent after the two men, but it was five before they arrived on board; Hodge in a very exhausted state.

A LIST of STORES, &c. left at Cape Bowden.

| | No. | | No. |
|-----------------|-----|---------------------------|-----|
| Whale boat | 1 | Boat stove Tin (complete) | 1 |
| Oars | 6 | Shovel | 1 |
| Crutches (iron) | 7 | Pickaxe | 1 |
| Boat hook | 1 | Hammer | 1 |
| „ staff | 1 | Spirit Tins, 2 gals. | 2 |
| Mast | 1 | Bags (Seaman's) | 3 |
| Yard | 1 | Hand Lead | 1 |
| Traveller | 1 | „ Line | 1 |
| Sail | 1 | Waterproof Blankets | 2 |
| Tent | 1 | Small Axe | 1 |
| Pikes | 4 | Lever Knife | 1 |
| Tent Bottom | 1 | | |

Enclosure No. 26. of Capt. Sir Edward Belcher's Letter.

Lieutenant CHEYNE to Sir EDWARD BELCHER, C.B.

Her Majesty's Ship "Assistance," frozen in near Cape Osborne.
Friday, September 23d, 1853.

Sir,

I beg, according to your instructions, to forward the following report of my proceedings from the 19th to the 22d instant.

Proceedings of
Lieutenant Cheyne.

On the 19th, at 4h. P.M., having received your orders, I left the ship with a party of six men and a runner sledge, carrying forty-nine rations, or seven days' provisions for seven men. At 7½h. we arrived at the base of Cape Osborne, and I returned with three men to the hill in sight of the ship for

Proceedings of
Lieutenant Cheyne.

the purpose of building a cairn, but as it was 8 o'clock before we arrived there, we only had time to mark the spot by a few stones, as it was getting dark, so we returned to the tent; I issued tea to the party. We none of us slept that night owing to the cold, having no blanket covering with us and no supper before turning in, the party having been victualled on board for the night.

Tuesday, 20th.

At 8h. 30m. A.M. moved the tent on about 200 yards and repitched, according to my orders of not losing sight of Mr. Allard's station for the day. As there was no floe outside of us to walk out upon, I took two men and walked about four miles down the coast, going up to the summit of a high cape, from where I could see down to Cape Grinnell; Lieutenant Osborne was not in sight, so we returned to the tent, where we found Mr. Allard waiting for our return. In the afternoon Mr. Allard returned to the ship. I shot nothing, and only saw one flock of ptarmigan flying to the southward. Built a large cairn on this point. The water outside of us is covered with bay ice, and all moving in a body to the southward, but beyond Cape Osborne there is a close block for about four miles further down, at which place the open water commences, running to the southward as far as I could see.

Wednesday, 21st.

At 9h. 30m. A.M. we started, waiting until this time for the purpose of seeing the hill party; directly they rose the hill and I saw no signal, we proceeded. We lunched at noon at a low point at the north extreme of a small harbour, where I built a cairn and left a record. This harbour appears shoal, and is open to the pack from the south-west, yet I think a ship might find a safe corner in it in case of need. At 5h. P.M. I met Lieutenant Osborne and party returning, bringing a mail from England, &c., &c. We pitched together at a point where the unfortunate French officer met his death. At 8h. P.M. I fired a maroon and rocket, according to orders.

Thursday, 22d.

At 7h. 30m. A.M. we started in concert, I having divided weights with "Commander" Osborne (his promotion I heard of last night). At 1h. P.M. we sighted the look-out party, when I immediately made the concerted signal. At 1h. 30m. Mr. Herbert joined us, and we proceeded on return together. At 5h. 45m. P.M. we arrived alongside with the sledges, after a long day's journey. Since being away I have seen nothing but two flocks of ptarmigan flying to the southward; we saw numerous tracks of wolves and hares, but saw none.

Hoping that this small service has met with your approbation,
I am, &c.

(Signed) JOHN. P. CHEYNE, Lieutenant.

The travelling is bad and good alternately, but quite safe for light sledges.

Enclosure No. 27. of Sir Edward Belcher's Letter.

SIR EDWARD BELCHER C.B., to MR. BLAIR GROVE, Mate, H.M.S. "Assistance."

By Sir E. Belcher, Kt., C.B., Captain of H.M.S. "Assistance," and in command of the Arctic Squadron.

1. Having selected you to accompany Lieutenant Cheyne to Beechey Island, and to take the command of the sledge on its return:
2. You will convey back from thence any packages which you think will not unnecessarily distress your men; also the *moderate luggage* of Mr. Toms, assistant surgeon of this ship.
3. In pursuance of my general orders, that no officer is to interfere with the command or arrangements of any sledge, you will of course be entirely responsible for the due execution of the service entrusted to you, and will return to the ship with all despatch, bringing any letters which Commander Pullen, if present, may detain you for.
4. If you should meet him, you will show him these orders, and take his directions as to any delay at the "North Star;" but on no account are you to delay at this late period of the season.
5. Trusting to the experience I have already had during your journies

under my own eye, I feel that I need say no more than God speed you, and return you and crew without accident.

Given under my hand, on board Her Majesty's Ship "Assistance," this first day of October 1853.

(Signed) E. BELCHER,
Captain commanding Expedition.

Proceedings of
Mr. Blair Grove.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge the "Dauntless" from Beechey Island to the "Assistance."

Proceedings of
Mr. Blair Grove.

8h. 50m. A.M. left the "North Star" in company with Mr. Jenkins (mate), and nine men, to assist in taking us round Cape Spencer; found the floe very heavy, and considerably sunk by the weight of snow-drift during the late gale. The ice in Venison Bay had not been affected by the gale.

October 13, Thursday.

1h. P.M. halted for lunch, having rounded Cape Spencer.

Wind, E.S.E.; 4. com.
Distance, 8 miles.

2h. In dragging the sledge over some of the heavy hummocks, all the lashings of the post runner carried away; unstowed, and relashed the sledge again, with rope and spunyarn.

3h. P.M. packed the sledge, parted company with Mr. Jenkins, and proceeded.

4h. 30m. pitched on the land.

5h. A.M. called the cook. Breakfasted; packed and started at 6h. 50m.: proceeding along the shore.

October 14th, Friday.

In consequence of open water, obliged to unpack the sledge, and take the gear overland, a distance of about two miles.

11h. 30m. Having got over all the traps and sledge, repacked, and started, taking the side of the hill.

Noon, lunched. 12h. 30m. took the floe, and proceeded. 5h. pitched on the land. Observed the loose ice and floe pieces in mid-channel setting strongly down to the sea. At 5h. P.M. little ice to be seen in mid-channel.

Wind, N.E.; 2. b. c.
Distance, 7 miles.

5h. called the cook. Breakfasted, packed, and started at 6h. 50m.

October 15th, Saturday.

Observed a lane of water extending from Point Innis to Cape Bowden, and the open water of last night completely filled up by pack.

Wind, Easterly; 1. b. c.
Distance, 9 miles.

Noon, lunched; and pitched at 4h. P.M. on the land.

5h. 20m. called the cook. Breakfasted, and packed the sledge; started at 7h. 30m.

October 16th, Sunday.

Doubled Cape Bowden at 9h. A.M., leaving a paper in the cylinder there, as having left the "North Star" on Thursday, and arrived so far all well.

In consequence of the ice being much broken up during the late gale, and water made along the land, obliged to take the land, and cut a road over the glacier on Cape False Bowden; Griffin's Bay much filled with open water and pack; obliged to keep the rounds of the bay.

Wind, S.E.; 3. b. c. m.

Distance, 9 miles.

3h. 40m. rounded Cape Grinnel, and pitched at 4h. 30m. at the boat.

Called the cook at 5h. 30m. Packed and started at 7h. 15.; found the ice pretty good close in shore.

October 17th, Monday.

Noon, lunched; and encamped at 4h. P.M. three miles to the S.E. of Bellot Point.

Distance, 9 miles.

5h. called the cook; breakfasted, and packed the sledge. In consequence of its being a gloomy morning, obliged to wait till 8h. before I could see a good road.

October 18th, Tuesday.

8h. proceeded along shore. On arriving at one of the headlands, found the floe completely gone, and young ice formed in its place. Unpacked the sledge, and proceeded over the young ice with half a load; reached the land with our second load at 12h. 15m. Packed the sledge again, and lunched.

Wind, S.E.; 3. com.

Distance, 7 miles.

12h. 50m. proceeded along shore about one mile, when again compelled to take to the young ice, with half a load, a distance of about three miles; reached the point at 4h. P.M. with our second load. Met here Commander Pullen and Mr. Loney. Pitched.

Wind, S.S.E.; 1. b. c. m.

Called the cook at 6 A.M. Packed the sledge, gave Commander Pullen a case of pemmican; parted company with him at 8h. 15m., Mr. Loney and self remaining with the sledge to see him safe across the young ice. 9h. started, steering for Cape Osborne.

October 19th, Wednesday.
Distance, 5 miles.

Lunched at noon, and pitched under Cape Osborne at 4h. P.M.

Called the cook at 6h. Packed, and started at 8h. A.M. in company with Mr. Loney. 9h. 20m. sighted the mastheads of the ships, and were met by a party at 10h. 20m. A.M. to assist us.

October 20th, Thursday.
Distance, 4 miles.

11h. arrived on board H.M.S. "Assistance."

Enclosure No. 28. of Sir Edward Belcher's Letter.

Mr. W. B. SHELLABEAR to Commander PULLEN, H.M.S. "North Star."

Her Majesty's Ship "North Star," Erebus Bay,
14th October 1853.

Sir,

I herewith forward a copy of the journal of my proceedings with a sledge party up the eastern shores of the Wellington Channel, to communicate with Sir Edward Belcher, and a copy of my letter to him whilst on board H.M.S. "Assistance." In consequence of bad weather, we remained on board three days, and left on Monday, October 3rd, to return to the "North Star." We were supplied with a week's provisions from the "Assistance," the rum being made up from that we brought from Lieutenant Bellot's provisions.

I returned in company with Mr. Cheyne and party, and we arrived on board on Monday, the 10th, at noon.

I have, &c.

(Signed) W. B. SHELLABEAR, Second Master.

SUMMARY of Distances travelled.

April and May (first journey) 1853.

| | Miles. |
|--|--------|
| Distance from ship in Erebus Bay towards Cape Beecher by floe travelling (see track) - - - | 96 |
| Returning - - - - - | 82 |
| | 178 |

Distance in a straight line, 155 miles.

August 1853.

| | |
|---|----|
| Journey towards Cape Bowden overland, in search of distressed party - - - | 19 |
| Returning - - - - - | 17 |
| | 36 |

September and October 1853.

| | |
|--|-----|
| Journey along the eastern shore of Wellington Channel to H. M. S. "Assistance," in lat. 75° 31' N. - - - - - | 52 |
| Returning - - - - - | 52 |
| | 104 |

By boat in September 1852.

| | |
|--|-----|
| To Cape Bowden - - - - - | 22 |
| Returning - - - - - | 22 |
| | 44 |
| By boat along the eastern shores of Wellington Channel, in search of H.M.S. "Assistance" - - - | 28* |
| Returning on foot - - - - - | 20 |
| | — |

* Ice making, obliged to abandon the boat.

Distances travelled in Wellington Channel.

| | |
|--|-----|
| In April and May - - - - - | 178 |
| August - - - - - | 36 |
| September—returning after leaving boat - - - | 20 |
| September and October - - - - - | 104 |
| | 338 |
| By boat - - - - - | 50 |

(Signed) W. B. SHELLABEAR, Second Master.

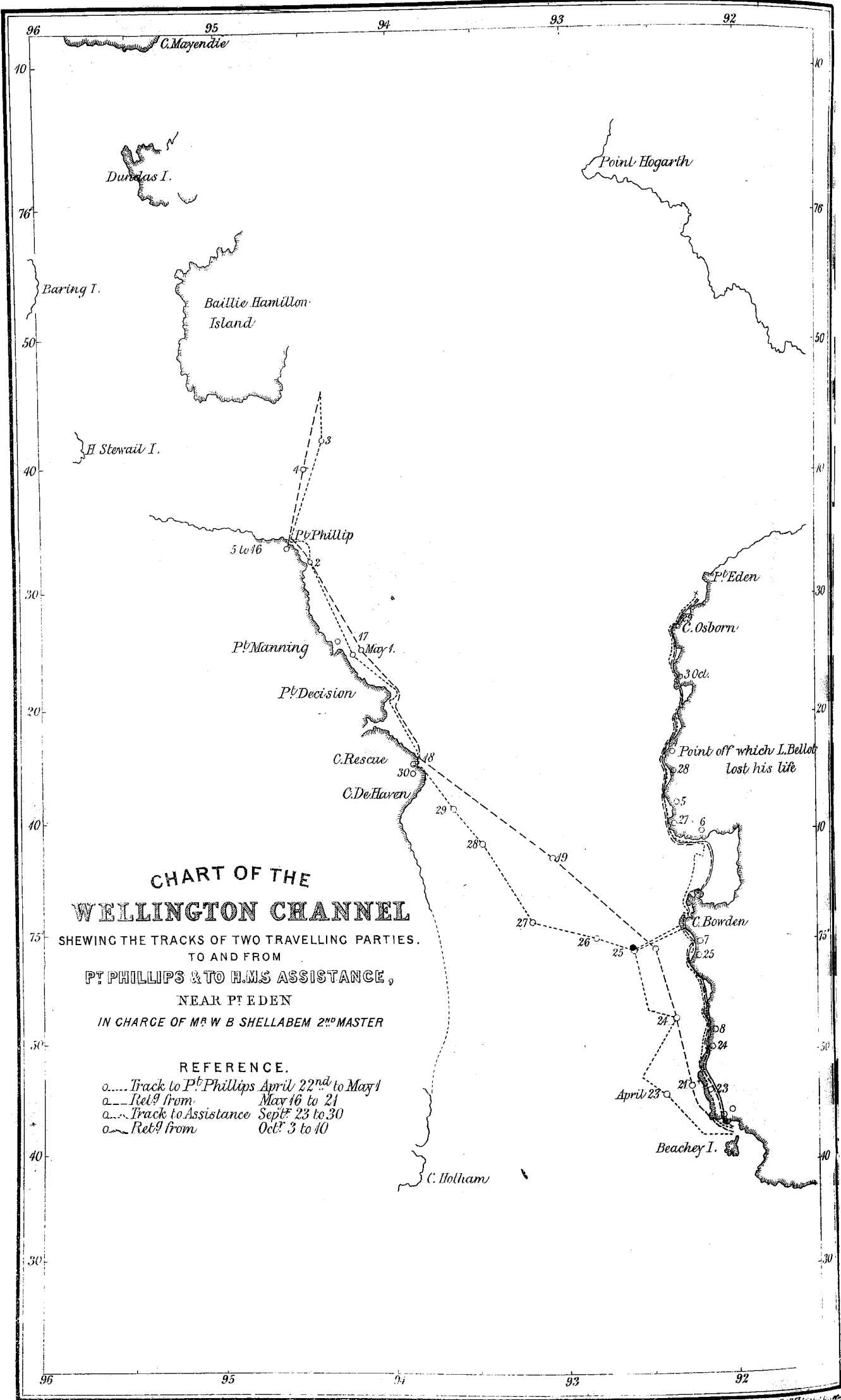


CHART OF THE WELLINGTON CHANNEL

SHewing THE TRACKS OF TWO TRAVELLING PARTIES.
TO AND FROM
Pt PHILLIPS & TO H.M.S ASSISTANCE,
NEAR Pt EDEN
IN CHARGE OF MR W B SHELLABEM 2nd MASTER

REFERENCE.

- Track to Pt Phillips April 22nd to May 1
- Ret^d from May 16 to 21
- - - Track to Assistance Sept 23 to 30
- · · Ret^d from Oct 3 to 10

Wm. & A. S. Lea, London, 1861

JOURNAL of the PROCEEDINGS of a Sledge Party from Her Majesty's Ship "North Star," in Erebus and Terror Bay, to Her Majesty's Ship "Assistance," five miles North of Cape Osborne, and returning to "North Star" in charge of Mr. W. B. SHELLABEAR, Second Master

Proceedings
of Mr. Shellabear.

Friday, September 23d, 1853.—9h. 30m. A.M. left the ship with a week's provisions, a fatigue party accompanying us as far as Cape Spencer, round which cape we had to carry all the gear on our backs, as there was not room for the sledge between the cliff and water. By about 3h. P.M. we got the things on the low land, packed the sledge and went on dragging over gravel. While they were loading the sledge I walked up the hill to look at the ice, and while there shot eleven ptarmigan, and shortly after three more. There was open water and loose ice as far as I could see to the westward, about 4 or 5 miles, but the water was covered with sludge and young ice. Continued dragging round the low point until sunset, when we encamped just to the southward of Point Innis.

Wind, Southerly; 1. f. s.

Saturday, 24th.—At daylight turned out and packed the sledge. Until we came to within a short distance of the point had pretty good travelling on the young ice, only a little hummocky. Had to drag over the point on the gravel, to do which we were obliged to unload and take half over at a time. After clearing the point went along on the glacier for about two miles, and then came to the fast ice. Continued travelling on it close in shore until dusk, and encamped about three miles southward of the low point.

Weather foggy, with snow. Young ice and hummocks filling the bay between Points Stewart and Innis. To the westward there was a lane of water, partly covered with young ice.

Wind, Southerly; 2. b. c. m. s.

Sunday, 25th.—Got under weigh at daylight, and went on along the land. The travelling made very heavy by the quantity of snow lately fallen. Passed Point Stewart about 5h. P.M., and encamped a little after sunset about three miles from Cape Bowden. The ice in the strait had closed in with the shore, but there was a pool of water here and there.

South-easterly; 4. b. q. m.

Monday, 26th.—Packed and went on round the bay at daylight. Towards Cape Bowden the ice was very heavy, and we had much difficulty in getting along. We were obliged to land and drag the sledge round Cape Bowden, inside the hummocky and pressed-up ice. I found here that Commander Osborne had taken the boat on. From the high part of the ridge I had a good view and there appeared to be nothing to prevent a ship coming down as far as I could see from North to South, but, from the quantity of young ice, a boat could have made no progress. The bay to the northward was full of fast ice. Went on, keeping close along shore. About 5h. P.M. arrived at the small cape to the northward of Cape Bowden, when it being too late to cross Griffin Bay, I encamped.

Calm; o. b. c. m.

Tuesday, 27th.—Went on across Griffin Bay, found the ice in the northern part of it broken up, and I was obliged to strike right in shore for some distance. About 2h. P.M. arrived at Cape Grinnell. The travelling across the bay was heavy, and the soft snow made it dangerous near the shore, as it covered up all the cracks, and we had several heavy falls. Just round the cape we saw the boat left by Commander Osborne. Encamped on the second cape to the northward of Griffin Bay.

Wind, Easterly; 1. b. c. q.

Wednesday, 28th.—At daylight packed sledge and went on round the capes to the northward. Travelling heavy and dangerous. Wind blowing off shore, occasionally heavy squalls. Round these four capes we were obliged to keep on the beach on the grounded ice, but could occasionally cut off a little of the bays, as they were all full of fast ice. On the fourth cape, I had been led to suppose from the men's description, Lieutenant Bellôt's things were left, and lunched and remained there some time in an unsuccessful search for them. The ice in the Strait continued to appear quite loose, but seemed rather thicker to the northward. After lunch went on along the beach, and encamped at sunset about two miles from a long low point.

Lieut. Bellôt's effects.

Wind, Easterly; 4. 5. b. c. q. s.

Thursday, 29th.—Under weigh soon after daylight, and went along shore on the young ice. On reaching the point found the things left by

Proceedings
of Mr. Shellabear.

Lieutenant Bellôt. As I was very anxious to get on I did not wait to take an exact account of them, as my orders were only to do so on my return. I, therefore, only looked to the provisions. I could find but one tin of preserved meats, some tea and sugar, and about half a seaman's bag of biscuit. The rum and spirits of wine I brought on with me, as we were short of fuel; and I was apprehensive from the winds we had had that the "Assistance" might be driven off. From this low point we had three or four miles of good travelling, and I had great hopes of reaching the "Assistance" this day. Near Cape Osborne, however, we came to such heavy ice that I was obliged to give up that hope; and we could only reach the large cairn under Cape Osborne, where we encamped a little before dark. From Cape Osborne to the westward there was water and ice as far as I could see, but to the northward nothing but ice. The line of heavy ice appeared to extend from a mile west of the round bluff, about 2 miles north of Cape Osborn, in a N.N. westerly direction.

Wind, N.E.; 2. c. m.

Friday, 30th.—At daylight packed sledge and went on along the land. About 9h. saw the mast-heads of the ships. Soon afterwards a party met us from the "Assistance," and helped us on with the sledge. We arrived alongside a little after twelve. To-day, Saturday, and Sunday the sledge's crew were victualled on board "Assistance."

N.E.; 3. c. q. s.

Saturday, October 1st, 1853.—I was ordered to prepare my report for Sir Edward Belcher, and remained on board during the day doing so. Sent it in the evening. 3h. P.M. Mr. Cheyne and party left for "North Star."

8. 9.

N.W.; 7. c. q.

Sunday, 2d.—Blowing hard during the night from the N.E. and continued during the forenoon. Detained on board in consequence. Attended divisions and Divine Service on board "Assistance." Towards the afternoon the breeze moderated, but the weather being still unsettled we remained on board.

N.W.; 4. c. m.

Monday, 3d.—The breeze having moderated, packed sledge, taking seven days' provisions from "Assistance." Dr. Ricards accompanied me to join "North Star" as Acting Surgeon, and Lloyd (A.B.), who had previously come up with Commander Osborn. As we had to take Dr. Ricards' clothes, the sledge was nearly as heavily loaded as when we came up. I received from Sir E. Belcher three letters and a parcel for Commander Pullen, and at 10h. A.M. left the ship.

Northerly; 1. c.

A little after 1 P.M. lunched at the cairn under Cape Osborne. We found much of the young ice had been broken up, and the hummocks driven off, but the high tides and low temperature had made the beach hard and good for travelling, except in a few places, where the ice was forced right up to the cliffs; here Mr. Cheyne had had to cut roads, which we took advantage of. Continued dragging close in shore. At about half-past four we perceived a sledge ahead, which proved to be Mr. Cheyne's, and we came up with her just in time to assist each other by double banking over a heavy place, a sloping beach covered with soft snow. It was dark before we encamped, on the point where Mr. Cheyne had erected a cairn on a previous occasion, about 5 miles from Cape Osborne. Here we encamped, and went on from this day in company.

S.; 6. s. f. q.

Tuesday, 4th.—At daylight had breakfast, and went on across a deep bay. Weather foggy, with snow, and a stiff breeze blowing in our faces. The weather continuing bad, and being nearly blinded by the snow driving in our eyes, had an early lunch, intending to encamp at the point where Lieutenant Bellôt's things were left. Our progress was slow, and we did not arrive there until a little after three, though the distance is not more than 5 or 6 miles. Encamped on the point.

Southerly; 6. f. q.

Wednesday, 5th.—After breakfast took an account of the things left on the point, which is enclosed. Started a little after 8, and went on along shore, dragging generally on the beach. The ice was pressed close in shore, but had been much broken up since I passed before. Encamped on the third cape northward of Griffin Bay. Mr. Cheyne and party in company.

Wind, South-easterly; 3. c. m.

Thursday, 6th.—Daylight breakfasted, and went on for Cape Grinnell. The ice in these bays had remained fast, but it was in some places so

hummocky and so much soft snow that we generally found it better to go round on the beach. Lunched at the boat left by Commander Osborn, and went along the land round Cape Grinnell. Just after rounding the Cape some ptarmigan were seen, and Messrs. Cheyne and Grove went after them, and shot seven, which were equally divided between the two tents for supper. Arriving at the point for crossing Griffin Bay a little before three, we considered it too late to do so this evening, and encamped on the point.

Proceedings
of Mr. Shellabear.

N.E.; 1. b. c.

Friday, 7th.—Called the cooks this morning before daybreak, in order to make an early start, but it was half-past seven before we were fairly off. Took a good sweep into the bay to avoid the hummocks. At 10h. 30m. arrived at the small cape northward of Cape Bowden. Went on across the bay, and at noon lunched under the cliff. After lunch went on along the beach, and on the grounded ice for the Cape, and inside the heavy hummocks on it. The ice outside had been all broken up, and there were several lanes of water among it. It appeared stationary. On arriving at the depôt, I took from it all the light travelling gear, and went on along the beach till 4h. 39m., when we encamped on a small point about two miles from Cape Bowden.

Southerly; 1. c. m.

Saturday, 8th.—Daylight, had breakfast, and went on inside the hummocks on Point Stewart. After clearing the point had a good floe for a long distance. About 1h. P.M. we observed a party on the low point. As they were coming towards us we stopped the sledges for lunch, and Dr. Ricards and myself went to meet the party, which proved to be that of Commander Pullen, who was proceeding to the "Assistance." Delivered Sir Edward Belcher's letters, and remained in company about a quarter of an hour. Had leave from Commander to take from a cache he had left, some pemmican and chocolate, as the travelling was bad towards the ship, and we were likely to be longer than we expected getting there.

On arriving at the low point each sledge took half a case of pemmican, two tins of chocolate, and some tallow. At 5h. encamped about 5 miles from Point Innis.

Calm; o. c.

Sunday, 9th.—Breakfasted at daylight; packed, and went on along the land. The first two miles good floe, but afterwards very heavy, sometimes dragging on the ice and sometimes on the glacier. At 12h. 30m. lunched on the glacier, after which Dr. Ricards and Mr. Grove left for the ship. At 1h. P.M. went on up the glacier and over the point, double banking the sledges. Continued dragging round the beach until 5h. P.M. when we encamped on the low point off Cape Spencer.

N.E.; 6. 3. b. c. q.

Monday, 10th.—Got under weigh at daylight, and went on round the point. The young ice round Cape Spencer being strong enough to bear the sledges, we got round without any difficulty; and about 10h. 30m. were met by Mr. Osborne, with a party of eight men, to assist us in with the sledges. We arrived alongside a little after noon.

List of Stores, &c. now remaining at Lieutenant Bellôt's Point :—

Stores at Bellôt Point.

| | | | |
|-----------------------|---|---|------------------------|
| Blanket bags | - | - | 5 in number. |
| Bags, seaman's, | - | - | 2 " |
| Pickaxe | - | - | 1 " |
| Shovel | - | - | 1 " |
| Paddle for I. R. boat | - | - | 1 " |
| Preserved meat | - | - | 1 4lb. tin. |
| Concentrated soup | - | - | 2 tins. |
| Biscuit, about | - | - | 48 lbs., some damaged. |
| Cooking apparatus | - | - | 1; no lamps. |

A quantity of old clothes, which we placed in a blanket bag.

Things taken from Bellôt Point on the outward journey :—

| | | | | |
|------------------------|---|---|----------|---------------------|
| Spirits of wine, about | - | - | 2 quarts | } in 2 spirit cans. |
| Rum | - | - | 1 gall. | |

Things taken returning to the Ship :—

1 gun, powder flask, and shot pouch; 1 skin frock, and 1 india-rubber coat, belonging to the late Lieutenant Bellôt. 1 knapsack of clothes, belonging to Johnson. Lieut. Bellôts effects.

Proceedings
of Mr. Shellabear.

Things brought from Cape Bowden to the Ship:—

| | | | | |
|-------------------|---|---|---|------------|
| Black tent cloths | - | - | 2 | in number. |
| White ditto | - | - | 1 | „ |
| Spirit cans | - | - | 2 | „ |
| Small axe | - | - | 1 | „ |

W. B. SHELLABEAR, Second Master.

Enclosure No. 29. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Loney.

Sir EDWARD BELCHER, Knight C.B., to Mr. J. B. LONEY, Master, Her Majesty's Ship "Assistance."

By Captain Sir Edward Belcher, C.B., &c., Commanding Arctic Squadron.

You are hereby directed to proceed with the "Hamilton" sledge boat and sledge belonging thereto, with my gig's crew, and accompany Commander Pullen until he considers himself safely past the two first bluffs beyond this.

There you will await the arrival of Mr. Grove with his sledge from the "North Star," and aid him in a similar manner, bringing on the whole party to the ship.

If any heavy packages should incommode the travelling, you will deposit them in some safe place until they can be sent for, after the firm ice has formed; but under present circumstances I will not have the sledge crews delayed by any extra weights which can safely be left behind. If the water should make still further, you will be aided by one of the cutters to tow you as far as practicable with her safe return.

Given under my hand, on board Her Majesty's Ship "Assistance," this 16th day of October 1853.

(Signed) EDWARD BELCHER, Captain.

JOURNAL of the "Hamilton" Sledge Boat sent to the assistance of Commander Pullen and Mr. Grove.

October 17th, Monday.
Temp. + 16°.

Landed from the ship at 30m. P.M.; placed the boat on the sledge and proceeded with Commander Pullen at 1h.; passed Cape Osborne at 3h., and pitched for the night close to the southward of it at 3h. 30m. P.M.; found the water close up with the land.

October 18th, Tuesday.
Temp. + 12°.

Proceeded at 8h. 30m. A.M.; passed over the young ice as opportunity offered, but travelled principally over the land, road very bad; at 3h. 30m. Mr. Groves with his sledge and party joined us. Pitched for the night at 3h. 30m., about 9 miles from the ship; the road was so bad the last mile of this journey that we were obliged to leave the boat behind.

October 19th, Wednesday.
Temp. + 10°.

Commander Pullen proceeded to the southward at 8h. 30m.; having seen him safely across a bay about 1 mile deep and $\frac{1}{2}$ a mile in width, we commenced our return to the ship with Mr. Grove; obliged still to travel over the land; at 4h. pitched for the night, about 4 miles distant from the ship.

October 20th, Thursday.
Temp. - 1° 5°.

Proceeded at 8h. A.M.; found the ice strong enough to bear safely, and arrived on board the ship at 12h., assisted by a party from the ship for the last mile.

(Signed) JOHN F. LONEY, Master.

Enclosure No. 30. of Sir Edward Belcher's Letter.

Commander Pullen's
Proceedings.

JOURNEY along the Eastern Shores of Wellington Channel to Her Majesty's Ship "Assistance" and back, between 4th and 22d October 1853.

October 4th.
Leave for the "Assistance."

I left the ship at half-past 8h. A.M., with a light breeze from W.S.W.; got through Union Bay with much difficulty; when off Cape Spencer saw a large space of smooth floe, where we hoped our pace would be greatly

improved. This was covered with much drift snow, so that we did not know of its treacherous nature until the sledge and several of the men were scrambling in the water. An old floe piece luckily being close to, all got out again and on it safe, with nothing more than a good wetting, not only of themselves but much of the provisions, clothes, &c. This we could not dry again, and not being more than three miles from the ship, I returned to her with the view of replacing our supplies, getting clothes dried, and resuming the journey on the following day.

Commander Pullen's
Proceedings.

Break through the ice.

Return to the ship.

Wednesday was a thick misty day, with a light southerly wind, and as it was running too much a risk to attempt the ice about Cape Spencer yet, I determined on going over the ridge. I therefore left the ship at half-past 8, taking with me two officers and ten men, besides the dogs and regular crew, to assist in getting up the steep and almost perpendicular ascent to the summit of the ridge. We got pretty well to the foot of it, although there was a great deal of bare gravel to get over, when the most difficult part commenced. Stand upright or walk we could not; it was a complete climbing adventure, and what was more, the best place we could find to get on; fortunately there was a great quantity of snow on the gravel. We were three hours at the least at regular standing pulls, and had only accomplished two thirds of the way up when we were obliged to encamp. I say standing pulls, but it was not, it was a sitting pull, for every man was obliged to take that position to prevent himself going head foremost to the very bottom. We mustered 18 men, 2 officers, and self; 8 were the regular crew, besides the dogs, now of no service whatever. The weight was not so very heavy, for we carried only a week's provisions, which, together with tent, gear, &c., bedding, spare clothes (a change), bale of blankets, bag of looms, and two boxes, weighed not more than 1,600 pounds; the bale of blankets we were obliged to drop, and it was only by many feats that we got up that far at last. As it was necessary that the men returning to the ship should have daylight, I sent them off in time, with orders to return in the morning, when we got fairly over the ridge by noon of the next day.

October 5th.

Leave and take another route.

Difficulties of road.

The height of this ridge averages at least 600 feet, and very steep too on either side. I should be sorry to have that part of the journey to go over again. If the deep valley partly through which we went was clear the whole way, it would save no less than three miles of the distance to Cape Bowden.

October 6th.

Get over the ridge.

The extra men I took on so far as the beach, a quarter of the way between Cape Spencer and Point Innis, before sending them back; and that night I encamped about a mile on the S.E. side of the Point.

October 7th.

Ice about Point Innis.

The ice about this point was in a very similar state to what I found it on the 18th of last month. I therefore kept further back on the high land, thus avoiding part of the glacier; but having so much gravel to drag over we could only take half a load at a time, which made it slow and tedious. It was, however, accomplished, when getting on a good floe we made up for it.

At Point Lovell I deposited some extra provisions we had, when shortly after leaving it I met Mr. Shellabear returning from the "Assistance;" he was accompanied by Lieutenant Cheyne and Mr. Grove, mate, both of the senior officer's ship, the latter in charge of the sledge party taking the former gentleman's things to "North Star," sent by Sir Edward for service. Mr. Ricards, also of "Pioneer," (assistant surgeon,) was appointed surgeon vice M'Cormick, gone home in "Phoenix," and Mr. Toms, assistant surgeon, at present in "North Star," by this latter arrangement was to return to his own ship, the "Assistance," with Mr. Grove.

October 8th.

Cache.
Meet Mr. Shellabear, second
master, and the officers, &c.

Scrawling a few lines to the commanding officer of "North Star" to have these orders carried out, we parted company. The next morning I passed Cape Bowden, traversed Griffin Bay, keeping well into its bight, in consequence of the heavy ice; passed the low point off which poor Bellôt was drowned; and on Monday evening on the southern shores of a deep bay 7 or 8 miles to the southward of Cape Osborne.

October 10th.

We had now been just six days from the ship, and being victualled only for that time, besides what we had cached at Point Lovell, we had barely enough remaining for to-morrow. All this we should have avoided had

Commander Pullen's
Proceedings.

we not deposited the provisions on the road; but who could foresee our having such a route to travel over; if it had been anything decent we should have been at the "Assistance" to night, and at any rate, if we get no worse road, early to-morrow morning.

It was blowing a fresh breeze from E.S.E. when we stopped to encamp, which by midnight had increased to a moderate gale. The next morning it was blowing a strong gale from the S.E., with such a dense snow drift that at times I could not see more than 100 feet in any direction. However I had taken a good view of the opposite shores of the bay last evening, and finding that the onward sledge tracks were not obliterated, and having only provision enough for the day, I decided on pushing on.

Gale and snow drift.

The tent was immediately struck, sledge packed, and we started, travelling for the first mile over a good level floe, and no difficulty in following the track. As we drew out in the middle of the bay, from somewhat under the shelter of the high land on the Southern shores, we felt the full force of the gale, and getting soon after among the heavy hummocky ice, where much drift was accumulated, the track was entirely effaced. The northern shores could not be seen, when after travelling about amongst the snow drift and heavy ice, not able to face the bitter blast, hardly stand up against it, and labouring to no purpose, I resolved on pitching the tent. The smoothest part at hand was accordingly selected, but it was not until the tent had been frequently torn from the grasp of the men that they succeeded in getting it up in a sort of way. At any rate it was a shelter; all were glad to get under, and the gale strengthening drove the snow about in such fearful quantities, and accumulating about our frail covering, that I began to think we should find ourselves closed in a sort of living tomb. A boarding pike at one end broke through, and down came the tent, together with the space within so gradually contracting that throughout the whole of the twenty hours thus imprisoned, we were continually backing the snow off as it encroached, to keep room sufficient to lie down in. Stand we could not, or could we get the tent up again and keep it so, and what was worse the thought of the ice breaking away was constantly presenting itself to my mind, when another calamity, nay worse than that of the 17th of August, would have certainly been our lot, but no earthly power could have aided us. A circumstance that might have happened if the wind had only held to the E.S.E. instead of S.E., for I could at times feel a trembling of the ice from the sea surging underneath. The anxiety of this night was almost unbearable; but, God be thanked, it had an end,—the daylight came, and at 8 o'clock the gale had so moderated that we were able to get out and look about us, when there could be no doubt of who was our protector that terrible night.

Uncomfortable position.

Gale breaks.

October 12th.

The tent was down altogether in a very short time, and we made the best of our way to the shore, from which we could more fully see how critical had been our position. All the smooth ice we had passed over yesterday was gone, replaced by an angry and troubled sea, which washed the very bases of the cliffs and shore we left behind us yesterday morning, and not more than a hundred yards from where our tent stood the ice was all broken away, and the sea lashing the outer parts of that remaining with such unabated fury that it was heaving and surging, evincing evident proofs of a rapid disruption.

We could not get more than half-a-mile this day, for the gale was yet fresh, and so much drift that I was compelled to encamp, however, the next day it moderated, we moved on, occasionally passing along sloping banks of hard packed snow on the sea face of some steep cliffs, a few having their bases so washed with water from the ice driving away in the gale that their was no alternative. Cape Osborne stopped us completely, for it was so smooth and slippery over its steep glacier facing, that I and one man, even with boarding pikes, had great difficulty in getting over it; the sledge was therefore halted, the men desired to encamp, and I went on, when after a walk of 3 miles I got sight of the "Assistance" and "Pioneer." They must have seen me much about the same time, for when arriving nearly abreast, a boat was waiting, and at 4h. 30m. P.M. of the 13th I was safely on board.

Reach the "Assistance."

Reporting myself to Sir Edward Belcher, I told him where I had left

my party, and that they were in want of provisions, when a boat was sent for them immediately, for there was open water all along the shore to where I had left them; and about 11h. the same night they arrived.

Commander Pullen's
Proceedings.

I now learnt that the "Assistance" had not made much of a move towards Beechey Island after I left them in July last. When the gale of the 17th August, which broke up the ice, drove them to the N.W., they had been placed in a perilous position, which they happily escaped, and got safely into a small harbour east of Cape Majendie, and named it Port Refuge. This they were not able to leave until the 31st of August, by cutting out; but with a fair prospect of soon being at Beechey Island, being the next day (1st Sept.) in open water, under all sail, and running 7 knots. Ice, though, is met with when you least expect it, and so it was with them, for in the evening of the very same day they received a final check, and not much more than a distance of 50 miles from that place on which their hopes were centred.

A few days after the ice opened out, but it would only allow them to warp closer in towards the land, when something dark was discovered on the ice, reported from the crow's nest as a coal bag and officer's cap, which on closer inspection turned out to be poor Bellôt's india rubber-boat, &c.

Lieut. Bellôt's boat, &c.

They knew nothing then of the sad story attending it, and many therefore were the conjectures as to the cause of its being where they found it, and in such a condition; time only could unravel the mystery; and strange, too, for near about this tell-tale of something ominous, were they obliged to secure again to the heavy grounded masses of ice, in 6 fathoms water, 3 miles N.E. of Cape Osborne, and about 100 yards off shore.

An instantaneous move from this, with so much open water, they might possibly get into the bay to the southward of Cape Osborne, which I represented to Sir Edward; but the next morning it was not practicable, so much ice had made during the night; and on looking round this, their present position, although very open, I considered could hardly be bettered without running great risk, unless you could make sure of getting fairly into Griffin or Union Bays. This I also reported by letter, at the senior officer's request, and as he had not his despatches or orders ready for me, I remained until Monday.

As it was now pretty evident that no ship could get to Beechey Island this season, either from this or from the westward, it was most desirable to communicate with Captain Kellett the first possible opportunity for travelling next spring (1854). I volunteered for the service, when directions to that effect were given; also that the crew of the "North Star" were to lay out caches of provision along the southern shores of Cornwallis Island, &c. Orders too were given me for Captain Kellett, and on Monday afternoon I said good bye once more to the Wellington Channel division of the expedition, and commenced my return journey.

Orders, &c.

I completed from the "Assistance" six days' provision, besides a quantity for cache at some convenient spot on the route. Mr. Loney, the master, was to accompany me until he met Mr. Grove, returning from the "North Star."

Commence return to "North Star."

October 18th.

From the time occupied in getting on shore, on Monday the 17th, half ice half water, we made only a short distance with the remaining daylight, encamping that night on the northern side of Cape Osborne. The water seen here on the 13th was now covered with a thin surface of ice, over which we got in two trips, each time the sledge drawn alone by the dogs at a quick pace; the men, all but the driver and one hand, spreading out so that the weight was over a larger surface; by this means we got over many similar places, and the ice bent and shook fairly under us, sometimes only bearing, but from a new surface constantly presenting, by the quick and rapid movement, the sledge only got into the water once, although it would bubble up in the tracks as it passed.

The second day of leaving the "Assistance," we reached, in the afternoon, the deep bay south of Cape Osborne, and saw Mr. Grove and his party crossing on their return. We encamped together, and taking from him, the next morning, an extra case of pemmican to avoid the necessity of opening any caches on the route, we each resumed our travelling, and Mr. Loney returned to his ship.

Meet Mr. Grove.

Commander Pullen's
Proceedings.

Reach the ship.
October 22d.
Travelling, &c.

The afternoon of this same day I cached the provisions brought for the purpose from the "Assistance," on the low point off which Lieut. Bellet was drowned; moved on, and on Saturday evening got on board the ship.

We were able this time to travel on the ice rounding both Point Innis and Cape Spencer, but it was very bad at the former. All will, however, improve throughout the winter, levelled off with snow drift, &c.; and as there are three caches on the route, we being only five days on the return, I fully expect the first spring travellers will easily get over the distance between us and "Assistance" in four.

Effect of last gale on ice in the
Bay and ship.

I found all well on board, and those officers and men lately joined settling down comfortably in their new habitation. From the master I learnt that the ice both in Wellington Channel and Barrow Strait had been moving about occasionally, but no signs or hope of any animals. On the night of the last gale, the wind being from S.E., was therefore blowing into the bay, driving the ice in Barrow Straits to the northward, and pressing it closely home on the ship, giving her a very heavy nip and heel over from to three degrees. When the gale moderated the pressure was eased off by cutting and blasting; housing got over, and winter preparations commenced.

Abstracted Account of Proceedings on Third Journey in Wellington Channel.

Leave the ship, break through the ice, and damage provision. Return to ship, re-victual, and proceed; difficulties of journey; meet party from H.M. ship "Assistance;" pass Cape Bowden; cross Griffin Bay; pass whale boat; heavy gale; critical time; gale breaks; proceed; ice broken from shores; sledge stopped; reach "Assistance;" boat sent for sledge and party; receive orders; commence return; meet Mr. Grove, mate of H.M. ship "Assistance;" cache; arrive on board the "North Star" at Beechey Island.

Summary of Distances Travelled, October, 1854.

| | Miles. |
|---|--------|
| Distance travelled from ship at Beechey Island, along the eastern shores of Wellington Channel, to H.M. ship "Assistance," in latitude 75° 31' N. | 53 |
| Returning - - - - - | 52 |
| | 105 |

Whole Distance travelled in Wellington Channel in 1853.

| | Miles. |
|-----------------------|--------|
| March and April - - - | 240 |
| July and August - - - | 239½ |
| October - - - - - | 105 |
| | 584½ |

(Signed) W. J. S. PULLEN,
Commander, H.M.S. "North Star."

Proceedings of
Commander Richards.

Enclosure No. 31. of Sir Edward Belcher's Letter.
Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Sir,
Her Majesty's Ship, "Assistance," November 25th, 1853.
Winter Quarters, Wellington Channel.
I HAVE the honour to transmit to you a journal of the proceedings of the South-western division of sledges (late under my command) employed during the spring and summer of this year in the search for the expedition

under Sir John Franklin; as also copies of the correspondence which took place between the officers of the division and myself during that service, and

Proceedings of
Commander Richards.

I have, &c.
(Signed) GEO. H. RICHARDS, Commander.

COPY OF ORDERS from Sir Edward BELCHER, to Commander RICHARDS.
(Confidential.) Northumberland Sound, April 9th, 1853.

Commander Richards, the "Sir Edward" Sledge.

MOTTOES.—"Loyal au Mort."
"Sustine, Abstine."
"Laus Deo."

You have done me the honour to select the banner which bears our family crest and motto. Northumberland Sound, April 9th.

Its several meanings are, "Loyal even to Death" ("*jusqu'au*" having been replaced by "*au*"); Faithful to God and my Country, and as the ancient heraldic writer, Guillim, in commenting on these arms, was pleased, in allusion to my ancestor, to observe, "Virtue alone is Nobility," so have its bearers under every adversity endeavoured to support that definition.

The second motto, not on the banner, is, "Sustine, Abstine," "Bear and forbear."

Your own "Laus Deo," I hope, may be amply recalled to your mind by the success which His powerful arm may grant you.

All the above sentiments have an intensely deep meaning, and under the gallant officer, follower, and friend, by whom these banners will be displayed, I have the firmest reliance that the result will bear out my warmest anticipations.

(Signed) EDWARD BELCHER

By Sir EDWARD BELCHER, Kt., C.B., Captain of Her Majesty's Ship "Assistance," and in command of the Arctic Squadron.

1. Whereas it is expedient that a special examination of the south-western shores of this great opening into the Polar Sea should be made by sledges during the present season; and having every confidence in your ability and zeal to carry out this important measure; and further, Lieutenant Osborne, commanding Her Majesty's steam tender "Pioneer," having in the handsomest manner, and with his customary zeal, volunteered to support you in this arduous duty:—

2. You are hereby directed to take under your command the undermentioned sledge crews, and accompanied by Lieutenant Osborne, proceed *viâ* the depôt already established at Cape Lady Franklin to vigorously search the points in succession towards the position agreed upon with Captain Kellett as the rendezvous of 1853, viz., latitude 77° 00' N., longitude 105° 00' W., or the nearest coast thereto, where I fully anticipate you will precede that party.

3. This duty effected, you will deliver to any officer whom you may chance to meet there, or deposit in cairn, in conformity with my general order, failing to meet any one, the despatches addressed to the Secretary of the Admiralty as well as those for Captain Kellett.

4. Proceeding with the run of the land then in sight, I must trust to your own judgment in prosecuting the great work of our expedition, viz., to search not only for our missing countrymen, but also for any traces by cairns, drift wood, or other indication of the missing expedition having entered this sea by the Wellington Channel; also any traces of the expedition under Captain Collinson and McClure.

5. You will bear in mind that unless the state of the ice should render it probable that the sea had at any period within the last *ten years* been free from ice, and been in motion, at the entrance of any bays, inlets, or channels, that no valuable time should be expended in their examination for the *vessels*. Your own judgment will point out any other chances of the crews having sought refuge there.

Proceedings of
Commander Richards.

6. If any opportunity occurs by sight of divergent objects, which may render it expedient to separate, you will take the northern and westernmost, and Lieutenant Osborne that to the south-west, taking especial care that your rendezvous is so *securely fixed* and *understood by both parties* that no possible mistake, misconception, or disappointment to either party shall accrue.

7. The general instructions to the sledges which will escort and remain by you for stated journies, are already clearly set forth; you will, therefore, as you detach them, countersign each order furnished to them, adding any further directions which your experience on the journey may render expedient.

8. You have been fully provisioned for this important service, no thought or caprice has been forgotten; indeed I feel that the minor matters of detail have rested within your own province.

9. Up to the period of your detaching your last commissariat sledge, you will insert your "state and condition" on the last detached orders of the officer commanding that sledge, and you will of course exchange any men that may seem unable to hold out.

10. In the pursuance of this duty I must urge on you the necessity of system, forethought, and precaution, which although probably unnecessary, is nevertheless one part of my duty.

11. You will yourself keep a strict daily journal of every occurrence, and cause the same to be done by every officer under your command; the same to be delivered to me within a reasonable time after your return.

12. This expedition is especially, in addition to that of the search of our countrymen, one of science; and I need not remind you how much its pursuit tends to sharpen the wits, as well as to while away many hours of otherwise sluggish indolence or sleep, when snow storms or low temperatures may confine you to your tents.

13. I do not expect from you sledge loads of fossils, or whole carcasses of mastadon or megatherium; but sketches, records, &c. will not much encumber your head, and some waistcoat-pocket specimens may serve to determine important desiderata in the field of science. I will not say more—perhaps I have said too much. "A word to the wise is sufficient."

14. Should you meet with any officer superior to yourself, you will of course show him these instructions; but he is hereby strictly forbidden in any way to interfere with your command, route, or proceedings.

15. On the other hand, should you fall in with any other, your inferior in rank, you will inform him of your intended route, give him (if sent on the same) a divergent one, as the interest of the service may point out, or instruct him to seek and carry back the despatches, should you already have deposited them.

This last duty you will consider paramount to any other route, of which you will then be the best judge.

16. It is needless for me to exhort you or Lieutenant Osborne to do anything but *return securely*, and without allowing your own high feeling to be the standard by which those who labour under you are to be urged forward. It is the retrograde movement which tells on the minds and feelings of all.

17. Trusting to your judgment, and to Him who watcheth over all and with our sincere prayers for success and safety, I send you forth on your noble mission, and

Believe me, &c.

(Signed) EDWARD BELCHER,

Captain commanding Expedition.

With a sealed public letter, to be opened if any superior should meet you, read, and exhibited to him, but to be returned to me *unopened* if no such cause for its use presents.

(Signed) E. B.

COPY of an ORDER from Sir EDWARD BELCHER, commanding Arctic Expedition, to Commander RICHARDS, H. M. Sledge "Sir Edward," Depôt, Cape Lady Franklin.

Proceedings of
Commander Richards.

By Sir EDWARD BELCHER, Kt., C.B., Captain of H. M. S. "Assistance,"
Commanding Arctic Squadron.

July 4th, 1853.

WHEREAS, it is necessary that the travelling parties should immediately return to their vessels in order to their moving to the eastward :

You are hereby required and directed, on the receipt of this, to return with all possible despatch to this ship. Order to return.

If you should still be in good health and spirits, or you should find Lieutenant Osborne in a better condition, I have no objection to vary this order in so far as to permit you to take a fresh crew from the cutter, and with the gig finish the examination easterly to "Marshall and Goodwin's" furthest. May be varied under the following conditions.

But as the remainder of the party must return, you will (or give orders to Lieutenant Osborne to do so) arrange to meet the ship, if seen advancing easterly, somewhere abreast of Parker's Island, or Hungry or Long Islands, in her course towards Cape Beecher.

Given under my hand, on board H. M. S. "Assistance," in Northumberland Sound, this 4th day of July, 1853.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Sir,

Encamped at Point Deception,
April 16th, 1853.

Point Deception, 16th April.

I HAVE the honour to report to you the arrival of the division under my command at this point.

Strong north-west winds, with low temperature, heavy ice, and an accident which unfortunately occurred to the "Reliance" with the light boat in passing through the "Queen's Causeway," have prevented my placing this first depôt within six miles of the position I could have desired ; but I hope to make up for this in future marches.

Hitherto we have met with no traces of Sir John Franklin's ships or parties.

This position, which I have named Point Deception (for the convenience of future reference), is about thirteen miles W.N.W. (true) from Cape Lady Franklin ; but whether it is the west point of a bay about two miles deep, which lies immediately to the westward of that cape, or the north-east extreme of an island in that bay, the thick weather we have experienced prevents my saying positively. I am inclined to think the latter.

The general trend of the land is, I believe, rather to the northward than to the southward of west. Mr. Grove, with the "Enterprise," will leave this to-morrow morning for Northumberland Sound ; and I am happy to inform you that, although the weather has been severe, we have had no casualties, and that the conduct of all those under my command has been entirely satisfactory.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Encamped at Cape Fortune,
lat. 76° 25' N., long. 103° 33' W., about
April 24th, 1853.

Cape Fortune, April 24th.

Sir,

I HAVE the honour to report to you the arrival of the division under my command at this station, which I have named Cape Fortune, in latitude 76° 25' 10" N., longitude 103° 33' W. (nearly).

Dr. Lyall will leave the division to-morrow morning with the "Lady Franklin," for Northumberland Sound.

Proceedings of
Commander Richards.

Since parting from the "Enterprise," we have been passing along the north shore of a group of islands, which I have called the Deception Islands.

This coast line has been satisfactorily examined, but no traces have yet been discovered of the missing ships.

The strait or sound between these islands and the main, about six miles wide, I reserve for examination on my return.

The coast is very much indented with deep bays and inlets, but as all the floe we have been lately passing over is old, I hope to be able, (between Lieutenant Osborne and myself) to complete the search of them all satisfactorily this season.

By the "Lady Franklin" I send back George Harris, of the "Pioneer," (sledge "Reliance,") retaining Thomas Marshall, ("Assistance") to supply his place, Harris suffering from pain in his chest and cramps, and not being equal to the arduous duty yet before us; otherwise, I am thankful to say, we have no casualties.

I am receiving from my second, Lieutenant Osborne, that ready support and valuable assistance, which his experience and intelligence so well qualify him to give me, and I have every reason to be satisfied with the conduct of all composing the division.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Point Success, 29th April.

Encamped at Point Success,
lat. 76° 32' 30" N., long. 105° 6' 40" W. nearly.
April 29th, 1853.

Sir,

By Mr. Herbert, who leaves me to-morrow, I have the honour to report to you our arrival at this point, which I have called Point Success.

Here I intend to place the despatch (for the Admiralty and Captain Kellett,) as being the nearest position to the rendezvous which I can attain.

From various local circumstances, as well as our calculated position, I believe that we are at the north entrance of the Byam Martin channel, and I *think* we have seen the land of Melville Island bearing S.W. (true), but very distant. We shall probably have to take the trend of the coast (which is now south) for some miles before it will be advisable to cross.

Strong westerly winds have hitherto so retarded our progress, and the trend of the coast, first N.W., and then S.W., has rendered our course so circuitous, that the depôt of the "Success" is placed far short of the position I had hoped for.

Considering, therefore, that the remainder of my resources should be entirely directed to pushing the search as far as possible to the westward, and that I should not leave more provisions in my rear than barely sufficient to enable me to make forced marches on my return, I have deemed it advisable so far to modify the orders of "Reliance," Lieut. May, as to keep him on this shore for a longer period than was contemplated by your orders.

I shall direct Mr. May to proceed (after conveying the boat across the Byam Martin Channel) direct to the grand depôt at Cape Lady Franklin, and filling himself up with provisions, to return to Cape Fortune, and deposit a sufficient quantity, to enable me to examine thoroughly the deep inlets to the southward of that Cape, as well as the south coasts of the adjacent Islands. Lieut. Osborne will trace the coast to Goodwin's farthest. Mr. May will then be directed to cross the Queen's Channel, if practicable; if not, to return to the grand depôt, and await my arrival, or that of Lieut. Osborne, for further instructions.

I regret to say that we have not added to our stock of provisions by shooting. Deer are numerous, but with their fawns they are very wary, and hitherto we have had very little time to look after them.

It will be satisfactory for you to hear, as it is for me to say, that I con-

tinue to receive every support from my second, and the officers, and that the conduct of the men, under circumstances of no ordinary trial, is unexceptionable.

Proceedings of
Commander Richards.

I have, &c.
(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

West Side Byam Martin Channel,
lat. $76^{\circ} 0' 30''$ N., lon. $106^{\circ} 26'$ nearly.
May 6th, 1853.

West side Byam Martin Chan-
nel, 6th May.

Sir,

I HAVE the honour to report to you the arrival of the division on the western shore of Byam Martin Channel this morning. The "Reliance," Lieut. May, will leave us to day. I have directed him to proceed to Cape Lady Franklin, and carry from thence to Cape Fortune a supply of provisions, to enable me to examine the inlets to the southward of that Cape.

He then proceeds to Northumberland Sound, where I hope he will arrive with this despatch about the 12th of June.

Lieut. Osborne and myself proceed to the westward, with 39 days' provisions on each sledge. He will turn back on the 17th of this month for the grand depôt, whence he will explore the coast to Goodsir's farthest.

I shall probably reach my "farthest west" about the 6th of June, be at Cape Fortune on my return on the 12th of July, and at Cape Lady Franklin between the 20th and 26th.

This strait is much wider than I was led to believe by the chart, being from its N.E. entrance to our present position (the nearest land) about 40 miles. It now trends away W.N.W. Should Lieut. May succeed in crossing the Queen's Channel, he will probably bring you intelligence from Lieut. Osborne, but should he not fall in with him, and neither he nor I turn up before the first week in August, there will be no cause for anxiety on our account.

All is going on well, and the people are in good health and spirits.

I have, &c.,
(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

MEMORANDUM from Commander RICHARDS to Mr. GROVE, commanding Sledge "Enterprise."

Memo.—YOUR part in the western division having been very satisfactorily accomplished, you will proceed to-morrow morning on your return to the ship in Northumberland Sound.

As your services are required for the north-eastern division of the search, I need not urge on you to use all the despatch which may be consistent with a due regard to the comfort of your crew; and you are not to touch anywhere, unless any unforeseen circumstance should render it absolutely necessary for you to supply yourself with provisions from the grand depôt at Cape Lady Franklin. In which case you will leave a statement in the tin cylinder there, of your reasons for so doing, and the quantity of provisions taken, for my information or Lieut. Osborne's, on our return from the westward.

Dated at Point Deception, this 16th day of April 1853.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

MEMORANDUM from Commander RICHARDS to Dr. LYALL, Commanding Sledge "Lady Franklin."

Memo.—HAVING accompanied the S.W. Division to this point, in latitude $76^{\circ} 25' 10''$ N., longitude $103^{\circ} 33'$ W., being 115 miles from the ship, you will proceed forthwith on your route homeward.

Proceedings of
Commander Richards.

Steering in the first instance for the S.W. bluff of the Deception group, you will erect a conspicuous cairn on that summit, leaving there one of the records with which you are supplied, and also one from yourself, with your own observations on the appearance of the bays to the southward, and whether there is a channel to Cape Lady Franklin to the south of that group (of which from our observation there seems little doubt). Proceeding along the coast by our outward route, you will erect another cairn on Deception Point (the extreme point, about two miles this side of the depôt), and, if possible, an intermediate one on the Sandstone Point, or on any other convenient central position. In each of these cairns you will leave one of the records enclosed, as well as a brief statement of your own movements.

This duty performed, you will be free to follow your original instructions from Sir Edward Belcher, but bearing in mind that you cannot count on any supplies from the grand depôt at Cape Lady Franklin, which is not to be encroached on, unless in case of urgent necessity.

Dated at Cape Fortune, this 24th day of April, 1853.

N.B.—As a general rule, whenever an officer visits a cairn on this shore, he will note the time of his visit, and the route he is about to take, in addition to the printed form.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

MEMORANDUM from Commander RICHARDS to Mr. HERBERT, commanding Her Majesty's Sledge "Success."

MEMO.—The time having arrived for you to quit the western division on your route homewards, you will set out on your return to Northumberland Sound to-morrow morning; you will erect a cairn on the point the division encamped upon on the night of the 28th, and deposit there one of the documents with which you will be supplied. If circumstances should favour you, you will erect another on the N.W. point of Fishhook Bay (the nearest point to the Solitary Mount). Proceeding then straight to the depôt of Cape Fortune, you will supply yourself with the six days' provisions left there for you, being careful to secure the cairn with the remainder.

The S.W. bluff of the Deception group will be your next point; here you will probably find a cairn erected by Dr. Lyall, which you will visit, and leave a record of your proceedings. Should you not find a cairn on that bluff you will build one, and leave a document.

From this bluff you will return by our outward course. Visiting in succession the cairns on Sandstone Hill and the N.E. point of the Deception group (both of which I anticipate Dr. Lyall will have erected); if not you must endeavour to do so.

From the Deception depôt you will, after taking your five days' provisions (and properly securing the cairn), return direct to Northumberland Sound.

Nothing short of positive necessity will warrant you in touching the grand depôt at Cape Lady Franklin. The whole of these provisions will be required to complete the search to the westward.

In conclusion, as there is a probability of an early disruption of the ice in the Queen's Channel, I must urge you to use your utmost endeavours to cross it at as early a period as possible, and you will at every cairn you visit, leave a brief record of your proceedings for my information, with the time of your leaving, and the particular direction you are about to take.

Dated at Point Success, lat. $76^{\circ} 32' 30''$ N., long. $105^{\circ} 6'$ W.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S. W. Division.

MEMORANDUM from Commander RICHARDS to Lieutenant May, commanding the Sledge "Reliance, West Side Byam Martin Channel.

Proceedings of
Commander Richards.

MEMO.—Circumstances having rendered it expedient to divert you from your original orders, and to detain the "Reliance" on this shore for a longer period than was at first contemplated, you will observe the following instructions for your future guidance:

W. side Byam Martin Channel.

Recrossing the Byam Martin Channel you will reprovision yourself from the depôt at Point Success, and from thence pass on to Cape Fortune. Having supplied yourself also from this depôt, you will proceed *inside* the Deception group (should the weather be clear), and passing along their coast line at a *convenient distance*, call at the Deception Point depôt for your provisions there, taking only sufficient to enable you to reach the grand depôt at Cape Lady Franklin. Having reached this cape you will reprovision the "Reliance" for 35 days, and return to Cape Fortune direct.

At the depôt at Cape Fortune you will deposit 15 days' provisions for eight men; and having performed this service you will return to the ship in Northumberland Sound.

Should, however, the ice in the Queen's Channel have broken up, so as to render your crossing it without a boat "hazardous," you will return to the grand depôt, where you will await further instructions from Lieutenant Osborne or myself; the former officer may be expected at that depôt, *en route* to the eastward, about the 20th of June.

The service you are about to undertake is an important one to us, and the necessity of yourself and your crew being on board the ship at the commencement of the summer operations is equally so to her.

I must therefore enjoin you to use every dispatch in the performance of this duty, and you are not to devote any time to the examination of coast which may in the *slightest degree* retard your progress.

You will be careful to secure the different depôts as you supply yourself with provisions, and at every cairn you visit you will leave a brief record of your proceedings for my information, stating the time of your leaving such cairn, and the particular direction you are about to take, especially at Deception Point, where you will leave any information you may possess on the state of the ice in the Queen's Channel.

Dated on the west shore of the Byam Martin Channel, May 6th, 1853,
in lat $76^{\circ} 00' 30''$ N., long. $106^{\circ} 26'$ W. (nearly).

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

Commander RICHARDS to Lieutenant OSBORN, commanding Her Majesty's Sledge "John Barrow."

Sledge "Sir Edward," lat. $76^{\circ} 44'$ N., long. $108^{\circ} 40'$ W.,
Cape North West, May 17, 1853.

Cape North West, May 17th.

Sir,

As in order to carry the search to the farthest possible extent to the westward that our resources will admit of, it has become necessary that the two remaining sledges of the western division should separate:

You will proceed, on your return, to Cape Lady Franklin, for the purpose of reprovisioning the "John Barrow" at the grand depôt, and examining the coast from that cape to the S.E., towards Goodsir and Marshall's furthest.

Any deviation from our outward route, which the means at your command may justify, will, of course, be desirable.

The indentations on this island to the eastward require to be more closely looked into, and the south coast of the Deception group is unexamined. The bays or inlets southward of Cape Fortune, and between it and Cape Lady Franklin, I reserve for my own examination on my return.

You will visit the rendezvous cairn on the east side of Byam Martin Channel, and ascertain whether the despatches have been removed by any parties from the "Resolute;" and should you find that any intelligence has been obtained by Captain Kellett's division of the missing expedition (of sufficient importance to justify the step), you will use all dispatch in conveying the same to Sir Edward Belcher in preference to any other service.

Proceedings of
Commander Richards.

Having a copy of the orders under which I am acting, and being fully acquainted with the instructions which the several officers have received as they have quitted the division, there remains little for me to say, but to put you in possession of my own intentions as regards the future.

I shall follow the direction of this coast as far as my provisions will allow, which will probably be till the 6th or 7th of June. Failing then on coming upon the missing ships, I shall set out, on my return, eastward, keeping the coast on board, and looking out for any notices from you of what you have done, or have left for me to do.

Recrossing the Byam Martin Channel by our outward route, I shall return to the rendezvous, and from thence to Cape Fortune, availing myself of any opportunities of astronomically determining my positions, and visiting the neighbouring high land.

At that cape I shall probably arrive on the 10th of July, where, taking in the supplies which I have directed Lieutenant May to place there, I shall proceed to examine the southern bays, and shall endeavour to be at the grand depôt at Cape Lady Franklin by the 18th or 20th. My further proceedings would then be regulated by the report I shall find from you, should you not have returned from the eastward.

Should you find, on your return to Cape Fortune, that Mr. May has already deposited his supplies, or from the information he has left that there is every prospect of his doing so within a reasonable time, then you will remove the whole of the depôt from Deception Point on to Cape Lady Franklin; and if you fall in with that officer, and it should be impossible to cross the Queen's Channel, owing to the disruption of the ice, you will give him instructions for his future guidance, either taking him to assist you in your search, or to perform any service in the immediate neighbourhood of Cape Lady Franklin which you may think necessary. In the latter case, it would be desirable that conspicuous cairns should be erected on any prominent points or summits in the vicinity.

I shall hope to find from you at the different cairns, on my return, a brief account of your proceedings, and any information you may have gained.

In conclusion, I cannot allow you to separate, without expressing the high sense I entertain of the valuable assistance I have received from you, and offering you my warmest thanks for the unvarying and cordial support which you have at all times afforded me during a service where hearty co-operation is so entirely necessary to success.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Sledge "Sir Edward."

Commander RICHARDS to Lieutenant OSBORN.

Sledge "Sir Edward," Cape Lady Franklin,
10th July 1853.

Sir,

Immediately on your return here, you are to proceed to rejoin the ships in Northumberland Sound, and as it is possible that they may have broken out and be in the Queen's Channel before you arrive, you will look out about Hungry Island and the neighbourhood.

Sir Edward Belcher informs me that he will "hang on" somewhere about Cape Beecher, if possible; at any rate Beechey Island will find him.

I leave a cylinder with records, which you will open, and place in the cairn above this depôt, adding your latest information.

The depôt is to be buried up with earth. I have prepared the ground as well as I can.

I remain, &c.

(Signed) G. HENRY RICHARDS, Commander.

P.S. I am happy to say that your sick man is improving.—G. H. R.

LIST of the OFFICERS and MEN employed in the Sledging Parties in the S.W. Division in search of the "Erebus" and "Terror," Wellington Channel Division, 1853, H.M.S. "Assistance" and "Pioneer." Sledge Parties.
Western
Route.

WESTERN ROUTE. HER MAJESTY'S SLEDGES.

| SIR EDWARD. Loyal au Mort. Laus Deo. | | | | JOHN BARROW. Be of Good Courage. | | | |
|---|-------------------|-----------------|-------------|--|-------------------|------------------|-------------|
| No. | Names. | Rank or Rating. | Ship. | No. | Names. | Rank or Rating. | Ship. |
| 1 | Comm. Richards | Commander - | Assistance. | 1 | Lieut. Osborn - | Lieut. Comm. | Pioneer. |
| 2 | Edw. Humphries | Capt. of Sledge | " | 2 | Joseph Organ - | Capt. of Sledge | " |
| 3 | George Jefferies | Sergeant R.M. | " | 3 | Thomas Hall - | Gunner's Mate | " |
| 4 | Richard Bayly - | Boatsw.'s Mate | " | 4 | Samuel Walker | Carpenter's do. | " |
| 5 | George Edwards | Carpenter's do. | " | 5 | George Wicketts | A.B. - - | " |
| 6 | Henry Billett - | A.B. - - | " | 6 | Thomas Copeland | A.B. - - | " |
| 7 | John Simmonds | A.B. - - | " | 7 | W. McArthur - | A.B. - - | " |
| 8 | Louis Read - | A.B. - - | " | 8 | Simon Dix - | R.M. - - | " |
| RELIANCE. Go forth in Faith. | | | | LADY FRANKLIN. Speed to the Rescue. | | | |
| No. | Names. | Rank or Rating. | Ship. | No. | Names. | Rank or Rating. | Ship. |
| 1 | Lieut. May - | Lieutenant - | Assistance. | 1 | Dr. Lyall - | Surgeon - | Assistance. |
| 2 | Benjamin Young | Capt. of Sledge | Pioneer. | 2 | James Reid - | Capt. of Sledge | " |
| 3 | George Edey - | R.M.A. - | " | 3 | Thomas Isaacs - | Gunner's Mate | " |
| 4 | George Green - | R.M. - - | " | 4 | Jerim. Galavann | Cpt. of Forecas. | " |
| 5 | James Sinnett - | A.B. - - | " | 5 | Joseph Barns - | Cpt. of Fore Top | " |
| 6 | R. Robinson - | A.B. - - | " | 6 | Gwm. Munden - | Bd. R.M.A. | " |
| 7 | Thos. Marshall - | Cox. of Launch | Assistance. | 7 | Samuel Heayns | Cooper - | " |
| 8 | Fran. McCormick | R.M. - - | " | 8 | William Evans - | A.B. - - | " |
| | | | | 9 | Thomas Mellish | A.B. - - | " |
| | | | | 10 | Joseph Anderson | R.M. - - | " |
| SUCCESS. Success to the Brave. | | | | ENTERPRIZE. Success to the Brave. | | | |
| No. | Names. | Rank or Rating. | Ship. | No. | Names. | Rank or Rating. | Ship. |
| 1 | Mr. Herbert - | Mate - - | Assistance. | 1 | Mr. Allard - | Master - - | Pioneer. |
| 2 | Joseph Abbot - | Capt. of Sledge | Pioneer. | 2 | James Robinson | Capt. of Sledge | Assistance. |
| 3 | Arthur Dickens | Cpt. of Forecas | " | 3 | Thomas Barber | Sail Maker - | " |
| 4 | Wm. Batchelor | Boatsw.'s Mate | " | 4 | Geo. Quiddington | Carpenter's Mate | " |
| 5 | George Cousins | Stoker - - | " | 5 | Henry Tranter - | A.B. - - | " |
| 6 | Christopher Allen | A.B. - - | " | 6 | Richard Bex - | R.M. - - | " |
| 7 | Henry Deller - | Ship's Cook - | Assistance. | 7 | Alexander Baillie | Carpenter's Cook | " |
| 8 | George Youngson | Officer's do. - | " | 8 | John Clark - | Steward - | " |
| 9 | James Poyer - | Carpenter's do. | " | 9 | George Custance | Stoker - - | Pioneer. |
| 10 | Henry Jones - | A.B. - - | " | 10 | John Green - | R.M. - - | " |
| 11 | Isaac Stallard - | R.M. - - | " | 11 | William Wood - | Ship's Cook - | " |

Proceedings of
Commander Richards.

A JOURNAL of the PROCEEDINGS of the South-western Division of Sledges, from Her Majesty's Ships "Assistance" and "Pioneer" in the Spring and Summer of 1853, employed in the Search for the Expedition under Sir John Franklin.

Outward Route.

April 10th 1853, Sunday.

First Journey.

Hours travelled, 6½.
Encamped for rest, &c. 11h.
Course and distance, 5 miles.
Wind and weather, N.E., 5.c.m.
Temp. Max. 9h. P.M. min. - 3°.

April 11th.

Second Journey.

Hours travelled, 8½.
Encamped for rest, &c. 15½h.
Course and dist., W.S.W. 6'.
Wind and weather N. b. c. 5.
Temp. 7h. A.M. + 2
7h. P.M. + 1°.

April 12th.

Third Journey.

Hours travelled, 10.
Encamped for rest, &c. 14h.
Course and dist., W.S.W. 7'.
Wind and weather, N.W., 4.s.g.
Temp. 6h. A.M. + 2°.
6h. P.M. - 2°.

April 13th.

Fourth Journey.

Hours travelled, 10½.
Encamped for rest, &c. 13½h.
Course and dist., W.S.W. 6½'.
Wind and weather, calm, b.c.
Temp. 6h. A.M. - 2°.
6h. P.M. - 2°.

April 14th.

Fifth Journey.

Hours travelled, 9½.
Encamped for rest, &c. 14½h.
Course and dist. S. 40. W. 7'.
Wind and weather, N.W.,
2. 6. c. g.
Temp. 6h. A.M. - 6h. P.M. - 11°.

April 15th.

Sixth Journey.

Hours travelled, 10.
Encamped for rest, &c. 14h.
Course and distance, W., 10.
Wind and weather, W., 7. c. m.
Temp. 6h. A.M. - 17°.
6h. P.M. - 3½°.

April 16th.

Seventh Journey.

Hours travelled, 3½.
Encamped for rest, &c. 20½h.
Course and dist., W. by N. 3.
Wind and weather, N., 7.8. c.m.
Temp. 7h. A.M. - 15°.
6h. P.M. - 13°.

April 17th.

Eighth Journey.

At 3h P.M. of this day the South-western Division, composed of six sledges (vide the accompanying list) left Her Majesty's ships "Assistance" and "Pioneer" in Northumberland Sound. The afternoon thick and squally, with a N.E. wind. Encamped on the N.W. end of the Spit Island at 9h. 15m. P.M.; a fresh breeze with snow drift during the night.

A fresh north wind and thick weather. Started at 7h. 40m. A.M., following our last track across the Queen's Channel, where the snow had not obliterated it; the ice bad and hummocky, and the work with the heavily laden sledges laborious, the sails however helping. Lunched at noon, and proceeded on, camping at 4h. 30m. P.M. on a good floe of new ice.

Wind north-westerly, with snow and thick weather. Started at 7h. A.M. steering for the Queen's Causeway, which we had marked by a flag on our former journey; the thick weather, however, prevented our seeing it, and our old tracks were entirely obliterated. The late heavy snow drift has quite altered the face of the country, if such a term may be applied to a frozen strait, 30 miles in width. The ground all the forenoon very uneven, but improved afterwards, and at 4h. 30m. we made our flag, about half a mile distant, but a very heavy road between us and it; at 5h. we encamped, and picking out the best lane we could, marked it with poles, in the event of thick weather in the morning.

Started at 6h. A.M., morning calm and clearer; saw the Cape Lady Franklin, and land to the westward of it, I think a group of islands. Attached a large and small sledge together for mutual help while passing over the heavy ground. At 10h. we arrived at the flag, the entrance to the Queen's Causeway, and passed through it, though not without accident. The "Reliance" with the light boat broke a runner, and stove the boat among the heavy frozen pack. The carpenters of the division patched up the sledge; the "Enterprize" took the boat, and four sledges moved on. "John Barrow" showing symptoms of weakness remained behind with "Reliance," until her carpenter had put some strengthening pieces on the runners; both rejoined the division at 2h. P.M. We journeyed the rest of the day over a comparatively smooth but old floe, steering for two remarkable hills, which were named "The Sisters," the islands on which they stand (for the present) the Deception Group, as for a considerable time we could not detect whether they were islands or a part of the main, being so much distorted by refraction. At 4h. 30m. we encamped.

A fine morning, wind light and north-westerly; proceeded over old floe, not very good, and the sledges making slow work. At 9h. the wind freshened, and we came to old hummocks, which took us an hour to clear; the floe then better; the strong N.W. wind causing frequent frostbites. At 10h. A.M. the thick weather came on again; and at 4h. 30m. we encamped one mile from Cape Lady Franklin.

A strong wind from west all last night; the tent very cold and uncomfortable. Started at 7h. 10m. A.M., crossing an apparently deep inlet, and steering W.N.W. for the outer island of the group. After noon, the wind lightened and drew to S.W., bringing very thick weather; made sail. Camped at 5h. P.M.; no land in sight, but we must be very near the Deception Point; since noon we have come over a smooth piece of new floe, the snow very deep on it.

The wind shifted to north last night, and blew strong, with heavy snow drift, the temperature falling. Started at 8h. 15m., the weather very bad, but it was absolutely necessary that we should move on to deposit the "Enterprize" depôt, and enable her to return. By noon we reached the Deception Point, and camped under the heavy hummocks which press against its eastern side. The weather very thick and blowing a gale, frostbites frequent; at 2h. P.M. we completed burying the depôt, and built a large cairn of stone over it. The wind continued strong from N.W. all night, with snow drift.

Wind fresh from W.N.W., but the weather clearer than yesterday. The

"Enterprize," Mr. Grove, left us this morning for the ship. At 7h. A.M. the division moved on; went on the summit over our camp, and found that we were close to a small, good harbour, but full of old ice, about three quarters of a mile wide at its entrance. Saw five deer, but had no time to shoot them; rounded the extreme point of the island, and saw the land trending W. by N.; the floe pretty good, and apparently just here, last year's. At 2h. P.M. Lieutenant Osborn, Dr. Lyall, and myself started to ascend the Sisters mountains, but we had underrated the distance, and before we got near the base of the hills the wind freshened considerably, and we were obliged to content ourselves with a limited view from the summit of a point, which I called Sandstone Point. We saw large quantities of moss and a black lichen here, the formation compact yellow sandstone; the bay is full of old ice. The division camped on the floe at 5h. P.M.; eight or ten deer were seen to-day. Started at 7h. 15m. A.M., and proceeded against a keen N.W. wind. The floe smooth but heavy, from the deep snow; passed the Two Sisters, remarkable hills, about 700 feet high; opened out a third to the eastward of them, not quite so tall, which we called "The Mother." The coast here is much indented, the bays full of old ice, but a floe piece outside us apparently new and smooth. The weather is so severe that we find it impossible to ascend any of the high land to get a view, but there can be no doubt we are on the outside of a chain of islands. At 11h. A.M. the wind was so cutting, and the people getting so constantly frostbitten, that we were compelled to pitch the tents. Shortly after noon there was a slight change for the better, and we started again, camping at 4h. 30m. under some heavy hummocks aground on a point, having made about $6\frac{1}{2}$ miles under very unfavourable circumstances. Observed the sastrugi, or snow wave, to lie in a W.N.W. and E.S.E. direction, showing the prevailing wind to be from the former point, as indeed we have already had sufficient proof of.

A strong westerly wind this morning. Before I came out of the tent I heard the people exclaiming "why there is land all round us." On coming out I certainly thought I saw land to the westward, continuous as far round as north (true). We seemed, indeed, to be in a very extensive bay; directing the division to proceed, Osborn, Lyall, and myself ascended the highest land near, but before we could get to any great height, the vapour had entirely obscured what appeared so plain half an hour before, all we could make out was a point of land bearing N. 30. W. (true). On ascending the highest land between five and six hundred feet, the glare was so great that we were ill repaid for our trouble; we saw, however, the summit of Cape Lady Franklin, and the strait between us and the main land of no great width. The western extreme of this group appears about 10 miles distant; it may be that the land north of us (if it be land) is an island or islands, or it may be a continuation of the south coast of North Cornwall, at any rate it leaves an amount of doubt and uncertainty on my mind which I should be glad to see cleared up. The necessity, however, of pushing to the westward without loss of time makes me unwilling to go over an unnecessary mile of ground here; we called this hill Mount Disappointment, and returned to the sledges in time for a noon latitude ($76^{\circ} 45' N.$) At the foot of the high land, we passed through a large basin filled with snow; the sun was very warm, and heavily clad as we were, we experienced a feeling almost of oppression, one to which we had long been strangers; on coming to the floe it quickly changed, and the keen westerly wind told severely. The formation of this island is, for the most part, sandstone in loose pieces, very close-grained and compact, some limestone, and I saw a little slaty coal on the surface. Saxifrage, moss, and a black lichen very abundant, and on the knolls, where the snow has left the ground clear, there is a little loose soil. The floe was good and smooth until 1h. P.M., when we came to old ice, and at 4h. 30m. P.M. camped upon it. Tried the coloured glass horizon to-day, and found it differed 9 or 10 miles from the mercurial one.

A light S.W. wind, and cold but clear morning. The wooden thermometers show $+15^{\circ}$, but Dr. Lyall's metal one $+22^{\circ}$. The division was in motion before 7h. this morning, steering W. by S., in a state of doubt as to whether we are passing along an open coast or into a deep bight. Accompanied by Mr. Herbert, I went on the summit of the island, about 400 feet,

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N. 80° W. 8'.
Wind and weather, W.N.W.
5. b. c.
Temp. 6h. A.M. —
Noon — 9° .
6h. P.M. — 9° .

April 18th
Ninth Journey.

Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and dist., N. 85° W. 7'.
Wind and weather, W.N.W.,
6. b. c.
Temp. 6h. A.M. — 13° .
6h. P.M. — 6° .

April 19th.
Tenth Journey.

Hours travelled, 10
Camped for rest, &c. 14h.
Course and dist., S. 70° W. 6m.
Wind and weather, W. 5. c. m.
Temp. 6h. A.M. — 10° .
Noon, Zero.
6h. P.M.

April 20th.
Eleventh Journey.

Hours travelled, 10½.
Camped for rest, &c. 13½h.
Course and dist., S. 80° W. 8.
Wind and weather, S.W.
2. 4. b. c.
Temp. 6h. A.M. — 15° .
6h. P.M. — 5° .

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and we made out a small low island, about 3 miles long, to the northward, with hummocks of ice extending for a considerable distance off either end of it; these hummocks, and the island raised and distorted by refraction, account for the appearance of yesterday; truly deceptive are all appearances in this country.

Our prospect of uninterrupted advance seems now more favourable, and I am relieved from a good deal of anxiety; we returned to the sledges, having walked over 10 miles, so deceptive are our estimates of distances, even with our daily experience; we had no idea that it would have been more than 3. The formation now is entirely sandstone in large masses; from the beach the land is low for about half a mile inland, rising with a gentle slope, and then abruptly, in ridges of two or three hundred feet high, running east and west; the highest summit, about six hundred feet; vegetation very abundant, and a considerable quantity of good soil where the snow has left the land exposed. The floe to-day has all been old, and in-shore very rough and hummocky; some pressure on the shore, but a quiet one. Encamped at 5h. P.M. on the floe; saw the low island to the northward very plainly, and examined it with our glasses, about 4 miles distant.

A fine morning, with light air from the eastward; proceeded on at 7h. A.M., steering for the S.W. bluff of the Deception Group along the land, over a very bad and hummocky floe. At noon got a latitude; saw some very deep inlets to the southward. Camped this evening on the floe; the weather fine all day, and the sun warm; but the labour to the people with the heavily laden sledges over bad ice is very severe, and we have not made more than $6\frac{1}{2}$ miles. The men suffering from snow blindness, owing to the glare of the sun on the snow; pleasant as he is to look upon, yet his absence would be almost desirable.

A mild, cloudy morning. Started at 6h. 30m., and steered for a high bluff, bearing S.W. (true) from us. The floe old and heavy, and the strength being taken out of the people considerably, camped at 5h. 15m. P.M., being well to the westward of the Deception Islands, and having made eight miles in nearly eleven hours; the day has been warm since noon, but the glare very painful.

A fresh, northerly wind, with thick weather, just able to distinguish the high bluff which we are steering for. Started at 7h. A.M. under sail; floe very rough and old; the "Lady Franklin" should leave us to-day, but there being no land near to deposit her depôt on, she must accompany us still. The high cape obscured until 3h. P.M., when it cleared a little, and we saw it apparently six miles distant. Got a bearing of a round hill about 20 miles distant, which we called the Solitary Mount; it is, probably, the northern termination of the land (N. 86° W. true). At 5h. P.M. we camped, I think about four miles from the high cape; the iron on the runners of the two large sledges "Lady Franklin" and "Success" has started, owing to the rivets drawing; they are too slight altogether in the runners and stanchions, the latter have nearly all given way; my new sledge made on board works well and is strong.

A strong breeze from N.N.W. with hazy weather. Started before 7h., no land in sight; the floe covered with heavy old hummocks, but the wind helping us; large sledges capsizing occasionally. At noon a perfect gale, with a heavy snow drift; in first reefs, no land in sight, though we have considerably overrun our estimated distance. The sledges from a little distance, in the haze and drift, loom like ships tossing about in a troubled sea. Took the close reefs in; at 3h. 30m. saw the low land scarcely a hundred yards from us, the high cape not visible. Camped on the beach, which is composed of gravel lying in rounded heaps or hummocks, formed by the rush of water from the higher land when the snows melt. A bitter cold evening, employed preparing the depôt for depositing, and making arrangements for the departure of the "Lady Franklin" in the morning; the night was the coldest I remember, distressingly so, and sleep out of the question; the thermometer must have fallen very low, but I did not feel inclined to go outside to register it.

A cold morning, with thick weather, but the sun visible; saw our high cape, which proves to be an isolated mountain of considerable elevation, one mile in-shore of us (S.W. true), called it Cape Fortune. At 8h. A.M. the

April 21st.

Twelfth Journey.

Hours travelled, $9\frac{1}{2}$.
Camped for rest, &c. $14\frac{1}{2}$ h.
Course and dist., S. 60° W. $6\frac{1}{2}$.
Wind and weather, E., 1. b. c.
Temp. 6h. A.M. - 17° .
6h. P.M. zero.

April 22d.

Thirteenth Journey.

Hours travelled, $10\frac{3}{4}$.
Camped for rest, &c. $13\frac{1}{4}$ h.
Course and dist., S. 52° W. 8° .
Wind and weather, N.W.,
2. 3. c.
Temp. 6h. A.M. + 2° .
6h. P.M. - 6° .

April 23d.

Fourteenth Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., S. 50° W. 8° .
Wind and weather, N. 6.
o. c. m.
Temp. 6h. A.M. - 3° .
6h. P.M. + 2

April 24th.

Fifteenth Journey.

Hours travelled, $8\frac{1}{2}$.
Camped for rest, &c. $15\frac{1}{2}$ h.
Course and dist., S. 50° W. 9° .
Wind and weather, N.N.W.,
6. 8. c. m.
Temp. 6h. A.M. - 5° .
6h. P.M.

April 25th.

Sixteenth Journey.

Hours travelled, $5\frac{1}{2}$.
Encamped for rest, &c. $18\frac{1}{2}$ h.

"Lady Franklin," after having undergone some repairs, started on her return to the ship. George Harris, A.B., of "Pioneer," having been ill for some days, and unable to perform his duty at the sledge "Reliance," returned with the "Lady Franklin," and Thomas Marshall (coxswain of launch) of "Assistance" was retained in his stead.

The latitude of this position is $76^{\circ} 26' N.$, longitude $103^{\circ} 30' W.$, and the variation 180° . We called the low point of our encampment, "Magnetic Meridian Point" (since "Cape Clerke"). Some traces of deer were seen last night, and this morning Lieutenant May, with one man, went to try and increase our stock of provisions by shooting; they returned, however, with only one white hare, but had seen six deer. The weather being too thick to get a view from Cape Fortune, I postponed my visit to its summit until our return. The formation here is sandstone; saxifrage is very abundant, and some withered and stunted grass. Having refitted the sledges, and deposited a good deal of our gear here, to reduce the weights (which had now become actually necessary), we started after the noon observation, steering along the shore N.W. Camped at 5h. 20m. The ice we have passed over to-day is all old.

A thick morning, with N.W. wind. Started at 7h., steering close along the coast until noon, when seeing the Solitary Mountain, we struck across a deep bay for it. The wind freshened considerably in the afternoon, with much snow drift, making the dragging head to wind very unpleasant. At 4h. P.M. we encamped under the Solitary. All old floe in this bay.

One of the officers of the division took his gun this morning, to try and get some deer we saw; we saw him at noon, but as he has not yet returned, and is after his time, I am getting rather anxious about him. The coast here is very low, the connection between land and floe scarcely perceptible, favourable for sledging on late in the season, should the in-shore ice break up, of which, however, there seems little probability. Saw a fox track to-day. At 6h. 30m. P.M., there being no sign of the return of our companion, it became necessary to look for him; the camp was, therefore, broken up, and two sledges, lightened, proceeded by different routes in search. After going 3 miles back, I had the satisfaction of seeing him; it was satisfactory to him as well, for in the thick weather he had missed the sledge tracks, and was much fatigued, having been all day without food (*a lesson to me for the future*). Camped again at 10h. P.M. Our sportsman had seen between thirty and forty deer, but got none; they were very wild, probably from having their fawns with them.

Fresh wind from N.N.W., but weather clear. Steered N.E. for a mile, when, rounding the low point of the bay, we kept N. $30^{\circ} W.$, following the trend of the coast. On this point (Cape Fleetwood) some high ice hummocks are pressed up. Mount Solitary lies 3 miles west of it, and rises abruptly out of a plain; it is about 400 feet high, but from its utter loneliness, and the very low land by which it is surrounded, it looks much higher from a distance; it is sandstone, and on its N.W. side scored and cut into ridges and trenches in an extraordinary manner by the effects of time and the melting of the snows. Osborn went on the summit of the land this afternoon, and saw a small island, its centre bearing N. (true), about 12 or 15 miles distant; also a harbour, close under him, on the S.E. side of which we encamped at 5h. P.M. The floe passed over to-day all old; some pressure on the points, but in the bays, quiet. The rise and fall of the tide, I should say about 4 feet. Moss and saxifrage very abundant, as well as a lichen which the deer are said to feed upon.

The N.W. winds have continued to persecute us (with two days' exception) since we left the Queen's Channel, and the sastrugi continue to indicate that they are the prevailing ones.

A fresh wind still from N.W. Started at 7h. A.M., steering with the coast N. $42^{\circ} W.$; passed across the mouth of the harbour, which is full of heavy old ice. At 11h. A.M. got some bearings on a hummock, and found the coast trending more westerly. The latitude to-day $76^{\circ} 38' N.$, variation $172^{\circ} E.$ At 1h. 30m. P.M. got some angles on a shoal a quarter of a mile off shore, with heavy hummocks grounded upon it, the greatest pressure on its N.W. side, as it is on all the points we have passed: the

Course and dist., N.W. 34.
Wind and weather, N.W., c. m.
Temp. 7h. A.M. - 12°
Noon - 3°
6h. P.M.

April 26th.
Seventeenth Journey.
Hours travelled, 9.
Camped for rest, &c. 15h.
Course and distance, N.W., 7'.
Wind and weather, N.W.,
4. 7. c. m.
Temp. 6h. A.M. - 8° .
6h. P.M. - 6° .

April 27th.
Eighteenth Journey.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N.E., N.W. 7'.
Wind and weather, N.N.W.
5. b. c.
Temp. 6h. A.M. - 6° .
6h. P.M. + 3° .

April 28th.
Nineteenth Journey
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N. $42^{\circ} W.$ 54.
S. $82^{\circ} W.$ 21.
Wind and weather, N.W. 5. b. c.
Temp. 6h. A.M. - 5° .
6h. P.M.

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April 29th.

Twentieth Journey.

Hours travelled, 10½.
Camped for rest, &c. 13¼h.
Course and dist., W.S.W. } 8½'.
S.W. }
South }
Wind and weather, N.W.,
2. 3. b. c.
Temp. 6. A.M. - 5°.

land now trending S. 82° W., and the ice improving, I think not older than last year's. Saw the new island again, 12 to 15 miles distant, subtending an angle of 8°, and from 300 to 400 feet high; examined it carefully with our glasses.

Much vegetation, and some fossils in limestone seen to-day.

A partial thaw had taken place on the land. Encamped at 5h. P.M.

Started at 6h. 45m. A.M., steering W.S.W. and S.W. with the trend of the coast; the ice good, and not more than a year old. Latitude at noon, 76° 37' N. Saw the small island to the northward again to-day.

The trend of the coast still more southerly; the alteration in the age of the ice, and the loom of distant land to the S.W., leave no room to doubt that we are at the northern entrance of the Byam Martin Channel; the sastrugi are also following the southerly trend. At 3h. 30m. we steered south for a prominent point, where I intend to place the depôt of "Success," as well as the despatches for the Admiralty and Captain Kellett, considering it the nearest position attainable to that fixed on as the rendezvous. At 5h. 30m. we camped, one mile north of the point, and buried the "Success" depôt; saw a reindeer's track on the floe coming from the westward. At 10h. P.M. we distinctly saw the hills of Melville Island, covered with snow, and apparently at a great distance (bearing S.W.)

The last morning of April was a beautiful one. Mr. Herbert, with the "Success," turned his head homeward, and the remainder of the division moved on at the customary hour. Hauling the sledges as near as possible to the rendezvous station, Lieutenant May proceeded with a party of hands to the summit, to erect a cairn and place the despatches, Osborn and myself remaining below for observations. Sent to try and get three deer which we saw on the hill, but failed. At 10h. A.M. the parties returned, having built a cairn 9 feet high, and erected a bamboo with a pemmican tin on the top of it. We called this point, Point Success.

At 10h. 30m. the division moved on, steering S. by W., over rather a good floe, the ice evidently of last year's formation. The land about Point Success is covered with moss and saxifrage, and the soil abundant, but frozen hard. We were obliged to build the rendezvous cairn with clods of frozen earth, there being no stones; I fear it will crumble with the summer's thaw.

At noon we got a latitude, 76° 32' N.; the extreme point on this side of the strait bearing south, distant about 15 miles, and the land becoming higher, with deep inlets, such as are described by Commander Aldrich, whose position we are not more than 20 miles to the northward of.

The land here is very remarkable; hills of sandstone, rising abruptly out of level plains, cut up into gulleys in all directions by the rivers which must run down their sides during the thaws. The high lands seen at a distance, and called by us capes, are in reality mountains of sandstone, rising out of these low plains, sometimes 2 or 3 miles in-shore; such are Cape Fortune and the Solitary Mountain.

The glare was most painful to-day, causing the people to suffer much in their eyes; one of my men is entirely blind, and another nearly so: every traveller ought to have a pair of blue or neutral coloured spectacles, they are the only relief from the monotonous snow. Digging in the soil to-day gave the men with bad eyes much comfort. The warmth of the sun is certainly an agreeable change, but such are its drawbacks.

Lieutenant May shot a ptarmigan to-day, and fired at a hare. The ptarmigan in good condition.

A fine morning; saw the hills of Melville Island, S.W., very distant; I should say 40 miles. Last night my people shot two hares and a ptarmigan; tracks of hares in-shore very numerous; saw some fox tracks also on the floe.

Several large hummocks of ice in the channel, which almost look like bergs until you get close to them. Started before 7h. A.M., steering S. by W., and passing over one year's ice, the snow deep on it; sastrugi pointing north and south with the trend of the channel, indicating the prevalence of northerly winds by the direction of their heads; the land seems to increase

May 1st, Sunday.

Twenty-second Journey.

Hours travelled, 10¼.
Encamped for rest, &c. 13¾h.
Course and dist., S. b. W., 6'.
Wind and weather, N., 1. 2. b. c.
Temp. 6h. A.M. - 4°.
6h. P.M. + 5°.

in elevation as we get south. Camped at 5h. P.M. The snow-blind men are better to-day, but one still suffering a good deal.

A thick hazy morning. Started at 7h. A.M., and time being too valuable to keep this shore on board any longer, we struck across the channel S.W. At noon it cleared a little, but no western land visible; steering over a pretty smooth floe, but the snow deep and heavy on it, making the labour very severe. The old worn and rounded hummocks, which are beginning to show their tops above the snow, prove that we are at present on more than one year's ice; the sastrugi lie up and down the channel, and are a good guide to steer by in thick weather. My snow-blind people are better; a cloudy day has proved beneficial to them. Had the hares for dinner which were shot yesterday, and they were very good. The wind, though southerly, has been very cold all day. Camped at 5h. P.M.

Started at 6h. A.M.; a cold misty morning, with fresh wind from S.S.W., steering S. 40° W. Saw the promised land this afternoon, I think nearly 30 miles off, moderately high, and covered with snow. The floe to-day smooth, and the snow hard on it, which makes the travelling lighter; I cannot say whether the ice is of one year's formation or more, on account of the deep snow on it, but there is certainly old floe mixed up with it. Camped at the usual hour.

A light southerly wind, with thick weather. Started at 7h. A.M., under sail, steering about S. 40° W. Got glimpses of Melville Island during the day, but saw nothing distinctly. Wind freshened, and drew to S.E. before noon, the sails helping us; floe good, and snow hard, but often hollow, the upper crust breaking with the weight of the sledges.

Saw some deer tracks to-day (recent), the animals coming from the westward; there must have been three or four, with their fawns. Latitude at noon 76° 10' 30" N., variation 165° E.; no land in sight when we encamped, at 4h. 45m. P.M.

A very thick morning, with light easterly wind. Started before 7h., steering S.W., principally by the sastrugi, which, as we approached the western side of the strait, took a more north-westerly and south-easterly direction. The floe not so good as yesterday; snow softer, but no hummocks; occasionally a tide-crack and slight pressure, but the whole strait, nearly 40 miles, where we have crossed, is a smooth floe with a great depth of snow on it, and was probably not open its whole width during last year. Saw the tracks of several deer to-day, crossing from the S.W. towards the land we have left. At noon, the latitude 76° 5'; at 2h. P.M. the mist suddenly cleared off, and we saw the land 5 or 6 miles from us. At 5h. we camped 2 miles from the land.

I walked to the shore, to see whether any parties had passed up from the southward; found no sledge tracks, and returned to the camp at 5h. 30m. P.M. The land on the coast is not high, 300 to 400 feet; we must have seen a back range from the opposite side. Very little pressure here; but on a low point, about 2 miles to the southward, are some very heavy hummocks.

A thick cold morning, wind light from northward. Started early, and landed at 8h. A.M.; pitched the tents, arranged the depôt, repaired the light boat, and placing the provisions under her, banked her round with stones and snow. The crew of "Reliance" went to rest, preparatory to turning night into day, which system of travelling they now adopt. By observations here I find our position to be, latitude 76° 0' 30" N., longitude variation 161° E., and I believe we are on the N.E. point of Melville Island; the trend of the coast is now W.N.W.

Sent a party to shoot; they returned, having been 6 miles inland without seeing a single trace of any animal. This land seems far more desolate than that we have left; much more snow on it, and little or no vegetation; loose fragments of worn and rounded sandstone lie under the snow, but no soil whatever. The land rises in ridges, and no possibility of finding any summit. The "Reliance" (Lieutenant May) left us at 8h. P.M., *en route* to the grand depôt at Cape Lady Franklin.

A fine but cold morning, with light wind from W.N.W.

The two remaining sledges moved on at 7h. A.M., steering along the

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May 2d.

Twenty-third Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., S.W., 6'.
Wind and weather, S., 5. o. c.
Temp. 6h. A.M. + 3°.
Noon + 9°.
6h. P.M. + 6°.

May 3d.

Twenty-fourth Journey.

Hours travelled, 10½.
Camped for rest, &c. 13½h.
Course and dist., S. 40° W., 7'.
Wind and weather, S.S.W.
4. 5. c. m.
Temp. 6h. A.M. + 6°.
6h. P.M. + 7°.

May 4th.

Twenty-fifth Journey.

Hours travelled, 9¾.
Camped for rest, &c. 14¾h.
Course and dist., S. 40° W., 8'.
Wind and weather, S.S.E.
5. c. m.
Temp. 6h. A.M.
6h. P.M. + 5°.

May 5th.

Twenty-sixth Journey.

Hours travelled, 10½.
Camped for rest, &c. 13¾h.
Course and dist., S.W. 8'.
Wind and weather, E., c. m.
Temp. 6h. A.M.
6h. P.M. + 11°.

May 6th.

Twenty-seventh Journey.

Hours travelled, 2.
Camped for rest, &c. 22h.
Course and dist. S., 40° W. 2¼'.
Wind and weather, N., 3. c. m.
Temp. 6h. A.M. - 3°.
6h. P.M.

May 7th.

Twenty-eighth Journey.

Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and distance, W.N.W.,
 W., 8'.
 Wind and weather, W.N.W.,
 s. b. c.
 Temp. 6h. A.M. — 8°.
 6h. P.M. + 6°.

coast. The land running in ridges; passed some deep ravines with glaciers in them; behind the second range, a higher one, about 600 feet. A row of hummocks along the tide-crack defines the shore, otherwise it would be difficult to say where it began, rising so very gradually as it does; passed a good harbour formed by a spit of low land, but full of old ice. Saw a ptarmigan on the floe; two of them visited our camp last night.

At noon the land trended more westerly, the sastrugi taking the direction of the coast. At 3h. P.M. we came to a very old hummock, 30 feet high, aground on a point. From his summit we got a good view of the land to the westward, the extreme bearing rather to the southward of west. Saw a deep opening or harbour, a very remarkable bluff headland marking its entrance.

Camped at 5h. P.M. on the floe, and visited the shore; found the land much improved, abundance of moss and lichen; the snow still lying very deep in most places. Several traces of deer were seen to-day, all passing from the westward, and leaving this land; also one or two of foxes and wolves. A good deal of limestone on the beach, some of it fossiliferous.

May 8th, Sunday.
 Twenty-ninth Journey.
 Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and distance, S. 66° W.
 7½'.
 Wind and weather, W., s. c. m.
 Temp. 6h. A.M., zero.
 Noon, + 6°.
 6h. P.M.

A very thick and cold morning, with light westerly wind. Started at 6h. 40m. A.M.; traces of deer going easterly very numerous. A snow-bunting, the first we have seen for the season, visited us to-day. Latitude at noon, 76° 2' 30" N. At 3h. P.M. the weather cleared a little, and we saw the land; at 4h. 45m. we encamped, 6 or 7 miles from the remarkable bluff seen yesterday. Last night the men went to try for some game. They saw the tracks of musk oxen—the ground a good deal torn up by them—but shot nothing.

May 9th.
 Thirtieth Journey.
 Hours travelled, 7½.
 Camped for rest, &c. 16½h.
 Course and distance, W.S.W. 5'.
 Wind and weather, W.N.W.
 s. s. c. m.
 Temp. 6h. A.M. + 8°.
 6h. P.M.
 Night travelling.

A strong breeze from W.N.W., with very thick weather. Started at 6h. 30m.; the wind increasing considerably, and being right ahead, made the dragging very disagreeable; the people muffled up in masks and spectacles, the snow drift very heavy. At 2h. P.M. we were obliged to encamp, which we did among old hummocks not far from the shore, though the weather is too thick to see it. The ice appears much older and rougher as we approach the land; the snow from 2 to 3 feet thick on it.

May 10th.
 Thirty-first Journey.
 Hours travelled, 9½.
 Camped for rest, &c. 14½h.
 Course and distance, W., 7½'.
 Wind and weather, W.N.W.,
 s. g. m.
 Temp. 8h. A.M. + 19°.
 8h. P.M. + 13°.

A stormy night the last one, succeeded by an equally severe morning, snowing and drifting heavily. We were confined to our tents to-day, for the first time, and found the hours pass very heavily; eight people crammed into a small tent, unless they are asleep, anything but comfortable.

It moderated a little towards evening, and we found ourselves 3 miles off shore. As we had contemplated night travelling shortly, I took this opportunity of commencing it, and gaining a march by the transaction. At 6h. 30m. P.M., therefore, we started, and passed a very unpleasant day, or rather night. Steering west, we passed several small bays, the land trending N.W., but the weather too thick to see much. Pitched the tents at 4h. A.M. in a deep bay, a remarkable conical hill in the depth of it. At 6h. A.M., the weather clearing a little, two of the men went to shoot; they saw nine deer, but returned unsuccessful, after a four hours' chase.

May 11th.
 Thirty-second Journey.
 Hours travelled, 8½.
 Camped for rest, &c. 15½h.
 Course and dist., N.W., No. 7'.
 Wind and weather, N.W., b. c. m.
 Temp. 8h. P.M. + 13°.
 6h. A.M.

The gale increased again, and continued all day (our night), with heavy drift. Endeavoured to get a latitude at noon, but the snow drift rendered it impossible.

At 8h. P.M. the weather moderated, but remained thick. Started, steering N.W. and N. with the coast, until 4h. 30m. A.M., when we camped, the extreme of the land, a low point, bearing considerably to the eastward of north. The latitude at noon, 76° 10' N., variation 151° E.; weather very thick, and no land visible.

We find the night travelling very disagreeable yet; it is certainly like going back a fortnight in the season, and it takes some time to reconcile the appetite and rest to the change. It is absolutely necessary, however, to prevent the snow-blindness, cold and cheerless as the nights are.

May 12th.
 Thirty-third Journey.
 Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and dist., { N. 10° E. } 7'.
 { N. 4 }
 Wind and weather, N.W., + b. c.
 Temp. 6h. P.M. + 8°.
 6h. A.M.

Started at 6h. 20m. P.M. wind moderate from N.W. Steered for the low north extreme; saw two musk oxen on the land; Osborn went in chase. At 11h. A.M. we arrived at the low point, and got some observations on it. Saw the land trending N. by W., and a very distant high cape showing over the low land, and bearing N.N.W. Osborn returned at noon, having marked the oxen down;

but his ammunition running short, he did not think it prudent to risk their loss by an ill-advised attack.

We buried a five days' depôt on this point, and sending the sledges on, he and I started at 1h. P.M. to try and get the animals. In an hour we sighted them, when they made off at a good pace, but shortly stopped, and allowed us to approach them cautiously within 50 yards, when we shot them, a cow and a young calf, both small. Rejoined the sledges at 4h. 30m., and lighting them, we sent them for the musk ox. They returned with them shortly after 10h. A.M. The latitude at noon, $76^{\circ} 16' 30''$ N.

Skinned and cut up the musk oxen; one weighing 150lbs., the other 50lbs.; buried a part of them for our return, and proceeded on at 7h. 30m. P.M. A fine evening, but cold; the mirage distorting the land in an extraordinary manner; the hills constantly varying in their shape and appearance. The coast trending N.N.W., and about 150 feet high, fronted by flat beaches, terminating in hummocks of pressed-up gravel, or rather soil, which is now very abundant (stones are scarce); indeed, we are obliged generally to build our beacons of gravel or earth. Osborn shot a deer to-day; a doe weighing about 60 or 70lbs., which was divided among the sledge crews. The musk calf shot yesterday was very good, no taste whatever of musk about it; we find the fuel, however, insufficient to cook it.

A very fine clear evening, with a light wind from the southward, and much refraction.

Started at 6h. P.M., steering over old floe, about N. 16° W., for the remarkable cape seen some days' past. At midnight, the wind freshened, and the thermometer fell to zero. Made sail; saw no land outside the bold steep headland; and it is probably the termination of the northern trend.

In this bay we saw many deer, and some fox tracks on the floe; found ourselves obliged to give up the fresh meat, as it involves too great an expenditure of fuel; and there seems but little chance of increasing our stock, as neither bears or seals have been seen since we left the Queen's Channel. A strong breeze from S.E. has blown all day (a rare occurrence here).

Started at 7h. P.M.; a hazy evening, with a strong S.S.E. wind. The floe very heavy and slippery; steering for the N.W. cape. Camped at 4h. 30m. A.M.; still five or six miles from it. Found it very warm in the tent during the day.

Started at 6h. 40m. P.M.; the ice very hummocky, and older as we approached the shore. At 10h. P.M., Osborn and myself landed on this truly remarkable cape; the sledges arriving half an hour later.

We ascended the hill at once, taking all hands with us to build a large beacon. The land very steep, and the sides of the hill covered with snow. On arriving at the summit, the mist was so thick over the land, that we saw nothing but near objects, and my theodolite was of little use. Built a large cairn of stones, hoisted the union, and deposited records, &c.

This hill is about 600 feet high, and is cut up in an extraordinary manner by watercourses, 100 feet or more in perpendicular depth, running in every direction. The lower land is sandstone; on the summit are large masses of lime, and I think some granite. Mica (at least so I take it to be) is very abundant in the cliffs, which are bared by the melting of the snows. The surface soil is covered with a red and green coloured earth, resembling the dust of copper ore. The wind blew very strong on the hill, but it was calm enough below; and after luncheon we carried the sledges on 2 or 3 miles, to the extreme of the cape, where we camped, and prepared for Osborn's departure, as he leaves me this evening.

Deposited five days' provisions here for my return, also our blanket cover and some specimens, to lighten our weights. The "Sir Edward" was then completed to 39 days' provisions from the "John Barrow," bringing the crew again to full weights.

The latitude of this cape is $76^{\circ} 45'$ N.; and the longitude $108^{\circ} 45'$ W. A good deal of Iceland moss on the land, but little other vegetation, owing to the heavy floods from the melting of the snows. Shot one ptarmigan.

Proceedings of
Commander Richards.

May 13th.

Thirty-fourth Journey
Hours travelled, 9.
Camped for rest, &c. 15h.
Course and dist., N. 40° W., 6'.
Wind and weather, calm, b. c.
Temp. 6h. P.M. + 13° .
Mid. - 4° .
6h. A.M.

May 14th.

Thirty-fifth Journey.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N. 16° W., 9'.
Wind and weather, S., 1. 5. b.
Temp. 6h. P.M. + 6° .
Mid. - zero.
6h. A.M. + 3° .

May 15th.

Thirty-sixth Journey.
Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and distance, N.W., 8'.
Wind and weather, S.S.E., 6. b.c.
Temp. 6h. P.M. + 9° .
6h. A.M. + 13° .

May 16th.

Thirty-seventh Journey.
Hours travelled, 7½.
Camped for rest, &c. 16½h.
Course and dist., S. 16° W., 6½'.
Wind and weather, N.W., 6.c.m.
Temp. 6h. P.M. + 14° .
6h. A.M.

Proceedings of
Commander Richards.

May 17th.
Thirty-eighth Journey.
Hours travelled, 6½.
Camped for rest &c. 17½h.
Course and dist., N.W. 6'.
Wind and weather, N.W., 3.c.m.
Temp. 6h. P.M. + 24°.

Meet Lieutenant Hamilton.

From the summit of our camping place this morning, we saw a low point, about 9 miles distant, bearing N.W.

This evening we parted from our last sledge, and ceased to be a "division." Osborn, with "John Barrow" (after giving me every thing but barely sufficient to enable him to reach his last depôt), returned *en route* to examine the unexplored coast between Cape Lady Franklin and Goodsir and Marshall's farthest; and the "Sir Edward" moved on in search of new discoveries. We were full of hope (although as yet no traces of the missing expedition had been discovered). We had examined 300 miles of new coast, and were good for 200 more. The people in good health and spirits; though it must be confessed somewhat lower in bodily strength than when they left the ship; and we had every reason to hope, that with the resources at our command, we should get to the westward of Melville Island, and find, at any rate, some indications of those we came to seek, should they have ever entered the Polar Sea. At 6h. 30m. P.M., then, we parted, with the customary cheers; and the sledges were soon out of sight of each other, we steering N.W. in a dense fog, with a light S.W. wind. At 1h. P.M. to our great surprise, we crossed a sledge track, which appeared very recent. I immediately halted the sledge, and followed them back to the eastward. After an hour's quick walking, we saw an encampment, and, on coming up to it, found it to be a party from the "Resolute," under Lieutenant Hamilton. The surprise of himself and his party may be imagined, at being awoke from their dreams by the hail of a stranger.

From Lieutenant H. we learned the gratifying intelligence of the safety of Her Majesty's ship "Investigator," Commander M'Clure, at Banks' Land, having passed three winters in the ice; and, at the same time, the less pleasant information, that the "Resolute's" parties had left to explore the north coast of Melville Island, about the same time that we had started from Northumberland Sound, thus cutting off all hope from us of further search or discovery in that quarter, at the moment, I am bound to say, a bitter disappointment to all. Lieutenant Hamilton had left the "Resolute" 21 days before, at Dealy Island, Bridport Inlet, on the south side of Melville Island, and was *en route* to the rendezvous. There seemed now only two courses open to me; to return over my old ground; or to communicate with Captain Kellett.

Having sufficient resources on my sledge, I determined without hesitation on the latter one, viz., to proceed down the "Hecla" and "Griper" Gulf, cross Melville Island there, and return by the southern route and up the Byam Martin Channel, where I might possibly find a little new ground. This would enable me to open a communication between Sir Edward Belcher and the second in command, and bring back all the intelligence connected with the "Investigator," it not having been decided at the time of Lieutenant Hamilton's departure as to whether she was to be deserted in the Bay of God's Mercy, or a part of her crew remain there another season; as also the latest accounts from Captain Kellett's western parties.

Lieutenant Hamilton accompanied me back to my tent; and after a mutual exchange of information, we parted; he bound for the rendezvous on the eastern side of Byam Martin Channel, and I for Bridport Inlet.

It was needless to desire him to use every effort to overtake Lieutenant Osborn, which I had little doubt of, as he was accompanied by a small "tender" sledge, with which he could make a rapid march. As the day advanced, the weather cleared a little, and I was able to get a latitude, 76° 48' 30" N., variation, 160° E.

A fresh wind from S.E. Started at 6h. 40m. P.M., keeping inside the hummocks which line the coast. At 8h. 30m. we reached the northernmost low point seen from the high land yesterday, and observed a very remarkable many-peaked island, about 6 miles distant to the N.W., and similar in appearance to the high N.W. cape. The land now trended S. 60° W.; and we made rapid progress over a good floe until 11h. P.M., when we came to an extensive tide crack, where the water had flowed up and made the floe very heavy. The crack was open, and extended off shore for some distance towards the island. Crossed it after some difficulty, and proceeded on; the weather clear. Examined this island (which, although the right of naming

May 18th.
Thirty-ninth Journey
Hours travelled, 10½.
Camped for rest, &c., 13½h.
Course and dist., N. 40° W., 3'.
S. 60° W., 10'.
Wind and weather, S.W. 2.4.c.m.
Temp. 6h. P.M. + 30°.
6h. A.M. + 40°.

it did not belong to me, Vesey Hamilton Island) minutely with my glass. It was Lieutenant H.'s intention to search its shores on his return. A considerable thaw is taking place to-day, making the *roads* heavy, and causing wet feet; which, being badly off for boots, is uncomfortable. The sastrugi have disappeared for the last two days under the influence of the thaw. The ice, since rounding the north point, is much changed; and is certainly not older than last season's. Encamped on the floe at 5h. P.M.

The wind blew strong from S.E. all day; and at 6h. 30m. P.M. we started, steering S. 32° W.; the weather very thick. At midnight, we halted at a small cairn of Hamilton's, and saw another one a mile inland, where he had informed me a depôt of his was placed, and a piece of wood he had picked up. To examine the latter, I visited this cairn; and found it to be a broken branch of a pine tree, about two feet long, with some bark on it, worn and split from contact with the ice, having probably drifted from N.W. America. It had not the slightest appearance of ever having seen a ship. Joined the sledge, and steered on S. 18° W.; the sail helping us during the latter part of this march; the floe old and heavy again, with pools of water from the thaw. The land is covered with soil, a little gravel, but no stones, tufts of grass dried up and nearly dead. Saxifrage and moss very abundant, but we have seen no animals since the 13th. Sprained my foot by falling on a slippery floe, which is unfortunate at this time, when I rather require it. Camped at 4h. 30m., having made good progress during the day.

Thick weather, snowing and thawing alternately all day. Started at 6h. P.M., steering across a bay; the floe very heavy in consequence of the thaw. The coast is a series of low points of gravel, with the soil forced up in hummocks; indeed but for these hillocks of gravel it would be difficult to distinguish the floe from the land; the latter being so level, and covered with snow. After midnight, we kept inside the points to try and save distance; but the weather being so thick, I believe we have been making a very circuitous course. At 2h. 30m. A.M. we got to a low point, and found something like a tangible coast to steer along. At 5h. 30m. we encamped on the land. The coast from a low hill near our camp, seems to trend away to the southward; the bed of a large river or watercourse lies immediately south of us, its banks 60 feet high. I find a sprained foot rather inconvenient in travelling; but with the help of a bandage and a bamboo, am able to keep ahead of the sledge. The *curse of this country* is certainly the constant thick weather.

Strong wind from N.W.; started at 7h. P.M., steering S.E. to endeavour to cut off a point; sledge under canvas. Up to midnight we made 6 miles, when the ground became so heavy that we were obliged to haul out for the floe again. The land cut up by deep watercourses. The wind shifted to west, and blew very hard; crossed the beds of three rivers with the sledge, their banks 50 feet high, when we came to low ground again, which I think is not far from the floe. I cannot recommend land travelling; the absence of sun, with thick weather, and a compass scarcely acting, are circumstances very likely to mislead the traveller. No animals have been seen by us for a long time; vegetation is not very abundant, but the soil seems good in the ravines. We have made good 8 miles to-day, but have gone over considerably more ground. Camped at 4h. 30m. A.M.

All to-day it blew a strong gale from the westward, with a heavy snow drift on the land where we are pitched. At 7h. P.M. we started; steering west as near as the rough and uneven ground would allow us. Crossed another deep watercourse (with no slight labour to the crew) that seems to run about N.W. and S.E. After going over 3 or 4 miles, we reached the floe (much to my satisfaction), and found ourselves in the depth of a bay; to get out of which we have to steer W.S.W. The wind increasing, and a very dirty night, with the customary thick weather. The coast is low for a long distance outside the higher land, and the line of beach only to be distinguished by an occasional hummock of gravel thrown up. Came over 10 or 12 miles of ground during this march; but have not made good more than 7½. Camped at 5h. A.M., and caught three lemmings.

Blowing strong from the westward, with very thick weather; have not

Proceedings of
Commander Richards.

May 19th.

Fortieth Journey.

Hours travelled, 10.

Camped for rest, &c. 14h.

Course and distance, } S. 32° W. } 11½'

 } S. 18° W. }

Wind and weather, S.E. 7.5 g.m.

Temp. 6h. P.M. + 23°.

6h. A.M. + 23°.

May 20th.

Forty-first Journey.

Hours travelled, 11½.

Camped for rest, &c. 12½h.

Course and distance, } S. 19° W. 7'

 } S. 10° W. 3'

Wind and weather, 3' N.W.,

5. c. m. s.

Temp. 6h. P.M. + 30°.

Mid. + 23°.

6h. A.M. + 23°.

May 21st.

Forty-second Journey.

Hours travelled, 9½.

Camped for rest, &c. 14½h.

Course and distance, } S.E. 6'

 } N.N.E. 2'

Wind and weather, N.W.,

7. 8. c. m. s.

Temp. 6h. P.M. + 20°.

Mid. + 20°.

6h. A.M. + 21°.

May 22d.

Forty-third Journey.

Hours travelled, 10.

Camped for rest, &c. 14h.

Course and distance, } W. 2½'

 } S. 65° W., 5'

Wind and weather, W., 8. c. m.

Temp. 6h. P.M. + 20°.

Mid. + 14°.

6h. A.M. + 20°.

May 23d.

Forty-fourth Journey.

Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and distance, S. 10° W.
 to S. 30° E., 10½'.
 Wind and weather, 7. s. c. m. s.
 Temp. 6h. P.M. + 20°.
 6h. A.M. + 20°.

May 24th.

Forty-fifth Journey.

Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and distance, { S.S.E. } 10¾'.
 { S.E. }
 Wind and weather, N.W.
 6. s. c. m.
 Temp. 6h. P.M. + 21°.
 Mid. + 20°.
 6h. A.M. + 24°.

May 25th.

Forty-sixth Journey.

Hours travelled, 12.
 Camped for rest, &c. 12h.
 Course and dist., N. 15° W., 13'.
 Wind and weather, N.W.,
 7. s. c. m.
 Temp. 6h. P.M. + 18°.
 Mid. + 14°.
 6h. A.M. + 10°.

May 26th.

Forty-seventh Journey.

Hours travelled, 9½.
 Camped for rest, &c. 14½h.
 Course and distance, { S.S.E. } 13¾'.
 { S. 10° W. }
 Wind and weather, N.W.,
 9. 10. c. m.
 Temp. 6h. P.M. + 14°.
 Mid. + 14°.
 6h. A.M. + 15°.

May 27th.

Forty-eighth Journey.

Hours travelled, 10½.
 Camped for rest, &c., 13½h.
 Course and distance, S.S.W. S'.
 Wind and weather, N.W.,
 9. 10. c. m.
 Temp. 6h. P.M. + 19°.
 Mid. 15°.
 6h. A.M. 22°.

had observations for several days. Started at 6h. 30m. P.M., steering a wild course, and scarcely knowing whether on land or floe. At midnight we were evidently on the land; and seeing a remarkable looking cape for a moment in the clear, we hauled out S.W. for it; called it Cape Three Hills. At 2h. A.M. we were close to it, and not till then did I discover that it was a gigantic mass of ice, pressed up into three hummocks, 50 feet high, nearly a half a mile off the coast, and aground. These hummocks seem to have stood many thaws; and the in-shore ice round them is very old. On ascending the summit of them, I could detect that we were at a turning point; and that the coast trends to the eastward of south, which is so far satisfactory. After rounding this point, the flat deceptive land seems to terminate, and the difference between the coast and floe is very apparent; made sail, and steered S. 30° E. over old floe, until 4h. 30m. A.M., when we camped, after a most fatiguing day's march. The wind lulled a little during the day, snow fell, and the weather remained thick as ever.

A fresh north-westerly wind, with thick weather. We started at 6h. 30m. P.M., steering for some high ice S.S.E. At 8h. 40m. we were close to a line of heavy hummocks, extending along the coast for nearly a mile, and about 40 feet high. Another mile, and we came to another range of them, nearly as extensive; from their summits I saw a low point bearing S.E., which we steered for. Camping on the floe at 4h. 30m., a few miles to the northward of it. The weather has remained overcast all night, snow falling, and the floe very heavy. All the animals seem to have deserted us. The land is getting higher, and is now some two or three hundred feet, some little distance in-shore.

At 6h. 40m. P.M. we moved on. A strong N.W. wind, and what I have designated the curse of this country lying heavily upon us; however, though we may be said to be feeling our way, yet we are making good progress, the gale being favourable.

At 10h. P.M. we arrived at the low point spoken of yesterday, and which is a very remarkable one. The ice is perfectly smooth up to the beach, but the soil and gravel is forced up into a ridge, resembling ice hummocks in shape, from 12 to 15 feet high, and extending N.N.W. and S.S.E. for a mile or more. This I take to be the Cape Mudge, of Sir Edward Parry, but having had no observations for several days, I am unable to say positively. If so, the high bluffs which we see some 6 miles to the eastward inland, would be his position of it; as he could not have seen this low point at the distance he was from it.

There is a deep indentation to the eastward of us, which may be the head of Hecla and Griper Gulf. We built a cairn, and left a record on the highest hummock of this point, and proceeded on across the bay at 11h. P.M., the night very stormy and the snow drifting in clouds. At 4h. 30m. A.M. we encamped on the floe; the temperature fell to +10°, and everything in the tent was cold and frozen stiff.

This day has been a very stormy one, blowing a strong gale from N.W., weather thick, but the sun showing himself occasionally.

I obtained observations by sitting inside the tent, and placing my horizon outside on the bottom of a pemmican kettle filled with snow to keep it steady; it was rather difficult practice, and my latitude was obtained at the expense of covering all hands with snow drift. To my infinite surprise I discovered that we were 15 miles to the northward of Cape Mudge, instead of to the southward of it, as I had imagined. At 7h. P.M. we moved on with a strong but favourable gale, our sail close reefed. The sledge almost took the command, the people finding it difficult to keep up with it; our course S.S.E. across the bay. At midnight, having come nearly 10 miles, we found ourselves within 30 yards of the shore; all we could distinguish being a low point or hummock of gravel; hauled close to the wind, the gale increasing, carried away masts and yards; and at 4h. 30m. encamped on the floe, having made 13 or 14 miles.

The gale continued with unabated fury the whole of this day from N.W., the sun showing at intervals through the heavy clouds, which are flying past him at an astonishing rate; got observations with much difficulty, and found that we were still nearly 6 miles north of Sir Edward Parry's position of Cape Mudge.

At 7h. P.M. we started, steering as near the wind as a sledge will lay which is about a beam; our course S.S.W. over low gravel spits; latterly higher ridges and deep watercourses; the weather thick, with a heavy snow drift. At 1h. A.M., finding our course taking us in-shore into worse ground, we shortened sail and hauled out for the floe, which we gained after 2 hours hard labour. At 5h. 30m. we encamped on it, the weather cleared, and we saw a low point bearing W.S.W., a bold cape showing over it, which, no doubt, is the true Cape Mudge of "Parry." This has been a most distressing march to the people, who are entirely prostrated, and do not even seem to care for their dinner, which is a very unusual occurrence with them.

Grass and a black lichen were seen in large quantities on shore, also the traces of deer and hares, but none of the animals themselves.

I would recommend the floe to be stuck to under any circumstances; never follow the land with the hope of cutting down your distance: it is a fallacy, and is invariably attended with the most harassing labour to your crew, and anxiety to yourself. The floe is our *legitimate* track. We have made good about 9 miles to-day; such a succession of bad weather I have rarely witnessed before.

Got a latitude at noon $75^{\circ} 54' 50''$ N., the summit of Cape Mudge bearing S. 10° W. $2\frac{1}{2}$ miles. It is a hill about 300 feet high, surrounded by low land, extending nearly 2 miles off shore, except on the south side, where it is steep. Heavy pressure exhibits itself on the low points of this cape. The N.W. gale continued all day, with much snow drift, and when we started at 7h. P.M., the sledge had to be dug out of the snow; rounded the cape, and at midnight saw a staff of Lieutenant Hamilton's, which we made free with to fish our broken spars, replacing it with a crippled bamboo; passed on, steering S. 25° E., and making rapid progress under a reefed sail. At 2h. A.M. the weather cleared and the wind moderated; we got a good view of the gulf; it is surrounded, on its north and east sides, with the highest mountains we have seen, I should say above 1,500 feet; the land was seen to extend right round the gulf. To the S.E. of Cape Mudge, and 4 miles from it, we passed over a ridge of high ice hummocks, extending in a circular direction round the cape, and joining a point on the north side of it; at 4h. 30m. A.M. we encamped on the floe; on Cape Mudge I observed the saxifrage in bud for the first time this year.

A north-west gale sprung up again to-day, and the weather assumed its usual character, a thick fog; at 6h. P.M. we started, steering S. 25° E.; nothing in sight; obliged to close reef to prevent the sledge from leaving us; the floe smooth and good enough, snow drifting heavily; carried this sail all day, the people racing to keep up with the sledge; camped at 4h. A.M., no land in sight; at 6h., the weather clearing for a few moments; we saw the land ahead, with, I think, a tent upon it, bearing S.S.E.; it was soon, however, obscured again.

The gale continued all day of the 30th; sleep we have been strangers to for some time; the tent and everything in it wet and uncomfortable; I feel myself in the evening very like an iron poker, only not so strong. At 6h. 30m. P.M. we started, steering before the gale; weather too thick to see 30 yards.

At 8h. P.M., being a little in advance of the sledge, I saw a tent pitched on the land, very close. Presently the inmates of it saw me, and were evidently much surprised, and doubtful as to what colours we were sailing under, knowing we could not be any of their own parties. The officer advanced to ascertain my character, and in a few moments I had the pleasure of shaking hands with Lieutenant Pim, of "Resolute;" my party coming up, we received a hearty welcome from him and his people.

Lieutenant Pim, I found, had been weather-bound here for some days, and well he might be, for except before the gale, it would have been impossible to travel. I remained an hour in his tent, exchanging information, and he supplied me with his route across the land. Having been so long detained, he was in need of provisions, with which I supplied him, it answering his purpose and mine, for I was glad to lighten my sledge before crossing the land.

Lieutenant Pim was *en route* to Cape Fsher, to place a depôt for Commander M'Clintock.

Proceedings of
Commander Richards.

May 28th.

Forty-ninth Journey.

Hours travelled, $9\frac{1}{2}$.
Camped for rest, &c. $14\frac{1}{2}$ h.
Course and dist., various, $11'$.
Wind and weather, N.W., 8. 4.
c. q. s.
Temp. 6h. P.M. + 20° .
Mid. + 20° .
6h. A.M. + 23° .

May 29th.

Fiftieth Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., S. 25° E., $17'$.
Wind and weather, N.W., 9.9.f.
Temp. 6h. P.M. + 24° .
Mid. + 19° .
6h. A.M. + 24° .

May 30th.

Fifty-first Journey.

Hours travelled, $9\frac{1}{2}$.
Camped for rest, &c. $14\frac{1}{2}$ h.
Course and dist., S.S.E., $10'$.
Wind and weather, N.W., 8. 9.
c. f. s.
Temp. 6h. P.M. + 23° .
Mid. + 20° .
6h. A.M. + 21° .

Meet Lieutenant Pim.

Proceedings of
Commander Richards.

May 31st.

Fifty-second Journey.

Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and distance, S.S.E., 10'.
Wind and weather, N.W., 8. 9.
q. f.
Temp. 6h. P.M. + 21°.
Mid. + 18°.
6h. A.M. + 20°.

June 1st.

Fifty-third Journey.

Hours travelled, 10½.
Camped for rest, &c. 13½h.
Course and distance, { South, } 10'.
 { S.S.E. }
Wind and weather, N., 4. c. m.
Temp. 6h. P.M. + 19°.
Mid. + 17°.
6h. A.M. + 17°.

June 2d.

Fifty-fourth Journey.

Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and dist., S.S.E., 6'.
Wind and weather, W., c. m. 4.
Temp. 6h. P.M. + 22°.
Mid. + 20°.
6h. A.M. + 24°.

June 3d.

Fifty-fifth Journey.

Hours travelled, 12.
Camped for rest, &c. 12h.
Course and dist., various, 10'.
Wind and weather, W., c. m. 4.
s. 2.
Temp. 6h. P.M. + 30°.
Mid. + 25°.
6h. A.M. + 25°.

The gale being still favourable for me, and having no time to lose, at 10h. P.M. we were again in motion, and after 2 hours difficult work we got into the first ravine, when we kept before the wind, steering somewhere near our course, the weather very thick. The late gales have so cleared the hills and the land generally of snow, that it makes the work very heavy, and I am not able to pursue the track given me by Mr. Pim, but steer wherever I can find sufficient snow for the sledge to travel on.

We camped at 4h. A.M., having come over about 12 miles of ground, though not made that distance good.

It blew furiously all this day, and at 6h. P.M. (our starting time) had not abated. Travelling, however, being preferable to rest in a wet tent, we weighed, and steered wherever we could find sufficient snow, somewhere in the direction of our course. At 10h. P.M. I found we were on the edge of a deep ravine, and seeing that it was full of snow, took a direction south-easterly; we got the sledge into it, and pursued our way, in comparative comfort, for 5 miles; the high banks (50 or 60 feet) sheltering us from the wind; as it then took a direction too much easterly for us, I reluctantly took leave of this friendly ravine, and got the sledge on the summit again, when we encountered stony ground with a thin covering of snow.

At 3h. 30m. A.M. we encamped *per force*. The weather has remained thick all day, and such a 1st of June as this morning has ushered in I have never witnessed, having seen a good many.

To-day the gale seems to be expending itself, and when we started at 6h. P.M. its end was evidently near at hand; a mist hung over the land, and we steered south, in the hope of picking up some of M'Clintock's marks. At 9h. P.M. we came upon a cairn, but the country is so studded with large blocks of sandstone, that it is difficult to distinguish between, and we were nearly passing it, within a hundred yards, in the mist. At midnight we crossed a deep ravine, and steered our course, as nearly as the snow would permit, over an undulating and barren country. At 4h. 30m. we encamped close to the Separation Ravine of Captain M'Clintock, having made good 10 miles, but travelled over 14.

A misty day, with moderate wind from the westward. At 7h. P.M. we started, and crossed the Separation Ravine, which is, in some places, more than 100 feet deep; we got bothered in its intricacies, and had to recross; it was not until midnight that we had left it behind us; proceeded across the slope of a hill, the ground being very bare of snow, made the labour severe. At 4h. 30m. we encamped, having travelled 12 miles, but not in a direct line more than 6. This evening I was within 12 yards of four deer, which did not take the slightest notice of me; the sledge being at some distance, and not carrying a gun, I lost them. After camping, I saw eight more, and went in chase of them, getting within 50 yards; both my barrels missed fire, however, and they went off.

A light westerly wind, with thick weather and snow all day. Started at 6h. P.M., and steered S. 30° E. as near as we could, and ascended several hills to try and find a road for the sledge, and came to the conclusion, that the only way was to keep to the valleys or ravines, and steer as near our course as they would allow; as to making a straight one, it was impossible; the hills are entirely bare of snow.

At 2h. 30m., after making a very circuitous course, and some retrograde movements, we found ourselves at the end of a deep ravine, and surrounded by high bare hills, in a kind of rat-trap. The only egress seemed through a very narrow ravine, or rather crack, with a high precipice on the one side, and a steep hill abutting on it on the other. Halted the sledge, and distributed my people on the neighbouring hills to reconnoitre the ground; ascending myself the steep hill over the crack, I saw the sea, or rather the floe, south of Melville Island, and to my great satisfaction, the "Resolute" and "Intrepid," frozen in off Dealy Island, about 10 miles distant; returning to the sledge we moved on, and encamped for rest within half a mile of the outlet. After supper, a party went to examine whether there was room for the sledge to pass; at 10h. the captain of the sledge returned, and reported that, although the passage was scarcely the width of the sledge, and was blocked in many places with heavy masses of sandstone, yet it was

preferable to ascending the hills which surrounded us, and which are now entirely destitute of snow. I therefore determined to take the crack in the evening.

At 6h. P.M. we ran down under canvas to the entrance of the pass. The descent into it was easy, by cutting a channel, and easing the sledge down with ropes about 20 feet. The passage, however, soon became so narrow that we could only pass by giving the sledge a considerable inclination.

The blocks of stone washed from the cliffs, by the thaw of many summers, obstructed the passage, and considerably retarded our progress, as we were obliged to unload, and carry the sledge and different articles on it six times.

The precipice on the eastern side was 150 feet high, and so perpendicular, with large masses of sandstone protruding, and apparently ready to roll down at very short notice, that I did not feel sorry when, after three hours work, we turned our backs upon it. The serjeant of marines, one of my crew, informed me (with a soldier's salute) as we emerged from this extraordinary place, that it was a "Khyber Pass." He had served in the line at that celebrated pass, and through many other campaigns in India. I therefore call it the "Khyber Pass," though there is one point in which there can be no resemblance, which is the utter desolation of ours.

We were now only one mile from the beach, but so little snow could we find to travel on, that it occupied nearly three hours to accomplish the distance. At noon we halted to luncheon, having fairly reached the floe, and with a feeling of men extremely well pleased at the same, and heartily tired of land travelling. After luncheon we proceeded on over very smooth and slippery fresh-water ice, making rapid progress at the expense of many falls; being very lame myself, I took my bamboo and walked across the peninsula, by which means I saved a mile of distance, directing the sledge to round the point and follow.

At 5h. A.M., on Sunday, the 5th of June, I arrived on board the "Resolute," where my appearance created no small surprise; they were not prepared for the visit of a solitary individual from the "Wellington Channel." The ship seemed almost deserted, two or three officers only on board; and the few men I saw seemed strangers, as indeed they were, being invalids from "Investigator."

I received a most hearty welcome, and every kindness a weary traveller could wish for. Doctor Piers, of the "Investigator," undertook to patch my feet up, and render me fit for travelling in three days. Captain Kellett was absent; but Mr. M'Dougall, the commanding officer, made the preconcerted signal for his return; and M. De Bray proceeded with a sledge towards Cape Bounty, to look for him; Doctor Domville was on board the "Investigator," at Banks' Land, holding a medical survey on her crew, and was hourly expected back; his report would decide the steps to be taken with regard to remaining by or deserting that ship. My sledge arrived on board an hour after me, and this day and the next were devoted to drying our traps and patching the boots up, which much required it. On the 7th I had the pleasure of seeing Captain Kellett return; I had much to hear from him. The discoveries and events of the past and present year were fully discussed; and it was most gratifying to find that so complete and extensive a search, by both divisions of the squadron, had been already carried out.

Captain M'Clintock and Lieutenant Meham had traversed the N.W. and S.W. sides of Melville Island, and had each gone off to a group of islands to the westward and N.W. of it, by the latest accounts brought by M. De Bray and Mr. Nares. Banks' Land had also been completely explored by the "Investigator," but without finding any traces of the missing ships. In the evening I met the officers at Captain Kellett's hospitable table, where all the delicacies of Melville Island seemed to have been collected together—venison, musk ox, hare, and ptarmigan were among the list of good things, and the night was well advanced before the "whist party" commenced. I could not help contrasting this fare with what my less fortunate shipmates are probably revelling on at present, peradventure a curried gull, or a steak off a walrus or polar bear.

Proceedings of
Commander Richards.

June 4th.

Fifty-sixth Journey.

Hours travelled, 12.

Camped for rest, &c. 12h.

Course and distance, 13'.

Wind and weather, N.W. 5. 6.

b.
Temp.

June 5th.

" 6th.

" 7th.

On board the "Resolute,"
Bridport Inlet.

Homeward Route.

June 8th.

First Journey.

First part, 7h.
 Course and dist., E., 11'.
 Wind and weather, N.W. 4. b. c.

Second part, 4h. 6'.
 Hours travelled, 11.
 Camped for rest, &c. 13h.
 Course and dist., E., 17'.
 Wind and weather, N.W., 5. b. c.
 Temp. 6h. A.M. + 32°.

June 9th.

Second Journey.

First part, 6h.
 Course and dist., E., 10'.
 Wind and weather, N.W., 5. b. c.
 Temp. 6h. P.M. + 30°.
 Mid. + 30°.

Second part, 4h. 8½'.
 Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and dist., E., 18½h.
 Wind and weather, N.W., 5. b. c.
 Temp. 4h. A.M. + 32°.
 8h. A.M. + 36°.

June 10th.

Third Journey.

First part, 6h.
 Course and distance, E., 7'.
 Wind and weather
 Temp. 7h. P.M. + 27°.
 Mid. + 24°.

Second part, 4h. 6'.
 Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and dist., E., 13'.
 Wind and weather, S.E. c. s.
 4. 5.
 Temp. 5h. A.M. + 29°.
 9h. A.M. + 30°.

June 11th.

Fourth Journey.

First part, 6h.
 Course and dist., E., 7½'.
 Wind and weather, N.E., 3. b. c.
 Temp. 6h. P.M. + 26°.
 1h. A.M. + 29°.

Doctor Domville has not arrived to-day; but anxious as I feel to be the bearer of his report from "Investigator," yet time was all important to me; the floe was fast breaking up, and 400 miles of bad road before us. The despatches being prepared, therefore, at 7h. P.M. we left the winter quarters of "Resolute" and "Intrepid," amid many hearty cheers from both ships. Captain Kellett insisted on accompanying me for the first journey; and being still rather weak in the ankles, I was glad to avail myself of a lift of 10 miles in his dog-sledge. At 2h. A.M. of the 7th, we camped on the land close to Point Palmer. Here I determined, on the recommendation of Captain Kellett, to adopt a new mode of travelling, instead of the long march of 10 hours, to divide it into two of 6 and 4, encamping twice during the 24 hours. This system had been found to answer well in the "Investigator;" and as time was everything to me, I decided to try it, in the hope of making more distance.

At 6h. 30m. A.M., after taking leave of Captain Kellett and Mr. Richards, purser of "Resolute," we started, dragging the sledge over the narrow neck of land into Skene Bay; we steered for Cape Ross. The floe slippery, and many pools of water. Saw some bear tracks, and camped on the floe at 10h. 30m. A.M.

At 6h. P.M. we started; the floe pretty good, though many pools of water, and evident symptoms of a break up of the travelling season. The snow melting off the land, has run down on the floe, giving both a dirty and piebald appearance. Reached Cape Ross at midnight, and camped there. Shot two Brent geese and two ptarmigan, and saw some bears' tracks.

Started at 4h. 20m. A.M., after a four hours' rest, and marched till 8h. 30m. Floe watery; wind N.W., which helped us much under sail. Walked along the land, and shot four Brent geese and a ptarmigan; camped at 8h. 30m. just westward of a rather deep bay, on a low point, Point Griffiths 10 or 12 miles to the eastward of us. Moss and saxifrage very abundant, but saw no willow, though I was looking anxiously for it for fuel; saw a bear's track.

A gloomy morning, and the snow falling plentifully. At 7h. P.M. we moved on; steering along the coast for Point Griffiths, the floe 8 or 10 inches deep with water, covered with a thin coating of ice, through which the feet broke at every step, sometimes varied by rotten snow, knee-deep. Tried the floe off shore, and found it better; the melted snow running off the high land renders the in-shore ice very bad.

At midnight the weather cleared, and the sun showed out. We are difficult to please in this country; I look upon him now as my worst enemy; I see the floe dissolving under his influence too rapidly to be pleasant. At 1h. 30m. we encamped, having made 7 miles, the greater part of it during the last two hours. Point Griffiths 4 or 5 miles distant.

A fine morning. Started at 5h. 30m. A.M., and passed over a comfortable floe, the young ice that had formed on the pools during the night being strong enough to bear us. At 9h. 30m. we rounded Point Griffiths, and encamped. During the latter part of the march, the wind shifted to S.E., with sleet, almost rain. Though the weather is thick, I fancy I can see Byam Martin Island; there is a good deal of pressure on this point. Several lemmings caught to-day, and a bear's track seen.

To-day has been a gloomy one, with a light N.E. wind. At 6h. 30m. P.M. we started, steering N. 54° E. for 4 miles, through water and rotten snow outside the hummocks which surround the southern points of this channel.

The travelling tedious and laborious. At 11h. P.M. we altered course to N. 7° E. for a point about 7 miles from us; the floe a little improved; Byam Martin Island plainly visible, high in the centre, and sloping towards each end. The land on this shore is about 250 feet high, and sloping to the beach. Crossed a sledge track, steering easterly for Byam Martin Island, probably Captain Kellett's Beechy Island party. The temperature seems very low for June, though it answers our purpose well. It leaves a doubt on my mind, however, as to the ships breaking out of their winter quarters; the almost continued absence of sun since the 17th of May must, of course, retard the breaking up of the floe; up to this time we

certainly have had no summer. Saw some gulls to-day, and the boatswain bird (*Lestris parasiticus*).

Started at 4h. A.M.; thick weather, with a fresh northerly wind and sleet. Felt our way along the land, which is very low and composed of gravel and occasional blocks of sandstone; a ridge of land from 200 to 300 feet high running parallel with the coast a mile inland. The floe pretty comfortable, but our progress much retarded by the head wind and bad weather. Saw some boatswain birds; I observe that they prey on the lemmings, which are very numerous here. At 8h. we encamped, and the sun showing himself for a short time, I got observations.

At 6h. P.M. started. A strong north wind and snow drift. Rounded Point Robertson, and steered for the next low point northerly. The floe good and hard, the work very fatiguing, against the strong head wind. Towards midnight the sun shone out, and his influence was immediate: a thaw commenced, and the snow drift subsided; the temperature, however, when we camped, which we did at midnight, was only $+27^{\circ}$. We pitched a mile from the highest part of a point, where I hope to get a view to-morrow, if it is fine.

Started at 4h. A.M.; a strong north wind blowing in squalls. Went on the point summit, and sent the sledge on; the land 250 to 300 feet high, with low land extending 2 or 3 miles off it. Saw the north and south extremes of Byam Martin Island distinctly, as well as the land on the opposite side of the channel; got angles, and built a cairn. Returning to the coast, we camped at 8h. 15m. A.M. The floe has not been good this march; heavy hummocks lying on the low points; the ice in the channel, I think, last year's. Last night we saw a drove of nine musk oxen; sent two men to try and shoot one, but they were very shy, and they could not get within shot; there were two very young ones with them. No birds seen to-day but boatswains.

Weather clear, with light westerly wind. Started at 7h. p.m., steering along the low-land northerly. Saw three seal, but they discovered us at a long distance, and were determined not to be used for fuel; measured one of their holes; could not reach the bottom of the floe with my seven-foot bamboo. Got observations and angles to Byam Martin Island, which place the north end of it much farther to the southward than is laid down in the chart, considerably reducing the size of it; the only high part of it seems the centre. At 1h. A.M. we encamped among hummocks close to the shore.

Started at 5h. A.M., steering for what I take to be the low extreme of Point King, though considerably to the southward of the position laid down on the chart. The wind fresh from the north, and the floe pretty good. Camped at 9h. A.M. 3 miles south of Point King. The summit of this point is the highest land I have seen on this side the channel, being about 400 feet; I take it to be the Barlow range of the chart. Got observations and a good view of Byam Martin Island to-day.

Started at 7h. P.M., and rounded Point King. On this point I found a small cairn which had been erected by Dr. Bradford on the 16th of May, 1851. There was a potatoe case lying on the ground, probably disturbed by a bear, and the tin containing the record also on the ground, several feet from it. I took a copy of the papers, and left one of my own in a tin cylinder; rebuilt the cairn, which had entirely mouldered away, and replaced the potatoe case. Mr. Bradford calls his latitude $76^{\circ} 33' 50''$, which agrees very nearly with mine; and I have been fortunate in getting observations every day in this channel. The chart, however, is constructed nearly 20 miles at variance with this latitude. This coast is remarkably straight, being a series of very shallow bays or indentations, with level land extending some distance off them, occasionally watercourses from the inland ranges.

Leaving Point King, I walked along the land, and when about half a mile ahead of the sledge, I saw a bear about the same distance from me; he seemed to make me out about the same time, and immediately gave chase, I presume, taking me for a seal. I made the best of my way to the sledge, he taking it rather leisurely; we got behind the sledge, and prepared the

Proceedings of
Commander Richards.

Second part, 4h. 5½'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and { easterly
distance. { N. 2° E. } 13'.
Wind and weather, northerly,
6. 7. c. q. m.
Temp. 4h. A.M. + 29°.
9h. A.M. + 29°.

June 12th.
Fifth Journey.
First part, 6h.
Course and { N. 40° E. } 7½'.
distance. { North } 12'.
Wind and weather, N., c. s.
q. 7.
Temp. 6h. P.M. + 27°.
Mid. + 27°.

Second part, 4h. 5'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and { N. 40° E. } 12'.
distance { North } 12'.
Wind and weather, N. 7.b.
c. q.
Temp. 4h. A.M. + 25°.
9h. A.M. + 30°.

June 13th.
Sixth Journey.
First part, 6h.
Course and dist., north, 7'.
Wind and weather, westerly,
3. b. c.
Temp. 7h. P.M. + 34°.
1h. A.M. + 24°.

Second part, 4h. 6'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., northerly, 13'.
Wind and weather, north, b. c.
5. 6.
Temp. 5h. A.M. + 32°.
9h. A.M. + 38°.

June 14th.
Seventh Journey.
First part, 6h.
Course and dist., northerly, 6'.
Wind and weather, northerly,
4. 5. b. c.
Temp. 7h. P.M. + 34°.
1h. A.M. + 30°.

Proceedings of
Commander Richards.

Second part, 4h. 5'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist. northerly, 11'.
Wind and weather, northerly,
b. c. 4.
Temp. 5h. A.M. + 34°.
9h. A.M. + 32°.

June 15th.
Eighth Journey.
First part, 6h.
Course and dist., northerly, 8'.
Wind and weather, northerly,
5. 6. g. c.
Temp. 6h. P.M. + 37°.
1h. A.M. + 32°.

Second part, 4h. 4'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., northerly, 12'.
Wind and weather, northerly,
7. 8. q. c.
Temp. 5h. A.M. + 34°.
9h. A.M. + 35°.

June 16th.
Ninth Journey.
First part, 6h.
Course and dist., N., 7½'.
Wind and weather, N. q. g. s.
6. 7.
Temp. 7h. P.M. + 31°.
2h. A.M. + 32°.

guns. He came on steadily—very thin and evidently hungry. When about 35 yards from us he received a ball in his chest; he then ran at the sledge full speed; getting another ball in the fore-shoulder: he staggered, when the serjeant shot him in the hind quarter, and he fell; and while two hands walked up to secure him, we reloaded leisurely. To our surprise, however, he started up, and made off at a very comfortable pace on three legs, beating us hollow over the bad floe; we followed him nearly a mile, when we gave up the chase, and returned. We saw him drop afterwards, but time was too valuable to waste on him, particularly as he did not appear to have a day's fuel about him; for a mile he had covered the floe with his blood, and it seemed surprising how he should have held out so long.

Proceeded on until 1h. A.M. over bad floe, when we camped, having much difficulty in finding enough hard snow to pitch the tent upon.

A cloudy morning, with light northerly wind. Started at 5h. A.M., and struggled through a wet and uncomfortable floe until 9h. A.M., when we encamped on a patch of gravel.

The range running parallel with the coast is lower now, and the low land extends further off; hummocks line the coast, and I am scarcely able to say whether we are travelling over last year's ice, or older; certainly there is old ice mixed up with it. Saw the track of a bear this morning, probably our friend of yesterday, as he was coming from the northward. Obtained observations, angles, &c. on a neighbouring ice hummock. The latitude to-day, 75° 40' 15" N.

At 7h. P.M. we started; the evening gloomy, with an increasing breeze from the North; the floe very watery, but the wind and falling temperature improved the travelling towards midnight, though dragging against a north wind is not agreeable. Our course lay along the coast, generally outside the hummocks of ice. Saw several bears' tracks; and just after midnight, a solitary deer was observed; it being desirable to get him, I halted the sledge, and, accompanied by Serjeant Jefferies, went in chase, using a little caution and stratagem, which is necessary with these gentlemen. We succeeded in capturing him. The serjeant shot him through the windpipe with a ball, and he fell dead at 70 yards; he proved to be a very fine young buck, and not having been hitherto very fortunate in capturing game, he was very acceptable to us. We camped on a patch of gravel, at 1h. A.M. The beach line is plainly defined now, there being a less extent of low coast.

The wind freshened into a gale from N.W. this morning, with snow squalls. Started at 5h. A.M., and shortly afterwards saw five deer; lost half an hour in flirting with them; we should undoubtedly have got some of them if we could have afforded time to have attended to their caprices. Steering over low land, inside the hummocks, the snow soft and wet, but towards the end of the march it improved. Several mouths of ravines or watercourses empty themselves into the bay we are passing, which, when the low land is covered with snow, might well be taken for small inlets; they are not so, however. At 9h. A.M. we pitched; blowing strong, and thick all round, but clear overhead; got observations, &c.

There were some venison cutlets for dinner to-day, which every one seemed to approve of amazingly; we used the bacon as fuel to cook them with,—the best use it can be turned to, being almost entirely fat. Before leaving the ship, we were supplied with a portion of the bacon from selected pieces cut off from the sides, which was better; but the men do not seem to care for the bacon.

A strong wind still blowing from the northward, with occasional snow-squalls, and thick weather. At 7h. 30m. P.M. we started, keeping along the edge of the low land, the ground pretty good; the land is much more covered with snow as we get north. This evening, turning round to look how far off the sledge was, I saw four deer close to me, and following; I seldom carry a gun, and had none at the time, so I endeavoured to rejoin the party for one; they knew as well as I did, however, what I was going for, and made off inland.

At 11h. 30m. P.M. I came upon a cairn, and found it to be Dr. Bradford's furthest, erected by him on the 22d of May, 1851. It was well built of

stones, and four or five provision cases on it. The paper stated that they were detained by N.W. gales for some days, and were about to return to the southward; there was no position affixed, but its latitude is $75^{\circ} 56' N.$, my latitude at noon to-day being $75^{\circ} 52' 12'' N.$ Repaired the cairn, and replaced the document, with one of my own, in a tin cylinder. This point I consider to be Point Bradford.

Proceeded on, and encamped at 1h. 30m. A.M.; the weather thick, with snow squalls and fresh north wind.

Started at 5h. A.M., and dragged against a strong N.W. wind, with snow. The coast trending W.N.W., and becoming lower; the pressure on the shore considerable, and some very heavy hummocks thrown up. The floe is pretty good, and the travelling would not have been unpleasant, but for the bitter N.W. wind and snow in one's face.

Although the venison was considered a great luxury yesterday, I find that it does not sustain the people as well as pemmican, which to-day they requested to have; I therefore gave them the former for luncheon, after the first halt; requiring no fuel to melt snow now, we are able to afford it. I confess myself to a preference for the deer, but I have not to drag; and I believe a man can do more work on pemmican than on any other description of food.

The animals seen to-day were two deer, a goose, and a seal. Latitude $76^{\circ} 00' 00'' N.$

At 6h. P.M. we started, making a westerly course.

In an hour we saw our boat depôt, and reached her at 9h. P.M.; camped, and prepared her for travel. Found a note from Osborn; Lieutenant Hamilton and he had met, and had proceeded to the rendezvous together.

Dark, cold, gloomy weather, and the land seems more winterish here than it did on the 6th May. The wind is strong and north-westerly, from which quarter it seems to blow eternally. No traces of animals here; they appear to avoid this spot.

During these four hours, I remained encamped, in the hope of getting observations, placing our boat on the sledge, re-stowing her, &c. Succeeded in getting sights; the variation is 162° easterly, which agrees with our last visit.

The latitude of this position, $76^{\circ} 00' 30'' N.$

A strong north wind, with snow, this morning. After building a large cairn, erecting a wooden cross upon it, and depositing a record, &c., we started, steering an easterly course across the channel, to connect our search with that of Lieutenant (now Commander) Aldrich. Found the floe a most wretched one, the people sinking 12 or 14 inches deep into the snow, at every step, with a jerk that shakes one most uncomfortably.

There seems little difference between the temperature of noon and midnight now, unless the sun is out; we have rarely had it as high as the freezing point, and up to the 18th of June, have not had a day of summer; surely, the season must be a very backward one. At midnight we encamped, having made $4\frac{1}{2}$ miles in six hours, with very severe labour.

A light wind from the northward this morning; the boots and clothes left outside to dry are frozen stiff. Started at 4h. A.M.; found the floe harder and better the first two hours of the journey, when it again became as soft and distressing to travel over as yesterday. Saw a point on the east side of the strait, bearing $E.\frac{1}{2}N.$ (true), and which we are steering for. My people's boots are exhibiting unmistakable symptoms of an entire break up, which is not pleasant to contemplate at so long a distance from home. At 8h. A.M. we encamped.

Started at 6h. P.M. A light northerly wind, and gloomy weather. The travelling is better as we get into the middle of the channel, and the rounded hummocks, wrinkled and time-worn, which here and there show their backs above the deep covering of snow, speak plainly of more than one year's ice. The eastern land is distinctly visible, and shows from here like two islands. They are probably, however, projecting capes with deep bights between them, such as are described by Lieutenant Aldrich in his journal. We camped at midnight, the weather still gloomy.

At 4h. A.M. we started with a light northerly wind, passing over old ice,

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Second part, 4h. 6'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, { N.W., } 13½'.
 { W.N.W., }
Wind and weather, N.W., c.
m. s. 6.
Temp. 5h. A.M. + 30°.
 9h. A.M. + 34°.

June 17th.
Tenth Journey.

First part, 3h.
Course and dist., W.N.W., 4'.
Wind and weather, N.W., g.
m. s. 6. 7.
Temp. 6h. P.M. + 31°.
 9h. P.M. + 30.

Second part, 4h.
Encamped for observation, &c.

June 18th.
Eleventh Journey.

First part, 6h.
Course and dist., E., 4½'.
Wind and weather, N., q. c. s.
6. 7.
Temp. 6h. P.M. + 31°.
 Mid. + 31°.

Second part, 4h., 5 miles.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., E., 9½'.
Wind and weather, N. b. c. 4.
Temp. 4h. A.M. + 31°.
 8h. A.M. + 36°.

June 19th.
Twelfth Journey.

First part, 6h.
Course and dist., E. ¼ N., 7½'.
Wind and weather, N. g. m. 4.
Temp. 6h. P.M. + 33°.
 Mid. + 32°.

Second part, 4h. 6'.

ours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., E. by N. $13\frac{1}{2}$ ʹ.
Wind and weather, N., 2. 3.
b. c.

Temp. 4h. A.M. + 33°.
8h. A.M. + 37°.

June 20th.

Thirteenth Journey.

First part, 6h.

Course and distance, { E. b. N. } 5ʹ.
 { North. }
Wind and weather, W., 3. b. c.
Temp. 6h. P.M. + 37°.
Mid. + 34°.

Second part, 4h. 4ʹ.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, { E. by N. } 9ʹ.
 { North. }
Wind and weather, S., g. s. 3.
Temp. 4h. A.M. + 34°.
8h. A.M. + 38°.

June 21st.

Fourteenth Journey.

First part, 6h.

Course and dist., N., $6\frac{1}{2}$ ʹ.
Wind and weather, S., 6. 7. q. s.
Temp. 6h. P.M. + 35°.
Mid. + 32°.

Second part, 4h. $4\frac{1}{2}$ ʹ.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N., 11ʹ.
Wind and weather, S., 6. 7.
q. c. m.
Temp. 4h. A.M. + 34°.
8h. A.M. + 34°.

June 22d.

Fifteenth Journey.

First part, 6h.

Course and dist., N.N.W., 5ʹ.
Wind and weather, S., c. q.
m. 7.
Temp. 6h. P.M. + 35°.
Mid. + 35°.

Second part, $4\frac{1}{2}$ h. $3\frac{1}{2}$ ʹ.

Hours travelled, $10\frac{1}{2}$.
Camped for rest, &c. $13\frac{1}{2}$ h.
Wind and weather, S., c. m. 4.
Course and dist., N.N.W., $8\frac{1}{2}$ ʹ.
Temp. 4h. A.M. + 35°.
9h. A.M. + 36°.

and steering for the point seen on the east shore. At 8h. A.M. we encamped; found it warm in the tent during the day, and the sun showing out at noon, I got a latitude $76^{\circ} 06' N$.

A light westerly wind, with rather fine weather. At 6h. P.M. we moved on, the floe very heavy from the increased temperature of the day, having rendered the snow soft, dragging almost knee deep in it between old hummocks, with severe labour to the crew. Steered for two miles towards the point, when being sufficiently close to see that there was no cairn there, and examining the extreme south point (which is about 10 miles from us) with my glass, I hauled up along the land to the northward. I now see the land plainly round the heads of these deep inlets, and it is not so low as I had at first imagined. At midnight we encamped on the back of an old hummock of ice, the only habitable place now, unless on the shore; our camp is $1\frac{1}{2}$ miles from the nearest land.

Broke up our camp at 4h. 30m. A.M., and proceeded onwards. During this four hours' march we have passed over the most distressing floe it is possible to conceive, the men above their knees in the snow, and reduced almost to a standing pull with the sledge, which is at times completely buried. The wind light and southerly, with gloomy weather, no sun visible, but close and sultry, with snow falling: a strange association. Camped at 8h. 30m. on the back of an old hummock, having made about a north course.

The water from the floe found its way through everything to-day; and we were not sorry when the hour to march, 6h. P.M., arrived. A strong southerly wind. The floe, I thought, was at its worst yesterday, but I was mistaken; the snow now lies much thicker, and the men sink so deep into it that they completely lose their power. The sledge entirely buried, and sometimes a part of the boat only visible. Had it not been for the strong favourable wind we certainly should have had either to abandon her, or make two journies. The additional curse of the country (thick weather) is piled heavily upon us also to-day, not being able to see 50 yards. It would, indeed, be an insult to our 21st of December to compare it with this, the longest day of summer in these *peculiarly favoured* regions. All my people are suffering more or less from the wet and the severe labour of the last few days, and I have had to administer *opium* very liberally to them.

Started at 4h. A.M. with a strong south wind and thick weather, steering about N. by W. The floe much the same as yesterday, occasionally digging the sledge out of the deep snow with a shovel. We are now crossing an extensive inlet, the head of which I saw as the weather cleared at 6h. A.M. It appears to run in about 8 miles, with a deep bight in the S.E. as well as the N.E. corner of it. As we approached the northern side of this inlet the old hummocks became more numerous, and there not being sufficient room between them, we were obliged to drag the sledge and boat over them. At 7h. A.M. I saw land bearing N.N.W., which I take to be our rendezvous hill; at 8h. we encamped, and were glad to get dry clothes on. Our practice now is to put on the wet ones before starting, which, though rather an uncomfortable process, is a highly necessary one. A strong south wind still blowing.

At 6h. P.M. we started, steering N.N.W.; weather very thick, passing over old floe; the snow between the hummocks 2 feet deep, and very soft and wet.

Two of my people very unwell, which reduces our strength considerably, and adds to the labour. At midnight we pitched the tent on the floe. We find the black waterproof tent bottom of great service now, indeed it would be impossible to sleep on the floe at this season without it.

At 4h. A.M. we moved on, and I can only compare this journey to $4\frac{1}{2}$ hours passed in a *treadmill*. The snow 3 feet deep, and 5 or 6 inches of water between it and the floe. A light southerly wind and cloudy weather. Saw the cairn on the Rendezvous Bluff. The sun showed himself this morning, and I got observations. Kept on an extra half hour in chase of a patch of gravel, which seemed to travel away from us; so deceptive are appearances on the floe in thick weather, every one believed it was close to

us, when it was in reality two or three miles off. At 8h. 30m. we encamped on the floe, having made little more than three miles in $4\frac{1}{2}$ hours.

During this journey we were favoured with a change—if not an agreeable one, certainly a novelty; rain instead of snow. A fresh southerly wind and thick weather, the sail helping us. At midnight we passed the Rendezvous Bluff, and at 1h. A.M. encamped at our old depôt, after a most fatiguing march through deep snow, and latterly water, which was a decided improvement. We had our choice of ground to-night, either soft snow or soft clay; we chose the latter as being a novelty, and as reminding us of the approach to a *pigsty* in England of a November day. All the gear wet through. The passage across this channel has been by far the worst travelling we have experienced, and has produced an utter prostration of strength among the people; two of them remind me of hospital patients more than anything else. The early travelling, though the cold is intense, is by far preferable to June.

At 7h. A.M. we breakfasted, and shifted our tent to higher ground, spreading our gear out to dry.

I determined to remain here 24 hours, to give the men some rest, of which they were much in need, and if possible to repeat my observations. Took our provisions from the depôt. This morning we saw four deer *grazing* on the hill, but the people were too tired to go in chase. The lemmings here are very numerous; moss and saxifrage abundant, and saw some sorrel for the first time, but very small and very little of it; every thing seems most backward this year.

There is much more vegetation, however, on this side the strait than on the other; indeed there would seem to be a well-defined line of sterility on the N.E. side of Melville Island, which appears to extend 30 miles to the southward, and nearly as far to the westward of the N.E. extreme. It is remarkable, too, that no animals or traces of them were seen on that corner. I can only account for it by the force of the N.W. wind telling constantly there.

This afternoon, the sun coming out, gave me an opportunity of observations, and of using my theodolite for the first time.

Three men went in chase of the deer in the evening, but returned, having only shot two ptarmigan. The weather came in very thick again.

This morning was fine by comparison, and I determined to sacrifice a few hours more, in the hope of getting observations from the hill.

Obtained forenoon sights, and went to the Rendezvous cairn with a theodolite. Saw all the southern points, and one on the west side of the channel, but could make out no land to the northward, though a heavy bank of clouds seemed to remain stationary there. Erected a large cairn, and planted a bamboo on it, with a record of our visit, &c.

There are no stones here, and cairns built of the frozen soil in early spring are certain to thaw and moulder away in summer; ours was almost destroyed; returned to the camp; got a noon latitude. Started at 2h. P.M. for Cape Fortune; the wind fresh and north-easterly, with fine weather. At 8h. P.M. we encamped on a point, having made only 4 miles in the 6 hours.

The floe off Point Success very heavy and broken, with water and deep soft snow, having to dig the boat and sledge out repeatedly with a shovel, and a standing pull almost throughout the march.

Started at 4h. A.M., a fine morning, with N.E. wind. Steered from point to point, the indentations between them very shallow. The floe is better for travelling than yesterday, being covered with one continuous sheet of water, ankle deep. Passed one of our old encampments, which is plainly visible, now nearly a foot under water, and camped at 9h. A.M. on the land, which is covered with pools from the thaw; got sights and a variation. The latitude $76^{\circ} 40' N$. Saw two deer near the tent when I got up at noon for the latitude.

At 6h. P.M. the sledge moved on, and I started for higher ground to look for land to the northward; in five minutes, however, I got buried up to my knees in clay and snow, and having no shovel to dig myself out with, thought it most prudent to retire.

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June 23d.

Sixteenth Journey.

First part, 7h.

Course and dist., N.N.W. $7\frac{1}{2}$.

Wind and weather, S. 5.6. q.c.r.

Temp. 6h. A.M. + 38° .

1h. A.M. + 39° .

Second part, 4h.

Encamped for observations, &c.

Wind and weather, S., b. c. 4.

Temp. 8h. A.M. + 40° .

6h. P.M. + 38° .

June 24th.

Encamped for rest, observations &c.

June 25th.

Seventeenth Journey.

First part, 6h.

Course and dist., N.E., 4'.

Wind and weather, N.E., b. c. 4.

Temp. 8h. A.M. + 35° .

Noon + 35° .

Second part, 5h. 5'.

Hours travelled, 11.

Camped for rest, &c. 13h.

Course and dist., N.E., 9'.

Wind and weather, N.E., b. c.

Temp. 4h. A.M. + 38° .

9h. A.M. + 36° .

June 26th.

Eighteenth Journey.

First part, 6h. 5'.

Course and distance, E., 5'.

Wind and weather, N.E., b. c.

3. 4.

Temp. 6h. P.M. + 42° .

Mid. + 30° .

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Commander Richards.

Rejoined the sledge, and we shortly came to old floe, exchanging water for deep snow. The old hummocks lying very thick: this march reminded me of travelling through a thriving churchyard of the old school more than anything else I could compare it to. The hummocks are exactly the shape of well-made graves, and very thick they lie too. The labour to the men was beyond conception, and we were sometimes half an hour moving the sledge a few yards.

I had serious thoughts of parting with my boat or some of my equipment to-day, but we reached the land without resorting to such an alternative. The boat I should leave unwillingly, and only at the last extremity, as I have an idea that her services will be required in the Queen's Channel. What renders our work so laborious is that we are not travelling after the manner of returning sledges, but with nearly full weights, having a boat and much extra provisions on the sledge, in consequence of my original route having been frustrated. We encamped at midnight on the S.E. point of the harbour we had passed on our outward route.

The best travelling at this season of the year seems to me to be close to the beach, just outside the tide cracks. In the old ice among the hummocks it is almost impracticable.

Our wet traps have frozen stiff, instead of drying during the night.

A fine warm morning, wind N.E. Started at 4h. A.M., and dragged the sledge for a mile over the land; the snow then getting very soft, we launched on to the floe. Saw two deer and a fawn, but they were very wild. The young ice had formed on the floe during the night; cut my boots in breaking through it. I am sorry to say those of my people are in a very bad state, being perfect rags. Having got a pair from Captain Kellett, at Melville Island, I am in better condition myself. At 8h. A.M. we encamped, got observations and theodolite angles. The solitary mount, Cape Fortune, and the Deception Group in sight, as well as the New Island to the north, discovered on our outward route. The weather is very clear, but I can see no other land to the northward.

The wind northerly, with fine clear weather. At 6h. P.M. we started; the floe in a fearful state of dilapidation; passed over every variety of travelling, young ice, water, and sludge; by steering close round the shore of the bays we found that we kept the water, which is now a foot deep, and with a temperature of $+40^{\circ}$ is not particularly disagreeable to walk through. Cut off Point Fleetwood (the solitary point) by dragging over the land, where we found sufficient snow for the sledge; passed our encampment of the 25th of April, and saw our old sledge tracks very distinctly. The bay is full of old ice, which we tried to cross, but finding it impossible, we kept the coast-line, and camped at midnight on the land; saw a cairn on Cape Fortune, which must be one of Osborn's.

Started at 4h. A.M.; light northerly wind and cloudy weather. Very heavy work to-day, the old floe pressing close home on the beach, and the land snow not fit to travel on. I hoped to have reached Cape Fortune this march, but we were obliged to camp 3 miles from it. The young ice very tough, and makes the feet and shins very sore in breaking through it; saw a few Brent geese to-day, but they were very wild.

At 6h. P.M. we moved on; steered over the land a short distance, and then across the bay west of the depôt. The floe infamous; deep pools of water and heavy snow; the water too cold to be comfortable. At 9h. 30m. P.M. we arrived at Cape Fortune, where I found notes from Osborn, Lieutenant May, and Mr. Herbert, and I learn from them that the inlets to the southward are more extensive than we had imagined. Osborn had left me a sketch of them. Lieutenant May had brought provisions from Cape Lady Franklin here, according to his instructions; and Osborn, finding that I had gone to the "Resolute," and anticipating that I should not have time to complete the search, owing to the difficulty of sledge travelling in July, had taken a part of them, and dividing his sledge party into two, had undertaken the search of the south coast of the Deception Group and some of the neighbouring bays. Lieutenant May had recrossed the Queen's Channel for the ship. I also learnt from the parties who had preceded me that the bears had destroyed several depôts, eating pemmican, bacon, boats, oars, and flags indiscriminately.

Second part, 4h. 4'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, $\left. \begin{array}{l} \text{E.} \\ \text{S.E.} \end{array} \right\} 9\frac{1}{2}'$.
Wind and weather, N.E., b.
v. 3. 4.
Temp. 4h. A.M. $+35^{\circ}$.
8h. A.M. $+37^{\circ}$.

June 27th.
Nineteenth Journey.
First part, 6h.
Course and dist., S.E., $7\frac{1}{2}'$.
Wind and weather, N., 3. b. c.
Temp. 6h. P.M. $+40^{\circ}$.
Mid. $+32^{\circ}$.

Second part, 4h. 4'.
Hours travelled, 10h.
Camped for rest, &c. 13h.
Course and dist., S.E., $11\frac{1}{2}'$.
Wind and weather, N., 3. b. c.
Temp. 4h. A.M. $+34^{\circ}$.
9h. A.M. $+38^{\circ}$.

June 28th.
Twentieth Journey.
First part, 3h.
Course and dist., S.E., 4'.
Wind and weather
Temp. 6h. P.M. $+35^{\circ}$.

To my infinite disappointment this morning at 4h. the weather came on very thick, with snow; I had intended to go on the summit of Cape Fortune, as a view of the inlets from there would have been very satisfactory, and would probably have saved me much time, and my people much labour. They were employed all day in patching up what *was left* of their boots, for which purpose I had some gutta percha cases cut up, as we cannot possibly move on until this important part of our equipment is in some measure made efficient.

In the evening two men went to shoot, and brought home five king ducks (*Anas spectabilis*) and a ptarmigan, and burst the Hudson's Bay gun literally into pieces, fortunately without doing any serious injury. The weather continued very thick, with strong N.W. wind all night.

No favourable change in the weather this morning; but at 7h. A.M. I went on the hill to be ready to take advantage of any partial clear. Set up my theodolite, as a kind of "defiance;" remained four hours, and saw nothing. Increased the cairn to a very large and solid one, entirely of stone, which will last for ever, and left the usual record. The thermometer was below the freezing point, and it was particularly cold and uncomfortable on the summit of this hill; not even repaid with a single angle. Returned to the camp at noon with much reluctance, for I had set my heart on a view from this Cape, but there was no chance of a clear. I saw the saxifrage in flower for the first time to-day, and some stunted sorrel, but it would take one a long time to gather enough to keep the scurvy out of him for a week. At 1h. P.M., there being no appearance of a clear, we packed up and started, rounding Point Clerke, and keeping along the shore of the S.W., or, as I have called it, Sullivan Inlet. The weather cleared a little in the afternoon, and I saw the head of it, low land, and 8 or 10 miles deep. We then struck across for the south head of it, the travelling very laborious through sludge and water, more than a foot deep. At 7h. 30m. we camped on a piece of old ice, scarcely large enough to pitch the tent on, a ditch of water all round it. After six or seven hours walking through the water at this temperature the people's feet get quite benumbed, and for two hours after you are in your blanket bag you can scarcely tell if you have any or no. The weather clearer; got some sextant angles, &c.

At 3h. A.M., after a very uncomfortable rest, we started again, and steered S.S.E.; knee deep in sludge and water till 7h. 40m. A.M., when we reached the land under the south head of Sullivan Inlet, a bold bluff, 600 feet high. During this march the weather cleared, and I again saw the head of the inlet very distinctly, also the land to the eastward; before, however, I could get my theodolite up every object but the sun was obscured. Got lights, latitude, true bearing, and theodolite angles during the day by constant watching.

Started at 6h. P.M.; steering E. $\frac{1}{2}$ N., as near as the ice would permit, for a high range of hills on the east side of what I call Erskine Inlet. The old hummocks and lanes of water between them lay N.W. and S.E. Our course, therefore, lay at right angles to them, and the tracks of the former caused our sledge to complain considerably; we camped in the middle of the channel on an old piece of ice. This inlet runs nearly south for about 30 miles. Our march has been through water knee deep, and over heavy hummocks; cold work for the feet.

At 4h. A.M. we started, and steered for the eastern side of the inlet; the lanes of water less frequent but deeper on the floe, being above the knees; the hummocks of old ice lying N.W. and S.E. very thick and high, the young ice over the pools strong, rendering the operation of breaking through it with your shins rather a painful one. Altogether this has been one of our most distressing marches, making a standing pull with the boat and sledge during nearly the whole of it. At 8h. 45m. A.M. we reached the shore and encamped on it; the wind has been westerly and north-westerly all day, with very thick weather and snow.

At 6h. P.M. we moved on along the coast northerly; passed a small harbour, and 2 miles further on another very good one but full of old ice. Walked to the summit of a hill to get a view of the coast; when I got to the top I found myself within a hundred yards of a bear, who was sitting down, apparently watching for seal. Came down much faster than I went

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June 29th.
Encamped for repairs, observations, &c.

June 30th.
Twenty-first Journey.
First part, 6 $\frac{1}{2}$ h.
Course and dist., 6'.
Wind and weather, N.W., c. q. 5.
Temp. 7h. A.M. + 32°.
Noon + 35°.
6h. P.M. + 34°.

Second part, 4 $\frac{1}{2}$ h. 5'.
Hours travelled, 11.
Camped for rest, &c. 13h.
Course and dist., S.S.E. 10 $\frac{1}{4}$ '.
Wind and weather, N.W., c. q. 5.
Temp. 3h. A.M. + 32°.
8h. A.M. + 34°.

July 1st.
Twenty-second Journey.
First part, 6 $\frac{1}{2}$ h.
Course and dist., E. $\frac{1}{2}$ N., 5 $\frac{1}{4}$ '.
Wind and weather, N.W., c. m. s. s.
Temp. 6h. P.M. + 36°.
Mid. + 34°.

Second part, 4 $\frac{1}{2}$ h. 4 $\frac{1}{2}$ '.
Hours travelled, 11 $\frac{1}{2}$ h.
Camped for rest, &c. 12 $\frac{1}{2}$ h.
Course and dist., E. $\frac{1}{2}$ N., 10'.
Wind and weather, N.W. 5.
m. s. s.
Temp. 4h. A.M. + 35°.
9h. A.M. + 35°.

July 2d.
Twenty-third Journey.
First part, 6h.
Course and dist., N., 5 miles.
Wind and weather, N.W., b. c. and q. m.
Temp. 6h. P.M. + 36°.
Mid. + 36°.

Proceedings of
Commander Richards.

Second part, 4h. 5'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course & dist., N. and N.E. 10'.
Wind and weather, S.W., q.m. 5.
Temp. 4h. A.M. + 35°.
9h. A.M. + 36°.

July 3d.
Twenty-fourth Journey.
First part, 5h. 5 miles.
Course and dist., East and S.E.,
5 miles.
Wind and weather, S.W. and
West, 8. 9. q. c.
Temp. 6h. P.M. + 35°.
Mid. + 36°.

Second part.
Encamped.
Hours travelled, 5.
Camped for rest, &c., detained
by weather, 19h.
Wind and weather, W.S.W.,
10. c. m.

July 4th.
Twenty-fifth Journey.
First part, 6½h.
Course and dist., Easterly, 7½'.
Wind and weather, W.S.W.,
E., W.S.W., 8. 7. b. c.
Temp. noon + 40°.
7h. P.M. + 30°.

Second part, 5½h. 6'.
Hours travelled, 12.
Camped for rest, &c. 12h.
Course and dist., 13½'.
Wind and weather, variable,
g. c. 5. 6.
Temp. 4h. A.M. + 38°.
10h. A.M. + 47°.

up; he did not follow me, but when I got to the floe I saw him several times show his head over the cliff, watching either us or the seal; as we do not want him for fuel, and have very little ammunition left, I hope he may keep at a respectful distance. The weather set in very thick again shortly after starting, and the bay ice is stronger than yesterday; camped at midnight on the shore.

Proceeded on at 4h. A.M.; fresh S.W. wind, with thick gloomy weather. The N.E. seems the only wind accompanied by fine and clear weather; with the N.W. the sun generally shows himself through the mist, but the land and horizon entirely obscured; with the S.W. the land is plain, but no sun to be seen. We have now a good view of the coast easterly, also of the Deception Group; the young ice is very strong to-day, almost bearable, but by keeping along the land the travelling was comparatively good. We crossed several cracks of water to-day 3 or 4 feet wide, and camped at 9h. A.M. on the land.

When we started at 6h. this evening, a strong S.W. wind was blowing, which by midnight had increased to a violent gale, and drew to the westward, obliging us to take the sail in, as the sledge and boat were capsizing over the hummocks. Steered along the coast, which trended easterly and latterly south-easterly; the weather is thick, and the ice, which is the heaviest I have seen, presses in hummocks close home on the coast, depriving us of our accustomed privilege of a somewhat better road, by keeping the shore on board. At 11h. P.M., considering that we must be in the best position for crossing this gulf (which I call May Inlet) at its narrowest part, we camped on the only eligible spot we could find clear of water and at some elevation. Owing to the strong wind, we had much difficulty in getting the tent to stand, which we eventually secured with large stones; by midnight we were housed, the gale still increasing.

At 4h. A.M. on the 4th of July it blew a furious gale from W.S.W., and although fair for us, it was impossible to manage our boat and sledge over so heavy a floe. At 8h. A.M. there was no abatement, and precious as time was now become, there was no alternative but to remain where we were. At 11h. A.M. it moderated a little, and we breakfasted, ready for a start.

At noon, by building an embankment of stones, I got a latitude; and we then started, but I confess not without a misgiving as to reaching the opposite side of the gulf without an adventure. For the first 3 hours we made rapid progress; the floe was a perfect sea, and anything but a calm one; except for the backs of the old hummocks we might have floated our boat and sledge across easily. The strong wind prevented our showing any sail, but she ran under *bare poles*, the men supporting her on either side; it was a rapid but certainly not pleasant mode of travelling; the sledge jumping over the hummocks, broke one runner and a top rail. At 3h. P.M. the wind suddenly shifted to East and blew strong for half an hour, when it backed round to the old quarter, and continued, though with less violence. At 6h. 30m. P.M. we landed on the east side of May Inlet; it is a very deep one, and the land at the head of it is rugged and much broken up; the ice in it seems very old, and though a glance was sufficient to show that any search was unnecessary, yet I should like much to have gone round it if time and the ground would have admitted of it. My people are much distressed by this march, and don't seem to care for their supper, preferring rest. The constant walking in the water has caused swelling in their feet and legs; as for the boots, they are now mere apologies for that articles of dress.

This morning we had rain; the wind variable and squally; the sky covered with heavy clouds. At 4h. A.M. we moved on, following the indentations of the coast to avoid as much as possible the heavy floe. The ice in these inlets is, I imagine, very old, and seldom clears out; saw 3 seals, old and young, with their summer clothes on, very handsome. At 9h. 30m. we encamped, having kept under weigh an hour and a half later than usual, to make up for our detention by yesterday's gale; the people suffering a good deal in their feet. Got observations, and employed myself in completing up my rough chart. The salt water now flows up between the floe and the shore, and I find it was high water shortly after noon to-day; the rise and fall about 5 feet.

A gloomy afternoon; the wind E.S.E.; low water at 6h. P.M., at which time we started, passing a succession of points. The coast a rounding one, trending from N.E. to E. The land high, with deep ravines, down which the water poured in wide and rapid streams. I had selected a promising hill to ascend, but the weather coming on very thick, with rain, nothing could be seen from it; one deer I saw feeding on the summit.

At 11h. 30m. I saw a cairn of Osborn's, in which I found two days provisions deposited for my party, and a note dated the 11th of June. Camped at midnight on very rough and wet ground. The travelling to-day has been bad, and no possibility of avoiding the old hummocks which have pressed close home on the coast. The floe, however, seems to be draining itself of water.

A thick, dirty morning, with rain, the wind light from the westward. At 5h. 30m. we moved on, following the coast, which, from our camp, trends southerly of east; the land high, about 500 feet, and the water running in rapid streams through the ravines, and into the sea through the tide cracks, making a noise as of so many waterfalls. The floe here is completely bare of snow, and seems to me like a gigantic graveyard; the graves very close and large, in fact, the *graves of giants*. There is no road but over them; and I look at the crippled sledge with wonder, to see her sustain the shocks she does, and hold together.

The absence of snow, however, and decrease of water, renders the travelling far less laborious to the men. We camped at 10h. A.M.; the ground very wet with rain and the melting of the snow. The saxifrage is now in full bloom, a very pretty little pink flower, resembling something the blossom of the peach.

A thick, gloomy evening, with N.W. wind and rain. At 5h. 30m. we started, the coast trending E. to E.S.E.; the ice heavy close home to the land. At 11h. 30m. P.M. we reached the west point of the gulf, just westward of Cape Lady Franklin, and encamped upon it; saw the land about Cape Lady Franklin. From this point the ice seems newer, though it is certainly more than one year's. The cracks become wider and more frequent, and the thickness of the floe from 3 to 4 feet. Got theodolite angles by watching during intervals of clear weather, built a cairn, and deposited documents.

Started at 4h. A.M., and steered across the gulf; wind N.W., and thick weather; the floe, a very uncomfortable and watery one. At 11h. 30m. P.M., we encamped on an island on the eastern side of the gulf. Got observations, angles, &c.

A finer day, calm but cloudy. Started at 7h. 30m. P.M., and at 9h. rounded the N.E. point of the island, when we came immediately on the smooth ice of last year; made a circuitous course to avoid the cracks, which in some places were 12 feet wide. The thickness of the new floe 4 or 5 feet. Saw a cairn and flag on the summit of Cape Lady Franklin, erected, I suppose, by Osborn. Camped at 1h. A.M. of the 8th of July, just to the eastward of Cape Lady Franklin; found much difficulty in getting to the shore, on account of the water and heavy hummocks which line it.

Moved on at 5h. A.M., wind light and westerly. Steered along the land over new floe. At 8h. the constant cracks obliged us to unlash the boat, and use her to ferry us and our traps across. At 9h., being immediately under the summit of the cape, I hauled inside the heavy hummocks, and halted for observations and angles from the cairn, whither I at once proceeded, despatching the sergeant overland to the depôt with a note, acquainting Osborn of my arrival. At 11h. the sergeant returned with two of the "Pioneer's" men and a letter, from which I learned that Osborn, with five of his crew, had left on the 25th of June, in the whale boat, to search the coast to the S.E. The "Pioneer's" people were a sick man, and the captain of the sledge left in charge of him; the sick man was convalescent. At noon we moved on, and arrived at the Grand Depôt at 3h. P.M., exactly one month from the "Resolute," during which time we have come over some of the worst travelling ground I have seen in these regions; but beyond excessive fatigue and lame feet, I am thankful to say that my people are none the worse for their long journey.

II.

U u

July 5th, 6h.
Twenty-sixth Journey.

First Part.
Course and distance, N.E. to E.
7½'.
Wind and weather, E.S.E.;
q. r. 4.
Temp. 6h. P.M. + 43°.
Midnight, + 36°.

Second Part, 4h. 4½'.

Hours travelled, 10.
Camped for rest, &c., 14h.
Course and distance, N.E. to
E. 12'.
Wind and weather, Westerly;
c. g. n. 3.
Temp. 6h. A.M. + 37°.
10h. A.M. + 36°.

July 6th.

Twenty-seventh Journey.

First Part, 6h.
Course and distance, E. to
E.S.E. 6'.
Wind and weather, N.W.;
q. r. 5.
Temp.

Second Part, 7½h. 10'.

Hours travelled, 13½.
Camped for rest, &c., 10½h.
Course and distance, Easterly
16½ miles.
Wind and weather, N.W.;
4. q. c.

July 7th.

Twenty-eighth Journey.

First Part, 5½h.
Course and distance, 6 miles.
Wind and weather, calm, b. c.
Temp. 7h. P.M. + 40°.
1h. A.M. + 39°.

Second Part, 8h. 6m.

Hours travelled, 13½.
Camped for rest, &c., 10½h.
Course and distance, various,
11½ miles.
Wind and weather, S.E.
3. 4. b. c.
Temp. 5h. A.M. + 40°.
6h. P.M. + 36°.

Proceedings of
Commander Richards.

Remarks on the new mode of
travelling adopted on the
Homeward Journey.

July 9th.
Encamped at Grand Dépôt at
Cape Lady Franklin.

July 10th.

Twenty-ninth Journey.
First Part, 7h.
Course and distance, South-
easterly, 10'. ↙

11th July.
Twenty-ninth Journey.
Second Part, 8h. 13 miles.

By adopting this new mode of travelling, viz., dividing the long march into two, I have certainly gained several days on my homeward journey; and where time is a great object (which it always must be at this season of the year), I decidedly recommend it. I am not sure that it would be desirable for early travelling, however, as it involves the camping and breaking up of the camp twice instead of once; and during the excessive cold, this is a very distressing operation.

A very thick morning with the "Queen's Channel;" wind S.S.E. Employed myself to-day in laying the coast down on paper, taking an account of the provisions remaining here, and had a grave dug for those which we shall leave behind as a dépôt. Open water in the channel, seen from the hill about 10 miles to the S.E., and two large cracks making from this point across the strait. The people patching the boat up, and making paddles out of boarding pikes, bamboos, &c. Got some angles and observations this afternoon.

Got sights and a latitude to-day. At noon I saw two people coming over the hill, which I took to be Lieutenant Osborn and one of his party; but to my great surprise, on coming nearer, one turned out to be Mr. Loney, from Northumberland Sound, who had been sent with a cutter to recall me if I should have arrived, and help to carry my people across the strait, which I could ill have done with the small boat alone. The tent was struck, the gear placed in the wooden tray or sledge top, on the sledge; and leaving a record, the dépôt, a note, and orders for Osborn, with the captain of his party, we were on the floe in an hour.

I found the wooden waterproof tray answer well; it carried the sledge and gear across some wide lanes of water without giving us the trouble of unloading, and putting them in the boat. At 11h. A.M. Mr. Loney and myself arrived at the cutter, (which was about 10 miles from Cape Lady Franklin,) and sent her crew out to assist in bringing in my boat and sledge.

We were seated quietly in the cutter, which was hauled on the floe 100 yards from the land, when suddenly we perceived the ice to be in motion; and in a few moments, the floe, with the boat on it, was forced 20 feet up on the steep beach, and rested on a mass of rugged hummocks; she was turned completely over, with enormous pieces of ice hanging over and about her, threatening instant destruction.

There was no help at hand, and all we could do was to pick up some of the gear and instruments, which had been turned out of her, and look on (looking out for ourselves at the same time). It was more than half an hour before we could recall the people by firing guns, &c., during which time the boat was being moved about among the hummocks in a manner that surprised us how she was not crushed to pieces; it seemed impossible that she could escape. The ice, however, stopped running, and she eased down and *saved herself* by a miracle, resting on her mastheads, bottom up against the broken ice.

I am persuaded, that had a ship been in the same position, it would have been total destruction to her. The lightness and pliability of the boat's frame was alone her safeguard: but it was an extraordinary sight to look at her, tossed about more than 20 feet above our heads, like a nutshell, among pieces of ice twenty times her own weight, and sustain so little damage. The crew soon got her safe on the land, and we succeeded in saving nearly all the gear, though Mr. Loney's sextant got an awkward twist in the arc.

At 2h. A.M. we were encamped on a rugged bed of large stones. While Mr. Loney prepared the two parties for starting, by launching the boats, unlash the sledge, &c., I got a theodolite station on a neighbouring hill, built a cairn, left a record and note for Osborn, and returning to the beach, we left the western shore of the "Queen's Channel" at 8h. A.M. From the summit I had seen a good deal of close pack drifting about the strait, but we squeezed through it, occasionally hauling on the top of a piece of floe to let the pack drift past, and arrived at "Barrow" Island at

4h. P.M., both the boats very leaky, the cutter from last night's adventure, and the small boat from the jolting of the previous month on the sledge. Got a theodolite station on the summit of the island, where Mr. Loney had built a large cairn on his passage across to us. Barrow Island is a peculiar island, rising with so gentle a slope that you can scarcely tell where its summit is; it reminds me, in its shape, of a sleeping turtle. It runs nearly north and south, and is three miles in length; the formation is lime slate, which occasionally lies in very large pieces on the surface. I shall recommend my friend Mr. Barrow, who, I presume, is the proprietor, to embark in an Arctic building speculation, and send to his own island for the materials.

We camped here for the night, and rather *hard lying* it is on "Barrow" Island; shot a duck or two (very tough and fishy), but they went down, with the assistance of a bottle of Shaw and Maxwell's *Queen's Sherry*, which Mr. Loney had brought to me. I thought "Barrow" Island, in Her Majesty's Channel, a fitting place to drink it at.

A thick foggy morning; high water at 4h. A.M., when the stream turned, and ran along the west side of the island to the northward about $1\frac{1}{2}$ miles an hour.

The ice closed in upon the island as we were about to start, and there seemed to be no lead in any direction. At 6h. however, as the pack was rather loose, we launched into it, in the hope of being able to push through.

The fog continued very dense during the forenoon, but after various stoppages, and hauling the boats over floe pieces occasionally, we made the land, only a few yards from us, which we concluded to be the Spit Island we had been steering for.

We landed, however, to ascertain its identity; and Mr. Loney and myself walking to the summit, while the people got their dinners, we proved it beyond a doubt, for the fog clearing at the same moment almost, we had the satisfaction of seeing the ships in their old position.

The wind sprung up fresh and fair, and we were soon running towards them under sail, the little boat towing astern. At 4h. A.M. we were at the floe edge, 200 yards from the ships; a canal was cut up to them, and they were ready for sea. The dock gates were opened to us, and I had the satisfaction of delivering to Sir Edward Belcher despatches from Captain Kellett, 32 days from Bridport Inlet, Melville Island.

Having now, Sir, completed a detailed account of this journey, it becomes my pleasing duty to bring under your notice the conduct of the officers and seamen composing the division you did me the honour to place under my command. Conclusion.

I have invariably received the most cordial support and assistance from my able second, Lieutenant Osborn, and I am much indebted to him for the judicious adaptation of his orders to altered circumstances, viz., when he became aware of my deviation from my original instructions; thus ensuring the search of an extensive portion of coast, which, from the state of the ice on my return, it would have been impossible for me to have completed. Lieutenant Osborn.

To the officers of the division my best thanks are due, and the singular exemption from accident, or illness, among so large a party, I must attribute, under Providence, to the care and attention to their people exhibited by them.

The conduct of the petty officers and seamen composing the sledge crews has been throughout most praiseworthy.

Their cheerful endurance under circumstances of frequent difficulty, and always of severe labour, is above all praise of mine.

My own sledge crew, four of them petty officers, and three able seamen, all most deserving men, I trust I may be permitted to bring under your especial notice. During a journey of 94 days on very arduous and trying service, their conduct has been most creditable to themselves and satisfactory to me.

Proceedings of
Commander Richards.

In conclusion, it is with much regret I am obliged to inform you, that so far as the great object of our search is concerned, we have been entirely unsuccessful. No traces whatever have been discovered of the missing expedition, and my own opinion is that that part of the frozen sea we have lately passed over is rarely if ever navigable.

It will be satisfactory, however, I trust, to you to know, that a large extent of new coast, viz., the northern shores of Cornwallis and Bathurst Lands, and a great part of Melville Island, have been thoroughly examined *and laid down*, and the question of any of our countrymen having ever sought refuge there entirely set at rest.

The shores for the most part abound with game; but parties well supplied with arms and ammunition would find great difficulty in capturing sufficient to sustain themselves *during summer*.

During this journey of 94 days the sledge "Sir Edward" has passed over about 830 geographical miles; and I am thankful to say that the whole "division" have been preserved from any serious casualty.

(Signed) GEO. HENRY RICHARDS, Commander,
late commanding the S.W. Division of Search.

A TABLE showing the Number of Days Travelling, the Distance accomplished, and the Mean Rate of Daily Travelling, &c. by the Sledge "Sir Edward."

| | |
|---|--------------------|
| | Days. |
| Number of days on outward journey | 56 |
| Ditto at Melville Island division | 3 |
| Ditto homeward journey | 35 |
| Total number of days absent | 94 |
| | Hours. |
| Number of hours travelled | 834 $\frac{3}{4}$ |
| Ditto encamped for rest | 1057 |
| Ditto encamping, cooking, making depôts, building cairns for observations, and detention from bad weather | 290 $\frac{3}{4}$ |
| Total number of hours | 2182 $\frac{1}{2}$ |
| | Miles. |
| Distance accomplished in geographical miles | 808 $\frac{1}{2}$ |
| " statute miles | 936 |
| Mean rate of outward travelling per day | 8·07' |
| Ditto homeward | 11·10' |
| Average rate out and home | 9·109' |

(Signed) GEO. HENRY RICHARDS, Commander.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B., Commanding the Arctic Searching Expedition.

AN OPINION respecting the probable Route taken by the Expedition under Sir JOHN FRANKLIN, on Return from the Spring travelling on the 12th July, 1853.

[As it may possibly be expected of me that I should give some opinion as to the probability or improbability of Sir John Franklin's ships having passed up the Wellington Channel, and pursued the western route, and if so, their probable fate, I venture to offer the following remarks; and I would beg it to be understood, that I desire rather to furnish data, whereon others more competent to judge may form an opinion, than to express any unalterable one of my own.]

Although the absence of all traces by cairns or otherwise (above Beechey Island) would seem to indicate the improbability of the "Erebus" and "Terror" having ever passed up the Wellington Channel, yet it will be remembered that ships leave no traces of their passage, *even among the ice*, and that the frosts of winter, and the thaws of summer, will moulder a cairn to dust, and completely obliterate all evidences of its existence in a much shorter time than has elapsed since the visit of the missing ships to these regions. Add to this the improbability of Sir J. Franklin having had time to erect any very enduring marks of his passage, and I believe that some more conclusive evidence than the aforesaid absence of cairns or traces will be necessary to disprove the fact of his having gone into the Polar Sea through this channel.

The "Assistance" and "Pioneer" passed up the Wellington channel on the 14th of August, 1852, and arrived (having sailed in open water) at Northumberland Sound, at the head of the Queen's Channel, in three days. Here they were arrested in their progress by an impenetrable barrier of heavy pack, and large old floe pieces, and found their winter quarters as early as the 19th of August.

Travelling parties proceeded to the N.E. with sledges and boats attached, on the 23d August, passing over large floe pieces, with lanes of water between them, and reaching North Cornwall, in latitude 77°. 45'. N., for a considerable part of the distance in water.

From there and from the adjacent islands of Exmouth and Londesborough, lanes of water were seen, navigable for ships assisted by steam; and there was a regular tide observed, of flood running to the westward, and ebb to the eastward, at a rate of from two to three miles an hour during the springs. The floe and pack ice in this ocean was of a heavy description, and the pressure on the N.W. points of the islands very considerable, showing the prevailing winds to be from that direction. The tides were also considerably affected in their velocity by these winds, and I observed the eastern or ebb stream almost to cease for a whole tide during a fresh gale from N.W. This party returned on the 9th of September, and found that the ship had been firmly frozen in for several days.

On the same parties visiting Hungry Island, in the Queen's Channel, in the end of September and commencement of October, in the same year, they were cut off from the mainland by water, produced by a gale of wind from S.E., and so late as the 4th of October (the day of their release), the ice in the Queen's Channel was in rapid motion, and there was sufficient water in that immediate neighbourhood for a ship to navigate, although no opening could be observed in the barrier to the westward or north-westward.

The ice in the Queen's Channel was not sufficiently consolidated to admit of our depôts being carried across at all during the Autumn of 1852.

Yet although there was no passage during the *open season* of 1852, for a ship from the Queen's Channel into the Polar Ocean, there may *possibly* have been one in 1846 for the "Erebus" and "Terror," and if so, *when there*, they may have found navigable water.

The experience of the western parties, however, which penetrated to Melville Island in the spring of 1853, goes to prove the improbability of a ship passage near the northern coasts of Bathurst or Melville Islands. The ice there, for a considerable distance off shore, being old, and apparently very seldom in motion, except in the vicinity of the northern entrance to the Byam Martin, or as it is called by us, the "Polar Strait;" and the probability is, we having seen two islands, and Captain M'Clintock having discovered a group some forty miles northerly of the N.W. coast of Melville Island, that the old floe is confined between this archipelago and the main island, and seldom, if ever, moves off at all.

Assuming this opinion to be a correct one—then, if Sir John Franklin passed out of the Queen's Channel, he must have passed at a considerable distance from the northern shores of Bathurst and Melville Islands, and outside or north of the archipelago before mentioned. In fact he must have taken a N.W. route.

We found the prevailing winds, indeed I may say, the almost constant winds, immediately on emerging from the Queen's Channel, to be from the N.W., which, with the effect of the westerly current (I have seen myself the easterly one almost neutralized by a N.W. wind), would cause, in my opinion, an almost insurmountable difficulty to the advance of a sailing vessel in that direction so far in one season from Beechey Island as to be without the limit of a possible return, by travelling over the ice to Melville Island or Beechey Island, or even to Pond's Bay, in the spring of 1847. I take it for granted, that had they been arrested at such a distance in the Autumn of 1846, and had reached any *place of shelter*, they would undoubtedly either have adopted such a course in the spring of 1847, or have remained by their ships (in the hope of their breaking out in the summer) till the spring of 1848, when they would have been *compelled to desert them*. They would certainly never have thought of pushing on a third season, when so little had been gained during the first and second.

If accident had befallen the ships, or they had *determined to desert them* in the spring of 1847 or 1848, their most probable route (supposing them to have penetrated any considerable distance to the westward) would have been for the north coast of Melville Island, and to have travelled along its shores, and those of Bathurst Land, eastward; and if they were no more than 100 or 150 miles north of those lands (which is the utmost limit I give them), there would have been comparatively little difficulty in reaching them in 1847, supposing the latter case, viz., had an organized abandonment of the ships been determined on in the spring of that year.

If, however, such a course had been adopted with success, some evidences would assuredly have been found by our parties, or *have been found* by those of Captain Kellett's division.

I have now, I think, considered almost every case incident to a western or a north-western route, except this last one, which is, that the "Erebus" and "Terror" did find an outlet westward from the Queen's Channel in 1846, and sailed so far N.W. as to be unable to retrace their steps or to leave their ships subsequently with any hope of reaching Melville Island or the continent of America.

It is almost impossible to believe that the Polar Sea, so far as our experience enables us to judge, and without the protection of large islands, is ever entirely and quietly frozen over, even in the depth of winter; and if this be true, their ships, unless they found the shelter of a harbour to pass that season in, would inevitably be exposed to imminent danger, indeed, to almost certain destruction at any and at every hour. Totally unable to help themselves, they would be drifted about in the pack at the mercy of it and the winter gales, and the result must be too obvious to need further comment. It must be remembered, also, that it was their last chance of making the N.W. passage.

If they failed to make it in 1846, they failed altogether, and the officers in command of the "Erebus" and "Terror" under such circumstances would not have been anxious to seek for early winter quarters.

I have thought it right to state this supposition of the case as *possible*, though it seems to me a highly improbable one.

It is scarcely likely that so fortuitous a chain of events as the opening of the "Wellington Strait," the "Queen's Channel," and a passage into the "Polar Ocean," should have occurred together in one season; and surely if the ships had *wintered* in the Queen's Channel or its neighbourhood in 1846-7, some traces of them *must* have been found by our ships or parties.

During the season of 1852 (a very open one), and up to the 14th of July 1853, there was no opening for a ship into the Polar Sea, and, indeed, I am of opinion that there was little chance of there being one during the remainder of the year. If the last case which I have supposed has occurred, it is hopeless to attempt to find any traces of the missing ships with an expedition like the present. Two steamers of *power*, their resources within themselves, and unencumbered by heavy sailing vessels, is, in my opinion, the only hope of finding any traces of the "Erebus" and "Terror" *in the Polar Sea*.

There is, however, another possibility, viz., that having found an opening from the Queen's Channel into the Polar Sea, they may have failed in making progress to the N.W., may have been unable to retrace their steps through that channel, and may have either voluntarily taken a N.E. route, or have been driven in that direction by the force of the winds or currents. I have already stated that although the tides, from the little opportunity I had of judging, seem to be regular, they are still materially influenced by the N.W. wind.

Your own subsequent explorations, however, along the northern coast of Prince Albert Land, North Cornwall, and the Victoria Archipelago, will enable you to form a much more correct judgment on this point than I can possibly pretend to, and I therefore forbear to offer any remark on this particular branch of the subject.

In conclusion, having given the matter my best consideration, and having accustomed myself to view the subject constantly in all its numerous bearings, I am compelled to adopt the belief that Sir John Franklin, with the "Erebus" and "Terror," *did not* pass up the Wellington Channel; indeed, that they did not pass above Beechey Island in their ships.

Dated on board H.M.S. "Assistance," Wellington Channel, in winter quarters, 10th of November 1853.

(Signed) GEO. HENRY RICHARDS, Commander,
H.M.S. "Assistance."

Enclosure No. 32. of Sir Edward Belcher's Letter.

Sir EDWARD BELCHER, Knight, C.B., to the respective Officers commanding the following Sledges.

GENERAL ORDERS for the Information of Officer commanding Her Majesty's Ship "North Star."

No. 1.—To Mr. F. W. Pym (Acting Mate), "Reward." 48 hours' repose, revictualled, and to rejoin this ship with all possible dispatch.

(Signed) E. BELCHER, Captain.

No. 2.—The "Dauntless," Mr. J. Blair Grove (Mate). 48 hours repose; to be completed with 550 rations (12 days deducted for crew loose), the remainder in packages *for dépôt*. Bread in *light casks*. To return to Assistance Bay, carefully stow *dépôt*, return to "North Star," and on to ship. Dates:—Return, 5 April; +2 rest +6 forward +4 back +6 ship = 24 April.

(Signed) E. BELCHER, Captain.

No. 3.—The "Success," Mr. F. B. Herbert. On return 48 hours rest, revictualled, similar to "Dauntless." To perform similar duty, returning to ship on the 3d May. Dates:—Return, No. * 15 April; +2 +6 +5 +5 = 33 3 May.

(Signed) E. BELCHER, Captain.

No. 4.—Lieutenant May, "The Lady Franklin," will return to "North Star;" and, if no orders to the contrary have arrived, to return to ship after 48 hours repose.

(Signed) E. BELCHER, Captain.

No. 5.—Mr. Shellabear, Second Master, "North Star." On return to "North Star" will load to 550 rations, and deposit the same quantity at Assistance Bay as the "Success" has done, taking simply the same number of hours.

(Signed) E. BELCHER, Captain.

Proceedings of
Commander Richards.

Sir EDWARD BELCHER, Knight, C.B., to Commander PULLEN, or Officer left in command of Her Majesty's Ship "North Star."

You are hereby required to furnish each officer with a copy of the order under his number, countersigned as a true copy by yourself, and to cause the officer to sign the receipt of the same, returning this paper to me when so completed.

Given under my hand, on board Her Majesty's Ship "Assistance," in Wellington Channel, this 15th day of February 1854.

(Signed) EDWARD BELCHER, Captain,
Commanding Arctic Searching Squadron.

The above Orders to be signed for and implicitly obeyed by the officers to whom they apply, as,—

- No. 1. Mr. Pym, Mate Acting.
- „ 2. „ Grove, Mate.
- „ 3. „ Herbert, Mate.
- „ 4. Lieutenant May.
- „ 5. Mr. Shellabear, Second Master.

| Names. | Rank. | Return. | Date Signed. | Second Departure. | Third Departure. | Left for Ship. | Hours Detained. |
|--------|------------|---------|--------------|-------------------|------------------|----------------|-----------------|
| | Commander | | | | | | |
| | Master - | | | | | | |
| | Lieutenant | | | | | | |
| | Mate - - | | | | | | |
| | Mate - - | | | | | | |
| | Mate - - | | | | | | |
| | 2d Master | | | | | | |

(Signed) EDWARD BELCHER.

Enclosure No. 33. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B., commanding Arctic Expedition.

Her Majesty's Ship "North Star," Beechey Island,
March 1st, 1854.

Sir,

I have the honour to report to you the arrival of the first division (consisting of the sledges "Sir Edward" and "Success") at Beechey Island.

Leaving the party on the morning of the 27th ult. just north of Point Innes, I proceeded overland and reached the "North Star" at 5h. P.M. of the same day.

I found Commander Pullen with his sledges packed, and about to start westward on the first favourable change of weather.

A party was dispatched from this ship yesterday to assist mine, but, owing to the severity of the weather, they were compelled to leave the sledges north of Cape Spencer.

The people arrived on board in the afternoon, and the sledges were brought in to-day.

On the passage down the channel we passed over a good and smooth floe of last year's ice. For the last three days of the journey we experienced strong northerly winds. These, together with the low temperatures, caused two of the crew of the "Success" to be rather badly frost-bitten.

They, as well as some slight cases of indisposition produced by cold and over fatigue, are in a fair way of being fit for duty in a few days.

The preparations for provisioning the sledges and the caches are in progress, and I only await the arrival of the second division to proceed in the execution of the service entrusted to me.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Western Division of Sledges.

Enclosure No. 34. of Sir Edward Belcher's Letter.

Proceedings of
Commander Richards.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B., commanding Arctic Squadron.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 5th, 1854.

I have the honour to report to you the arrival of the sledges "Reliance" and "John Barrow," under Lieutenant May, at 3h. P.M. of this day.

I regret to say that two men of his crews, Thomas Marshall and Thomas Hall, are frost-bitten; Thomas Marshall severely in the great toe, so much so that I fear he will not be able to accompany the division to the westward.

The medical report of casualties I shall enclose as soon as the arrival of the last division of the sledges enables me to obtain them from Mr. Ricards, the surgeon of this ship.

I have, &c.

(Signed) GEO. HENRY RICHARDS,
Commander of Her Majesty's Ship "Assistance,"
Commanding Western Division.

Enclosure No. 35. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B., commanding the Arctic Expedition.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 6th, 1854.

I have the honour to acknowledge the receipt of five sealed packets by Lieutenant May, to be placed in the depôt. The three marked for the southern shore of Barrow Strait will be delivered to Commander Pullen, and the two for Griffith's Island and Cape Walker to the officers who are directed to visit these spots.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Western Division of Sledges.

Enclosure No. 36. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 10th, 1854.

The period having arrived when my instructions authorize me to set out on my journey westward, and there being no sledges in sight to the northward from the summit of Cape Spencer, I am induced to think that you may have altered your views with regard to the "Dauntless" and "Reward" for the present, knowing that the force I have now at my command is adequate to the fulfilment of the most pressing portion of my orders.

I have, therefore, determined, after due consideration and consultation with Commander Pullen, with the seven sledges, viz., "Sir Edward," "Reliance," "John Barrow," and "Success," of "Assistance," and the "Owen," the "Cardigan," and the "Steadfast," of the "North Star," to leave Beechey Island on Monday the 13th instant, or as soon after as the temperature and state of the weather shall admit, leaving the requisite orders for Mr. Grove to carry out the duties assigned to the "Dauntless" and "Reward," as soon after his arrival here as the state of his crews will allow.

The strong necessity of an early junction with Captain Kellett, as well as the importance of Commander Pullen's division recrossing Barrow Strait to

Proceedings of
Commander Richards.

the "North Star" before the disruption of the ice (he being of opinion that the season will be a very early one), has induced me to adopt this step, and I trust that it will meet with your approval.

Under these altered circumstances, I shall direct Mr. Jenkins, mate of this ship, with the third sledge of hers (to whom no specific duty has been assigned by you), to perform those allotted to Mr. Grove.

Mr. Grove and Mr. Pym will be directed to proceed to Assistance Bay, each with a load, and to deposit them there.

Mr. Pym, on his return to North Star, will proceed, as directed by you (after 48 hours rest), to the "Assistance;" and Mr. Grove will reprovision, and again cross the channel to Assistance Bay with another full sledge. He will then return to the North Star, and await further instructions from you.

Lieutenant Cheyne will complete my advancing sledges at Assistance Bay, and return to the North Star for another supply, when he will proceed in the execution of his former orders from you, to search Griffiths Island, and then establish himself at Cape Hotham.

These are the only alterations which this arrangement will entail. The placing depôts of provisions to the westward, for the relief of parties from "Resolute" or "Investigator," will not be in any degree affected by them.

I regret to say that Thomas Marshall, of the "Reliance," is not sufficiently recovered to accompany the division, but probably may be so on the first return of that sledge.

An officer will visit Cape Spencer the last thing before leaving, to ascertain whether the sledges are in sight from there. They would be seen at nearly two days march from "North Star," from that cape.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance,"
Commanding Western Division of Sledges
at Beechey Island.

Enclosure No. 37. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 16th, 1854.

The morning of the 13th (the day I had intended to start) came in with a strong N.W. wind, and its accompaniments of drift, &c.

On the 14th, though finer, the thermometer stood at -38° .

With the change of the moon at 4h. P.M. bad weather again succeeded, and during the whole of to-day it has blown strong from S.E.

Under these circumstances, and with several of my people just out of the doctor's hands, I have thought it prudent not to risk the failure of the entire enterprise by a premature movement.

The sledge crews, as a body of men, are, I can plainly see, not what they were last year, in point of physical endurance, although there are many of them that I feel no doubt about. The sledges are fully equipped and provisioned, and are ready to start on the first favourable change of weather.

I enclose the surgeon's report, and am sorry to say that I am deprived of the services of a second man, George Green, private R.M. of "Success," Commander Pullen having no men to supply their places, and Mr. Osborn, midshipman, having volunteered as a pulling hand, has been attached to the "Reliance."

I keep the letter open, in order to acquaint you of any circumstances the last moment before our departure.

16th March.—The weather being fine, and temperature -20° , the division is on the point of starting from Beechey Island.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance,"
Commanding Western Division of Sledges.

LIST of MEN belonging to the Western Division of Sledges under the Command of Commander Richards, who are and have been under Medical Treatment on board H.M. Ship "North Star."

| Date of Entry. | Names. | Age. | Quality. | Sledge. | Disease or Accident. | Date of Discharge. | How disposed of. | No. of Days ill. | REMARKS. |
|----------------------|--------------------|------|----------------------|----------------|--------------------------------------|--------------------|------------------|------------------|--|
| 1854. February 28 | Isaac Stallard - - | 27 | Pt. Marine - | "Success" - - | Frost-bite of fingers of both hands. | March 13 | To duty - - | 13 | The two men remaining on the list (Green and Marshall) are at present unfit for travelling; and Marshall, I fear, will be for some weeks to come unable to resume his duties. Green, whose case is much less severe, will be fit for duty in a few days. |
| " | George Green - - | 34 | Pt. Marine - | " - - | Frost-bite of ears and great toe. | | | | |
| " | John M'Cormick - | 30 | Pt. Marine - | " - - | Diarrhoea - - | March 6 | To duty - - | 5 | |
| " | James Sinnett - | 32 | A. B. - - | " - - | Diarrhoea - - | March 8 | To duty - - | 7 | |
| March 5 | Thomas Marshall - | 39 | Coxswain of Launch. | "Reliance" - | Severe frost-bite of great toe. | | | | |
| " | Thomas M. Hall - | 32 | Gunner's Mate. | "John Barrow" | Frost-bite of great toe. | March 13 | To duty - - | 8 | |
| " | William Huggett - | 32 | A. B. - - | "Reliance" - - | Abrasion - - | March 7 | To duty - - | 2 | |
| " | Reoboth Robinson - | 23 | A. B. - - | "Success" - - | Sprain - - | March 12 | To duty - - | 7 | |
| " | John Simmonds - | 28 | A. B. - - | "Sir Edward" - | Abrasion - - | March 8 | To duty - - | 3 | |
| " | Arthur Dickens - | 38 | Captain Fore-castle. | "John Barrow" | Sprain - - | March 10 | To duty - - | 5 | |
| " 7 | George Edwards - | 28 | Carpenter's Mate. | "Sir Edward" - | Cynauche - - | March 12 | To duty - - | 5 | |

March 13th, 1854.

JOHN B. RICARDS, Acting Surgeon,
H.M. Ship "North Star," Beechey Island.

Proceedings of
Lieut. Vesey Hamilton.

Enclosure No. 38. of Sir Edward Belcher's Letter.

Captain KELLETT to Lieutenant R. V. HAMILTON, of Her Majesty's Ship
"Resolute."

By Henry Kellett, Esq., Captain of Her Majesty's Ship "Resolute."

With "Express."
Mr. Roche, mate, two men, and
the dogs.

"Union."
Mr. Court and seven men.

1 tent, 1 small ax, 1 black
floor cloth, felt bags, and felt
robes.

Taking command of the two sledges named in the margin, fully equipped and provisioned for fifteen days, you will leave this ship to-morrow, March the 4th, at 8h. A.M., and proceed to Beechey Island, where Sir Edward Belcher will probably be found, or a notice of his having taken up some safer position in that vicinity—Gascoine Inlet. To him or any other, your senior officer, you will deliver the accompanying despatches. Before you part with Mr. Court, you will give him full instructions for his journey along the coast, and crossing the Wellington Channel.

You will deposit a record at or near the first conspicuous point you make, and one at the boat depôt at Cape Hotham. One sledge must make the land as soon as practicable, for this purpose.

Having delivered the despatches with which you are charged to the senior officer at Beechey Island, and given your men sufficient rest, you will return to me without loss of time. You will bring back as much pemmican as can be carried without loss of despatch, as well as the articles of travelling gear named in the margin, private letters, newspapers, and the brown paper parcel of letters belonging to "Intrepid," sent to Beechey Island last year; but on no account are you to bring back parcels of any weight.

Although I can hardly contemplate the idea of there being no ships at Beechey Island or Gascoine Inlet, yet it is possible. Should such be the case, you will leave the despatches there, and bring copies of any records you may find there, particularly that of the resources of the place, sending Mr. Court across to Port Leopold, after increasing his crew, by adding Emanuel Bidgood, A.B., from your party, for the purpose shown in my order to Commander Pullen (which you will under these circumstances open), returning yourself to me, with the dogs.

I have the fullest confidence in your great ability to carry out the service with the utmost celerity compatible with the health of your crew.

Given under my hand, on board H. M. S. "Resolute," in Barrow's Strait, lat. 74° 41' N., long. 101° 22' E., Cape Cockburn N. 34 E. 28 miles, March 3rd, 1854.

(Signed) HENRY KELLETT, Captain.

Lieutenant HAMILTON, to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 21st, 1854.

I have the honour to inform you that in consequence of orders received from Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute," I left that ship at 8h. A.M. of the 4th of this month; but in consequence of my sledge breaking down the first night, and from Mr. Roche having been unfortunately wounded on the following day, I did not finally leave till the 7th, and arrived on board this ship on the evening of the 19th, having, in compliance with my instructions, left records at Cape Frazer and at the boat at Cape Hotham. Finding that Commander Richards, with the division of sledges under his orders, had left this ship for the westward on the morning of the 16th, I shall leave to-morrow with one man and the dogs, provisioned for ten days, for the purpose of overtaking him before his arrival at Cape Cockburn, and informing him of the position of Her Majesty's Ship "Resolute" thereby, in case he has not fallen in with my records, saving him an unnecessary journey to Dealy Island. In order to do this, it is necessary that I leave one of my men on board this ship, so that I may travel as light as possible.

Mr. Court, acting master of H. M. S. "Investigator," is expected here daily with a sledge, manned with seven men. As soon after their arrival

as practicable, the sledge will be despatched under Mr. Nares, mate of Her Majesty's Ship "Resolute," to inform you of the position of that ship, and to convey to you Captain Kellett's despatches.

Proceedings of
Lieut. Vesey Hamilton.

I have, &c.

(Signed) R. VESEY HAMILTON,
Lieutenant of H.M.S. "Resolute."

Enclosure No. 39. of Sir Edward Belcher's Letter.

Mr. J. B. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
March 24th, 1854.

Proceedings of
Mr. Blair Grove.

Sir,

I have the honour to enclose you an account of the proceedings of Her Majesty's Sledges "Dauntless" and "Reward;" and also a copy of Commander Richards' orders to me.

I arrived here in company with the "Reward," Mr. Pym, on the 21st, at 1h. P.M. I am glad to say, with the exception of a few frost-bites in the face, the men were perfectly well, except Benjamin Young, who suffered somewhat from his arm; Mr. Ricards, surgeon, considered him unfit for further sledge service at present. I have received a man in lieu from the "North Star."

In consequence of the boisterous weather, I have not yet been able to start for Assistance Bay; but the sledge and men are perfectly ready, and waiting for the first lull to proceed.

I have, &c.

(Signed) JAMES BLAIR GROVE, Mate.

COPY of ORDERS for Mr. J. B. Grove, Mate, Her Majesty's Sledge "Dauntless," on his arrival on board the "North Star."

By Commander G. H. Richards, of Her Majesty's Ship "Assistance," commanding the Western Division of Sledges at Beechey Island.

As it has become necessary that the division of sledges under my command should move westward before your arrival,—

It is my direction, that as soon as your crews are sufficiently recruited, you carry out the following instructions. You will proceed, in company with the "Reward," Mr. Pym, to Assistance Bay, on the east point of which you will find, erected by my party, a cairn with a flag or tin upon it. There you will deposit your provisions, (carefully securing them,) retaining only sufficient to carry you back to the "North Star."

You will also find further directions from me (should they be necessary) in a tin cylinder, probably lashed to the staff. I enclose Sir Edward Belcher's orders to Mr. Pym, which you will deliver to him; and he is to deposit his provisions, all but sufficient to carry him back, in the same spot as yours. On your return to the ship, ("North Star,") Mr. Pym will proceed to the "Assistance," carrying the despatches left by me with the commanding officer of the "North Star," and you will be re-provisioned for 50 days; recrossing the Wellington Channel to Assistance Bay, you will place in depôt a similar cache to your first.

Any letters, &c. from Sir Edward Belcher, you will place in the cylinder at Assistance Bay, also any intelligence which you may be able to afford me yourself.

You are aware that Lieutenant Cheyne will be established at Cape Hotham, where he will build a conspicuous cairn; and all sledges following me are to visit it both on their outward and homeward route (but this will not refer to your first journey across the strait). He is directed to assist any sledges crossing the Channel, and is to be considered as the officer directing operations at Cape Hotham.

On your return to the "North Star," after depositing your second load at Assistance Bay, you will await further instructions from Sir Edward Belcher. Should any of your men be unfortunately disabled on your arrival here from the "Assistance," you will not detain the sledges beyond

Proceedings
of Mr. Blair Grove.

a reasonable time, say 3 days, but will make your first passage across the strait with a reduced crew, reducing your weights by the provisions and equipment of the men so left behind. You would probably find your people recovered on your first return to the "North Star." Thomas Marshall, of "Reliance," will remain behind on board "North Star," and, if sufficiently recovered, will join the "Success," Mr. Herbert, on his return to that ship.

You will request Mr. Ricards, surgeon of "North Star," to report on the fitness of Benjamin Young, ice quartermaster; and if he should be considered in all respects fit for sledge duty, you will bear him as No. 3 in "Dauntless."

If, on the contrary, he should not be considered able to bear the extended duty, you will exchange him with No. 3 of "John Barrow," Lieutenant Cheyne, on your meeting with that officer, unless you have other orders on the subject from Sir Edward Belcher.

On your arrival on board the "Assistance," you will present these orders or a copy of them, as Sir Edward Belcher may direct.

Given under my hand on board Her Majesty's Ship "North Star," at Beechey Island, this 14th day of March, 1854.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance,"
Commanding Western Division of Sledges.

Enclosure No. 40. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Jenkins, Mate.

Commander PULLEN to Mr. JENKINS, Mate, of Her Majesty's Ship
"North Star," commanding "Cardigan" Sledge.

By William J. S. Pullen, Esquire, Commander of Her Majesty's
Ship "North Star."

The remaining sledges not having arrived from H.M. Ship "Assistance," and Commander Richards requiring your services to assist to lay out depôts to the westward, it is therefore my direction that you place yourself under his command.

On my return, you will deliver to me a fair copy of your proceedings for the senior officer, or should he be at the "North Star" prior to my return, you will deliver the same to the officer in command, to be forwarded.

Given under my hand, on board the "North Star," at Beechey Island, this 14th day of March, 1854.

(Signed) W. J. S. PULLEN.

Commander RICHARDS to Mr. R. P. JENKINS, Mate, of Her Majesty's Ship
"North Star," commanding the Sledge "Cardigan."

By Commander G. H. Richards, of Her Majesty's Ship "Assistance,"
and commanding the Western Division of Sledges at Beechey Island.

The sledge "Cardigan" under your charge, having been attached to the western division,—

It is my direction, that you observe the enclosed orders from Sir Edward Belcher, C.B., commanding the Arctic Squadron, addressed to Mr. Grove, Mate, of Her Majesty's Ship "Assistance" (in the event of his non-arrival at Her Majesty's Ship "North Star" before the departure of the division).

Should the sledges of Mr. Grove and Mr. Pym, however, arrive in time to accompany the main body, you will then, being fully victualled from the "North Star," proceed in company with me to Assistance Bay, where, after depositing your provisions in depôt, you will return to "North Star." Again filling up your sledge there, you will deposit a similar load at the same depôt, and returning to the ship at Beechey Island, you will be released from further duty in my division, unless fresh orders should await you there from Sir Edward Belcher, or any other your superior officer.

Lieutenant Cheyne will be established at Cape Hotham, and on crossing the channel the second time, you will communicate with him on your outward and homeward route.

Proceedings of
Mr. Jenkins, Mate.

Given under my hand, at Beechey Island, this 9th day of March, 1854.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Western Division of Sledges.

REPORT of PROCEEDINGS of Her Majesty's Sledge "Cardigan."

Her Majesty's Ship "North Star," Erebus Bay, Beechey Island.
March 30th, 1854.

Motto, "En grace affie."—At 10 A.M., on the 16th of March, left Her Majesty's Ship "North Star," in company with the western division of sledges, under the command of Commander Richards, and proceeded towards the western point of Beechey Island, where we all struck off amongst a heavy mass of hummocks, and whilst working our way through them, the "Cardigan" broke down at 2h. 30m. P.M. Reporting the same to Commander Richards, he ordered me to return to the "North Star," and lighten my depôt, by taking back ten days' of the weighty stores. At 3h. returned to the ship, with sledge and the stores, leaving the tent and remainder of the provisions in charge of two of the party on the spot.

Thursday, 16th March

Carpenters repairing sledge.

Friday, 17th.

At 8h. 30m. A.M. left the "North Star," arriving at the tent at 9h. 15m.; when the two men reported, that during my absence, they had been surprised by a bear, which was shot this morning by one of Commander Pullen's party. Packed and proceeded in company with Her Majesty's Sledge "Owen," under Commander Pullen. Continued the whole day on Commander Richards' track, occasionally double-banking sledges. Floe getting more regular as we advanced. 6h. 15m. encamped; wind fresh from N.W., with snow drift.

Saturday, 18th.

At 8h. 15m. A.M. packed and proceeded on a good floe; but at 1h. 25m. P.M., in consequence of a fresh breeze springing up from N.W., with much snow drift, encamped, weather being too severe to proceed.

Sunday, 19th.

Still blowing a fresh gale from N.W., with much snow drift the whole day; could not proceed.

Monday, 20th.

At 8h. 30m. A.M. the weather having moderated, packed and proceeded. At 3h. 30m. P.M. saw a sledge to the westward; Commander Pullen left sledges to communicate with ditto; which proved to be a sledge from Her Majesty's Ship "Resolute," in charge of Mr. Court, acting master, late of Her Majesty's Ship "Investigator." 5h. 30m. encamped; wind light from N.W., but bitterly cold.

Tuesday, 21st.

At 8h. 30m. packed and proceeded; shortly after noon, saw a sledge ahead, and at 1h. 45m. Mr. Shellabear (Second Master) returned back from his advanced sledge, the "Steadfast," to meet us. 6h. encamped; wind light from N.W.

Wednesday, 22d.

In consequence of a fresh gale from N.W., accompanied by much snow drift, remained pitched all day.

Thursday, 23d.

The weather moderating, at 11h. A.M. proceeded. 6h. encamped; wind fresh from N.W., with snow drift; very cold.

Friday, 4th.

At 9h. A.M. packed and proceeded, occasionally under sail. At 2h. P.M., saw the boat on the beach near Cape Hotham left by Her Majesty's Ship "Resolute," made towards ditto. 4h. saw Mr. Shellabear's party encamped about half a mile off Cape Hotham; proceeded to the spot, encamped in company with ditto. At 5h. 30m. Her Majesty's Sledge "John Barrow," in charge of Lieutenant Cheyne, arrived from Assistance Bay, and encamped in company; wind fresh from N.W., with much snow drift, and bitter cold.

Saturday, 25th.

At 7h. 30m. A.M. the "John Barrow" left for Beechey Island. Exchanged Edward Sanders (A.B.) and John Webb, (R.M.,) with Commander Pullen's party, in lieu of John Jackson (A.B.) and William Gilbert (A.B.), the former having the fingers of both hands frost-bitten, the latter unable to drag, having an abscess on his back; and also exchanged Israel Holmes (A.B.) with Mr. Shellabear's party, in lieu of William Morris (A.B.), severely frost-bitten in the left foot. Gave to Mr. Shellabear the following provisions (see Enclosure), per order of Commander Pullen.

Sunday, 26th.

Proceedings of
Mr. Jenkins, Mate.

At 9h. A.M. in pursuance of orders from Commander Pullen, proceeded to the boat at Cape Hotham, and deposited in her the following depôt (see Enclosure); also one india-rubber boat and gear complete. At 1h. P.M. proceeded for Beechey Island; saw the track of a wolf. 5h. 30m. encamped; wind fresh from N.W., with snow drift; weather very severe.

Monday, 27th.

At 7h. 30m. A.M. packed and proceeded, occasionally under sail. Heard the cry of a wolf. 4h. pitched, the weather being too severe to proceed; wind very fresh from N.W., with much snow drift.

Tuesday, 28th.

During the night blowing a heavy gale from N.W., with a considerable quantity of snow drift; but the weather moderating enough, about 10h. A.M. packed and proceeded, greatly assisted by the sail. Much snow drift the whole day; wind fresh N.W. 5h. saw Beechey Island ahead during a lull; encamped. William Glass (A.B.) frost-bitten on both wrists.

Wednesday, 29th.

At 6h. 30m. packed and proceeded, landing on the western point of Beechey Island shortly before nine o'clock. At 9h. 30m. met Messrs. Nares, Grove, and Pym, *en route* to the westward. 10h. arrived on board the "North Star," crew all well, except the four men before named; wind light, S.E.; weather mild.

Issued extra, on account of the severity of the weather—tea $6\frac{1}{2}$ ozs., sugar 13 ozs.

(Signed) ROBERT JENKINS, Mate,
Commanding Her Majesty's Sledge "Cardigan."

LIST OF CREW.

| | | |
|-------------------|-------|-----------------------|
| William Greensted | - - - | Sailmaker's Mate. |
| Daniel Steele | - - - | Captain maintop. |
| Edwin Lloyd | - - - | A.B. |
| Edward Saunders | - - - | ditto. |
| William Glass | - - - | ditto. |
| Thomas Hawkins | - - - | ditto. |
| Charles Warne | - - - | ditto. |
| Israel Holmes | - - - | ditto. |
| John Webb | - - - | Private Royal Marine. |

LIST of PROVISIONS taken out of the Depôt, and issued to Mr. SHELLABEAR'S Party.

| | | | |
|-------------------------|--------------------------|--------------------|----------------------------|
| Biscuit | - - - - 60 lbs. | Sugar for ditto | - - - 4 $\frac{1}{6}$ lbs. |
| Pemmican | - - - - 84 " | Preserved potatoes | - - - 12 " |
| Rum, (conct.) | - - - 2 gals. | Pepper | - - - 3 $\frac{1}{2}$ ozs. |
| Tea for chocolate paste | - 1 $\frac{9}{16}$ lbs. | Salt | - - - 1 $\frac{1}{2}$ " |
| Sugar for ditto | - - - 3 $\frac{3}{16}$ " | Tobacco | - - - 2 $\frac{1}{6}$ lbs. |
| Tea | - - - 1 $\frac{9}{16}$ " | | |

LIST of PROVISIONS left in Depôt at Cape Hotham.

| | | | |
|--------------------------------|-----------------------------|--------------------|-----------------------------|
| Biscuit | - - - - 230 lbs. | Preserved potatoes | - - - 43 lbs. |
| Pemmican | - - - - 81 " | Pepper | - - - 12 $\frac{1}{4}$ ozs. |
| Preserved meat | - - - 70 " | Salt | - - - 3 $\frac{1}{16}$ lbs. |
| Bacon and pork | - - - 108 $\frac{3}{4}$ " | Tobacco | - - - 9 $\frac{2}{16}$ " |
| Rum, (conct.) | - - - 4 $\frac{7}{8}$ gals. | Cayenne | - - - 1 $\frac{1}{16}$ " |
| Tea in lieu of chocolate paste | - 4 $\frac{1}{16}$ lbs. | Mustard | - - - 1 $\frac{1}{16}$ " |
| Sugar for ditto | - - - 13 $\frac{1}{16}$ " | Onion powder | - - - 1 $\frac{1}{16}$ " |
| Tea | - - - 5 $\frac{1}{16}$ " | Fuel | - - - 50 " |
| Sugar for ditto | - - - 15 $\frac{1}{16}$ " | | |

(Signed) ROBERT JENKINS, Mate,
Commanding Her Majesty's Sledge "Cardigan."

Proceedings of
Mr. Blair Grove.

Enclosure No. 41. of Sir Edward Belcher's Letter.

Mr. J. B. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
April 10th, 1854.

Sir,

I have the honour to forward you a letter of proceedings of Her Majesty's Sledges "Dauntless" and "Reward."

March 29th.—Left the "North Star" at 9h. 15m. A.M., and proceeded in company with the "Reward," steering for Cape Hotham.

April 1st.—Reached Cape Hotham. For some time previous Walter

Marshall, A. B., had complained of severe pain in his groin. Obligated to put him on the sledge; took his place at the drag rope; left the "Reward" outside the hammocks, and double-banked the "Dauntless" into the land, where we pitched at 5h. 30m. P.M. Next morning went out and brought the "Reward" in. In consequence of Marshall and Christopher Allen both being unwell, and unfit for quick and heavy travelling, I took three men from the "Reward," and all her provisions except six days, and pushed on for Assistance Bay, leaving Mr. Pym to await my return. On passing the boat depôt at Cape Hotham, I went in and deposited your document in the tin, which was lashed to a staff over the depôt. The depôt was secure, and had not been disturbed.

April 3d.—Reached Assistance Bay at 5h. 30m. P.M.

April 4th.—Buried the depôt, consisting of 680 rations, with fuel included. Lunched, and started 10h. 40m. for Cape Hotham, which I reached at 4 P.M.

April 5th.—Started for the "North Star." Met Mr. Hamilton; pitched in company. Arrived on board the "North Star" with one sledge, the "Reward," (leaving the "Dauntless" behind) on the evening of the 6th, at 7h. 30m. P.M., having two men on the sledge, Richard Bex (marine), and Walter Marshall, A.B. Next morning brought the "Dauntless" in.

I also beg to forward you a copy of Commander Richards' orders, which I found at Assistance Bay.

Richard Bex is fit again for travelling, and also Benjamin Young; but not so Marshall, so I leave him behind, and start to-morrow morning for the westward, as per order.

I have, &c.

(Signed) JAS. BLAIR GROVE, Mate.

Statement of Weights.

| | | |
|--|-----------|----------------|
| From Assistance Bay to Beechey Island | - | 1,642.5 lbs. |
| Mean weight per Man | - - - - - | 164 " |
| Effective force | - - - - - | 10 men. |
| From Beechey Island to Assistance Bay: | | |
| Mean weight | - - - - - | 2,454 lbs. |
| Effective force | - - - - - | 245 " per man. |
| Effective force | - - - - - | 10 men. |

State of Ice.—In the Wellington Channel apparently young floe.

Cracks.

Pack, &c.—Heavy hummocks off Cape Hotham and Beechey Island.

Open water.—None.

Yea or nay.

Enclosure No. 42. of Sir Edward Belcher's Letter.

Mr. F. B. HERBERT, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
April 11th, 1854.

Sir,

I have the honour to report the arrival of the sledge under my command on board this ship on Sunday last, the 9th inst., from Cape Bunny, where I have deposited a depôt of 370 rations of bread, pemmican, bacon, and rum, and 473 of all other stores, according to the scale established by you on the 25th January this year.

Upon Commander Richards parting company from the division on the 22d of March, I received from him orders to proceed in company with Lieutenant May to Assistance Bay, there to complete provisions to fifty days for ten men, and then to proceed to Cape Bunny, and leave all my provisions, except sufficient for the consumption of the crew back to Assistance Bay, from which depôt I was to provision the sledge back to H.M.S. "North Star."

We arrived at Assistance Bay on the 24th of March, and on the afternoon of the 25th, having completed provisions, started for Cape Bunny;

Y y

Proceedings of
Mr. Herbert.

but, in consequence of very severe weather during the whole of the last week in March, which detained us one day and a half in the tent, did not arrive at Limestone Island until the 1st of April. There, upon a spit on the eastern extreme of the island, I buried the depôt, covering it well and high up with shingle, and leaving a flag and staff, with a cylinder attached, containing a notice. The next day, on my return, I met Mr. Shellabear, Second Master of the "North Star." He has since informed me that he deposited his depôt in the same cache with mine, and built a conspicuous cairn upon Cape Bunny, with exact directions where to find the depôt.

On the 5th of April I arrived at Assistance Bay, and taking from that depôt forty rations, started for Beechey Island. On the 6th I met Lieutenant Hamilton proceeding towards the "Resolute," and on the 8th met Mr. Jenkins (Mate), by whom I was made aware of your General Memorandum, bearing date April 2d, 1854, and on the 9th, at noon, I arrived on board this ship.

With the exception of Thomas Coopland (A.B.), who suffered much from pains and cramps in his limbs, and was exchanged at Assistance Bay for John Green, P.R.M., of the "John Barrow," my crew have enjoyed good health, and, I am happy to state, have conducted themselves much to my satisfaction.

In conclusion, I beg to inform you that it is my intention to start on Monday next the 17th inst., in the further execution of your orders, the period for the repose of the crew, recommended by the surgeon, having then expired.

I have, &c.
(Signed) F. B. HERBERT, Mate.

The total weight on leaving the "North Star" was 2394 lbs. There were nine effective men and the officer dragging, so that the dragging weight per man was $239\frac{1}{2}$ lbs.

On leaving Beechey Island a heavy pack extended towards the westward for about four miles. After that the ice was good, with the exception of occasional ridges of pack, and all, in my opinion, of last year's formation. The ice in Barrow Strait, between Assistance Bay and Cape Bunny, had the same appearance.

Proceedings of
Commander Pullen.

Enclosure No. 43. of Sir Edward Belcher's Letter.

Commander PULLEN to Mr. R. JENKINS, Mate.

By W. J. S. PULLEN, Esq., Commander of Her Majesty's Ship "North Star."

It is my direction, that you proceed with all speed to H.M. ship "Resolute," following the beaten track, and deposit at Cape Hotham with your depôt, or near Captain Kellett's boat, the spare sledge with which you have been supplied for that purpose.

On your arrival at the "Resolute," you will report yourself to Captain Kellett, and receive further instructions from him for your guidance.

Given under my hand, on board the "North Star," at Beechey Island, this 28th of April, 1854.

(Signed) W. J. S. PULLEN.

Mr. JENKINS, Mate, to Commander W. J. S. PULLEN.

Sir,
Her Majesty's Ship "North Star," Erebus Bay, Beechey Island,
28th May, 1854,

In compliance with your order of the 28th of April, I proceeded in charge of H.M. sledge "Cardigan" towards Cape Hotham; the following day I communicated with Lieutenant May, *en route* from Assistance Bay to Beechey Island, arriving at the cape on the 30th. I deposited the spare sledge with which I was supplied, and immediately proceeded for H.M. ship "Resolute," in furtherance of your orders.

On the 1st of May I was compelled to encamp at Assistance Bay, from bad weather, which detained me 22 hours. The sledges "Dauntless" and "Reward," of H.M. ship "Assistance," in charge of Messrs. Grove and Pym, (Mates,) were encamped at the depôt; from the former I obtained one day's provisions.

On the 9th inst. I communicated at Cape Cockburn with Mr. Roche, (Mate of H.M. ship "Resolute,") who was in charge of two sledges proceeding to increase the depôt 8 miles east of that place.

On the 10th, whilst encamped, Mr. De Bray and Dr. Domville, with two sledges, came up, *en route* to Beechey Island, with sick and invalids from H.M. ship "Resolute."

On the 11th I arrived on board H.M. ship "Resolute," and reported myself to Captain Kellett; here I found that Lieutenant Cheyne and Mr. Shellabear had arrived on the 9th inst.

In obedience to the directions of Capt. Kellett, my sledge crew was increased to nine men, by breaking up Mr. Shellabear's crew; the remainder of which were employed under Lieutenant Cheyne.

On the evening of the 13th, being provisioned for 16 days, and having received provisions for the Cape Cockburn depôt, also several packages as per margin, I left H.M. ship "Resolute" in company with Lieutenant Cheyne, and arrived at the depôt on the 18th inst.; the provisions for this depôt were deposited, and a portmanteau received; the sledges then proceeded towards Beechey Island.

We passed Baker Island on the 21st inst., and saw several deer grazing on it.

I arrived at the depôt, Assistance Bay, on the 25th inst., and took from it one day's provisions. About two hours after encamping at this place, Captain Kellett, with four sledges, arrived and pitched in the vicinity; his sledges have been in sight at various times during the journey from "Resolute."

After four hours rest I again proceeded, and on the evening of the 26th communicated with Mr. Court at Cape Hotham; arriving on board this ship at noon to day.

The crew, without a single exception, have behaved well, and although nearly the whole of them have suffered severely from snow blindness, several having their eyes bound up whilst on the march, it did not damp their exertions at the drag ropes, and I beg most strongly to bring them under your notice for their exemplary behaviour.

I have, &c.

(Signed) ROBERT JENKINS, Mate.

Enclosure No. 44. of Sir E. Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B.

REPORT of PROCEEDINGS.

Her Majesty's Ship "North Star," Beechey Island,
April 18th, 1854.

Sir,

I have the honour to inform you that I arrived on board from Port Leopold last evening, suffering severely from rheumatism and snow blindness, and have since, with the exception of a few hours, been confined to my bed, from which this is dictated; and Commander M'Clintock's arriving this evening and about to proceed immediately to H.M.S. "Assistance," leaves me barely time to give you in a condensed form, in this way, a summary of my proceedings, leaving the detailed account until my health is sufficiently recovered.

2. Previous to my reaching Cape Hotham, I learnt from Mr. Court the position of the "Resolute" and "Intrepid," and on my arrival there, Lieutenant Cheyne came in on his way to this ship, with invalids, &c., and learning from him the alterations Commander Richards had made in the arrangements, we set out forthwith; and I also having disabled men, ordered Mr. Jenkins, mate, (who by Commander Richards' orders was to go no further west than Assistance Bay), to deposit his load at Cape

1 case of chronometers.
Lieut. Meecham and crews' clothes.
1 musk ox skin.
2 skeletons of musk ox.
1 case of instruments.
Depôt.
3 cases of bacon.
1 tin of sugar.
2 tins of preserved meats.

Proceedings of
Commander Pullen.

Hotham, and return as speedily as possible with these men. I also learnt from Lieutenant Cheyne, that Lieutenant May, and Mr. Herbert, mate, had left Assistance Bay the same day as himself, the former for Cape Walker, and the latter for Cape Bunny; and as Mr. Shellabear (with me) was to deposit his depôt at Cape Bunny, ensuring, as you have expressed in your orders (C. $\frac{2}{34}$), the certainty of two officers visiting that spot, I determined on making a direct course for Cape Rennell, moreover considering that it could not be your wish to keep parties out in this severe weather longer than was actually necessary.

3. On the 26th, therefore, after delivering to Mr. Shellabear your sealed packet for Cape Bunny, we parted company, and about noon of the 21st ultimo, I got into the land of North Somerset, but it being hazy at the time, I fear I mistook the first point eastward of Cape Rennell for it, and thereat deposited your sealed packet, with a notice of my visit. From thence I proceeded on to Port Leopold, which place I reached at 11h. 30m. A.M. of the 6th inst. Here I remained, examining the state of the provisions and other stores, until the morning of the 10th, when, after depositing your notice amongst other documents, commenced my return, and last evening at 9h. 30m. reached the ship in the state before mentioned.

4. I have found no traces whatever of any one having visited that coast since Mr. Kennedy, of the "Prince Albert," and outside Port Leopold, in the direction east and south, as long as I was there, saw open water; how far it extended I cannot say for certain, for it was generally so covered with a dense vapour, that the greatest distance I can vouch for is from four to five miles either way; but taking into consideration the dark water sky constantly seen in that direction, leads me to suppose that there was a larger body of open water than under circumstances could be ascertained.

5. On my return, I made for the northern shore from the Cape M'Clintock, keeping as direct a course as possible for Cape Riley, passing over much young ice pressed up into hummocks (evidently of only one season's formation), meeting but few patches of old floe, and occasionally to the eastward seeing a dark sky, generally indicative of water underneath.

6. In conclusion, I think, from the quantity of open water seen, and state of the ice over which I have travelled, together with what I have before stated in C. $\frac{1}{34}$, paragraph 6, confirms me in my opinion of the forthcoming season being an open one.

Accompanying this I beg to forward Mr. Shellabear's journal of proceedings.

I have, &c.
(Signed) W. J. S. PULLEN, Commander.

Proceedings
of Mr. Shellabear.

Mr. SHELLABEAR, Second Master, to Commander W. J. S. PULLEN.

Sir,

Her Majesty's Ship "North Star," April 14th, 1854.

I herewith enclose a copy of journal of my proceedings from the 16th of March to the 11th of April inclusive. The severity of the weather has been the cause of so long a time having been taken to carry out the service. The travelling has been pretty good throughout, from Cape Hotham to Cape Bunny, the ice being nearly all of last year's formation; but for the first fortnight we could get little or no rest by night, and this of course had a great effect on the men's dragging. I parted company with Commander Pullen off Cape Hotham on Sunday the 26th of March, my orders being to proceed to Cape Bunny, and bury my depôt, leaving a paper which he gave me, and afterwards return to the "North Star," calling at Assistance Bay, to report that Mr. Jenkins' depôt had been left at Cape Hotham.

I buried my depôt in the same cairn with Mr. Herbert's, on the eastern extreme of the Island, there being no place on the north side (which is a cliff) suited for it, and built a cairn, and left a notice on a conspicuous place to direct attention to it. I also left in the cylinder with the depôt the paper I brought from Commander Pullen. From the top of the island I looked carefully round for marks of a visit from any party from Captain Collinson's ship, but could see nothing.

The bacon and pork, and fat for fuel, in the depôt at Cape Hotham, had been eaten by bears and foxes, and a bag of biscuit damaged. Sixteen preserved meat tins I found on the floe, fifteen I again buried in the boat, and the other being broken into, I brought back to the ship.

With the exception of a few frost-bites, the men who returned were in pretty good health, and their behaviour gave every satisfaction.

I have, &c.

(Signed) W. B. SHELLABEAR, Second Master

Proceedings
of Mr. Shellabear.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Steadfast,"
Mr. W. B. SHELLABEAR, Second Master, commanding, detached from
Her Majesty's Ship "North Star," to place a Depôt on Cape Bunny.

Thursday, 16th March.—Left the ship in company with all the sledges, and proceeded round the south end of the island. About a mile and a half from the ship, in going over some hummocks, carried away three or four of the hide lashings of the sledge. Unloaded, and relashed with white line. This, however, would not stand, for in clearing some hummocks an hour afterwards, the rudder went right under, carrying away the upper rail and uprights. The sledge of Commander Pullen being also broken, two men from each party were left in charge of the provisions, and the remainder returned, with the broken sledges, to the ship.

Friday, 17th.—At 9h. 30m., my sledge being repaired and relashed, I received orders to go on, and endeavour to overtake Commander Richards. Fifty rations of biscuit and preserved meats were left behind, as the sledge was found to be so heavy. When I arrived at the provisions, the sledges were in sight from the island, about three miles off. By taking half my load at a time, we cleared the heavy hummocks without any accident, and loaded and went on a short spell before lunch. After lunch, I caught sight of the sledges, and endeavoured to overtake them; but we came along so heavily, that I soon found all our efforts were fruitless. Pilcher (who was one of the men who remained with the provisions) complained all day of pains in the stomach, and could consequently drag but little. Thinking he might be better after a night's rest, I encamped at four.

Saturday, 18th.—At 7h. breakfasted, and went on on Commander Richards' track. Pilcher still unwell, and the sledge coming along heavily, requiring a standing pull at every ridge of snow. We could occasionally see Commander Richards' sledges ahead. Encamped at 4h. 30m. Gave Pilcher two of the purgative pills. Wind N.W. 3. c. m.

Sunday, 19th.—A very cold morning; sledges still in sight ahead. Found some rivets had worked out of the sledge runner, unloaded, and pulled them out. At 3h. 30m. it came on to blow hard, and I lost sight of the sledges ahead. Several of the men complaining of their toes, I encamped, and made them shift their boots. Morris, Pilcher, and Hodge had their toes slightly frostbitten; the last two soon brought them round in their bags, but Morris was several hours before he could do so. Whilst cooking, Johnson had his thumb frostbitten. N.N.W. 3. c. m.

Monday, 20th.—Blowing hard from the N.W.; remained in the tent all day. Miserably cold there, the only advantage to be derived from remaining was, that we escaped frostbites. N.W. 8. 9.

Tuesday, 21st.—Went on at 7h. on the track. At about 2h. P.M. a sledge was seen to the northward. Leaving our sledge, I went after her; and after a long chase, came up with her, and found that she was a sledge from the "Resolute," in charge of Mr. Court, acting master of the "Investigator." After communicating with him, and learning that he had left Commander Richards two hours and a half previously, I returned to endeavour to overtake him. At 5h. encamped, having passed Commander Richards' encampment of last night about two hours.

Wednesday, 22d.—After passing a miserably cold night, started at 7h., following the track as before. Just as we had finished lunch, a sledge was seen astern. Sending the sledge on, I walked back and communicated with

Commander Pullen and Mr. Jenkins, who had also seen Mr. Court's party the day before. Commander told me to go on, and he should most probably overtake me; but if he did not, to wait at Cape Hotham. I therefore walked on, and, overtaking the sledge at 4h. P.M., encamped about 6h. Commander encamped about a mile astern.

Thursday, 23d.—Blowing a stiff breeze from the northward. Waited until 9h. for the Commander to come up, when, as we could carry our sail, I packed and went on at a good pace, which prevented our getting frost-bitten, except in the faces, which were pretty well marked by the time we stopped. About 1h. the wind fell light, and we lunched. After passing two of Commander Richards' encampments (none being passed yesterday) encamped at 5h. P.M.

Friday, 24th.—This morning Morris's toe pained him very much, and it appeared very bad. I therefore told him that I should get him back to the ship the first opportunity. Still heavy squalls from the N.N.W.; waited until 9h. to start, fearful of more frostbites. Went on along the land till 1h., when the squalls coming on more heavily, I encamped off Cape Hotham, one mile distant.

N. 1. 6. c. q.

Saturday, 25th.—Got under weigh, and went on for two miles, when, as we were abreast of the cape, and could see no marks, we left the sledge and walked along the land to the N.N.E., where we found the staff erected by Captain Ommanney, and the boat left by Captain Kellett in the "Resolute." Here I left a note for Commander Pullen, returned to the sledge, and encamped, to await his coming up. After lunch, at noon, I took the party back to assist in bringing up the sledges. Commander Pullen and Mr. Jenkins encamped in company about 4h. 30m., and about an hour afterwards Mr. Cheyne, returning from Assistance Bay, did the same.

Sunday, March 26th.—Having received orders from Commander Pullen to complete my provisions from Mr. Jenkins' depôt, I received from him the quantity enclosed, at the same time exchanging Morris (who was to go to the ship) for Israel Holmes, A.B. Mr. Jenkins then left to bury his depôt, and the Commander and myself packed sledges and proceeded to the S.W. for about an hour and a half, when, as it was blowing and drifting, we encamped, and waited for the weather to clear up, which it did at lunch time. After lunch, Commander Pullen ordered me to proceed to Cape Bunny, and bury my depôt, and leave a paper which he gave me from Sir E. Belcher. We then parted company, he going direct for Cape Rennell. Went on to the S.W. until 5h., when, coming to some heavy hummocks, encamped.

Monday, 27th.—Went in shore to clear the hummocks, and after rounding them, on to the westward. At noon, it came on to blow hard from the W.N.W., with thick weather; but we kept on till 3h. P.M., when, being surrounded by heavy hummocks, blowing, and drifting, and thick weather, I encamped.

Tuesday, 28th.—Blowing hard all day from W.N.W.; remained in the tent.

Wednesday, 29th.—Packed and started at 7h. Weather hazy in the morning, but it cleared up by 9h., when we had a beautiful day. Rounded the hummocks by going to the southward, and then proceeded to the S.S.W., steering by the sun. Towards evening a light breeze from the eastward. Griffiths Island in sight during the day.

Thursday, 30th.—A breeze from the N.E. Went on under sail S.S.W., weather generally thick, but we occasionally caught a glimpse of Griffiths island.

Friday, 31st.—Wind easterly; went on under sail as yesterday. Griffiths Island now drawing well aft.

Saturday, April 1st.—A light breeze from the eastward. At lunch we could see the southern shore, and went on for it till 5h. When it cleared in the evening, I could see Cape Bunny looking 10 or 12 miles off.

Sunday, 2d.—7h. 30m., went on for Cape Bunny. At 9h. came to some heavy hummocks. After working through them I perceived a sledge track,

and a little further on a tent, I walked on and found it to be Mr. Herbert's. He had landed his depôt the day before, and having reached his tent again late had not yet started to return. After communicating with him went on. At 5h P.M. encamped about three miles from Cape Bunny.

Monday, 3d.—Leaving the tent, sleeping gear, &c., placed the depôt on the sledge and took it on shore. After burying it with Mr. Herbert's, and leaving the papers brought from Sir E. Belcher, I walked to the top of the island. There was a smooth floe to the westward and southward, but no sign of a ship or party. I could just see the loom of the land about Cape Walker, as the weather was hazy. I built a cairn, and left a bamboo on the high part of the spit of the island, where it could be seen from the westward, southward and eastward, and left a notice stating where the depôt was placed and the positions of the ships. In the depôt cairn I left a paper saying the depôt (enclosed) was brought by a sledge party from H.M. ship "North Star," lying in Erebus Bay, Beechey Island, on the 2d of April 1854. After leaving the depôt we returned to the tent at 2h. 30m. P.M., and lunched; afterwards packed, and went on for two hours.

Tuesday, 4th.—Blowing a gale from the westward. 8h. got under weigh and made sail, but it was blowing so hard that we could not keep the sledge from capsizing every hummock she came to, rendering it necessary to stop frequently; so I encamped at eleven and remained all day. Turpitt had his wrist frost-bitten.

Wind, westerly, 2. e. m.

Wednesday, 5th.—Still blowing hard from the westward. Waited till 9h. then went on under sail. Made during the day a journey of 11 or 12 miles. Two small bears were seen in the evening.

Thursday, 6th.—Went on, keeping on Mr. Herbert's track as the weather was thick. At noon could see the North Land and Cape Hotham. At 2h. passed an encampment of Mr. Herbert's. 5h. encamped 10 or 11 miles from Assistance Bay.

Friday, 7th.—6h. 30m. A.M. Went on for Assistance Bay. A beautiful clear day. 12h. 20m. lunched. 4h. 30m. encamped a mile to the eastward of the depôt, on the eastern point of Assistance Bay, outside the hummocks. I then walked to the depôt and left a paper reporting my visit, and stating that the depôt brought out by Mr. Jenkins had been left at Cape Hotham. I found a paper left there by Mr. Herbert on the 5th. Returned to the tent and had supper.

Calm.

Saturday, 8th.—6h. 30m. started, going along the land for Dungeness Point, which we rounded by noon, and stopped to lunch. After lunch went close along shore for the depôt at Cape Hotham, where we arrived at 2h. 30m. P.M. On reaching the depôt I perceived that it had been visited by a bear and foxes. There was a tin of pemmican lying out alongside the boat. On digging out I could find nothing but the large bread case, a four gallon tin of rum, and two tins of pemmican. I took from the depôt the provisions enclosed, to complete ten days' allowance, intending to go on again, but by the time we had replaced the depôt it was half-past four o'clock, and a breeze springing up from the north, I determined to remain and start earlier in the morning to avoid the glare which we all began to suffer from.

Sunday, 9th.—6h. packed the sledge. On going up the rising ground to look for a lead through the hummocks, I perceived a bag out on the ice and a number of preserved meat tins. I brought these up and buried them with the exception of one tin which had a hole in. This, with the empty bacon bag, I brought back to the ship. Having clear weather and a good floe, we made a straight course and a distance of 12 or 13 miles, encamping at 5h. 30m. P.M.

Monday, 10th.—Under weigh at 6h. and went on to the eastward. At 8h. 30m. it cleared and we could see the island. At 10h. a sledge was seen to the southward, and a man coming towards us. I left the sledge and met Mr. Jenkins, who was going to place a depôt at Assistance Bay. Rejoined my sledge; at 11h. 30m. lunched. About 1h. entered the

Calm, a. f.

Proceedings
of Mr. Shellabear.

hummocks and had some heavy dragging the remainder of the day. 5h. encamped 5 or 6 miles from Beechey Island.

Tuesday, 11th.—Under weigh a little before six and went on for the island. In working through the hummocks one of the uprights was knocked out of the runner. Arrived on board at 10h. 45m.

LIST OF SLEDGE CREW.

| | | | | | |
|----|----------------------|---|---|---|---------------------|
| 1 | Mr. W. B. Shellabear | - | - | - | Second Master. |
| 2 | Robert Wilkinson | - | - | - | Boat's Mate. |
| 3 | — Johnson | - | - | - | Captain Forecastle. |
| 4 | W. Shaw | - | - | - | A.B. |
| 5 | W. Harper | - | - | - | A.B. |
| 6 | E. Hodge | - | - | - | A.B. |
| 7 | — Morris (Holmes) | - | - | - | A.B. |
| 8 | — Turpitt | - | - | - | A.B. |
| 9 | — Pilcher | - | - | - | A.B. |
| 10 | W. Cooper | - | - | - | A.B. |

W. B. SHELLABEAR, Second Master,
in charge of Party.

LIST of PROVISIONS received from Mr. Jenkins at Cape Hotham, on the
Outward Journey.

| | | | | | | | |
|----------------------------|---|---|-------------------------------------|---------|---|---|----------------------------------|
| Biscuit | - | - | 60 lbs. | Pepper | - | - | 3½ oz. |
| Pemmican | - | - | 84 „ | Salt | - | - | 14 „ |
| Rum (concen.) | - | - | 2 galls. | Tobacco | - | - | 2½ lbs. |
| Tea (in lieu of chocolate) | - | - | 1 ⁹ / ₁₆ lbs. | Tea | - | - | 1 ⁹ / ₁₆ „ |
| Sugar for ditto | - | - | 3·2 | Sugar | - | - | 4 ¹ / ₁₆ „ |
| Preserved potato | - | - | 12 „ | | | | |

PROVISIONS taken from the Depôt at Cape Hotham on the Return Journey to
complete 10 Days for 10 Men, the Bacon and Pork being destroyed.

| | | | |
|----------|---|---|--|
| Biscuit | - | - | 40 lbs. |
| Pemmican | - | - | 45 „ (no smaller quantity being there) |
| Rum | - | - | 10½ gills |

W. B. SHELLABEAR, Second Master,
in charge of Party.

CONTENTS of the Depôt left at Cape Bunny (396 Rations of Small Stores,
436 of Rum, and 296 of Biscuit and Meats).

| | | | | | | | |
|-----------------------------|---|---|----------------|-----------------------------|---|---|----------------|
| Biscuit | - | - | 296 lbs. | Salt | - | - | 3 lbs. 9 oz. |
| Pemmican | - | - | 148½ lbs. | Tobacco | - | - | 10 lbs. 9½ oz. |
| Preserved meats | - | - | 98 lbs. | Cayenne Pepper | - | - | 4½ oz. |
| Bacon and pork | - | - | 129¾ lbs. | Onion powder | - | - | 5 oz. |
| Preserved potato | - | - | 49½ lbs. | Cases, wood | - | - | 1 in number. |
| Choc. paste (made on board) | - | - | 37 lbs. 2 oz. | „ metal | - | - | 5 „ |
| Tea | - | - | 6 lbs. 3 oz. | In { Banco, six galls. | - | - | 1 „ |
| Sugar | - | - | 18 lbs. 9 oz. | „ Tins, spirit, four galls. | - | - | 1 „ |
| Rum (concentrated) | - | - | 7 gal. 3¼ pts. | Bamboo | - | - | 1 „ |
| Pepper | - | - | 14½ oz. | Tin cylinders | - | - | 1 „ |
| Mustard | - | - | 1 lb. 12½ oz. | | | | |

The original list made out by Mr. Elliott, Clerk in Chief, was left in the cairn.

W. B. SHELLABEAR, Second Master,
in charge of Party.

Enclosure No. 45. of Sir Edward Belcher's Letter.

Proceedings of
Commander Pullen.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship, "North Star," Beechey Island,
April 19th, 1854.

Sir,

I have the honour to inform you, that in pursuance of Commander Richards' orders of the 22d of March, I proceeded to Assistance Bay, where I deposited a depôt of 141 rations.

Why 141?

Taking my departure for Cape Walker on the 25th, did not reach the same till the 31st instant, in consequence of a long continuance of very severe weather; and having placed the document received from Commander Richards in a cairn, which I found erected on the summit of the cape by the former expedition. I left for Assistance Bay, *via* the north end of Griffith's Island, on the 5th, depositing also another document on the eastern shore of the latter.

Arriving at Assistance Bay on the 11th, I found that bears had broken into the depôt, destroying all the fuel and some biscuit, together with a few small stores. Having taken the necessary provisions, I secured the depôt, and proceeded on my journey for Beechey Island, where I arrived on the 15th instant, and since that period have been recruiting my crew under the surgeon; also preparing the sledge equipment, to execute your orders of the 2d of April.

No amount stated.

I have, &c.

(Signed) W. W. MAY,
Lieut. in charge of sledge "Reliance."

STATEMENT of WEIGHTS on First Journey.

Average weight per man - -
Non-effective - - -

Delivered to Lieutenant May, to be amended, 13th May.
Returned, unaltered, 15th.

(Signed) JAMES LEWIS,
Clerk in charge.

No statement of what he took from the depôt.

No statement of any robbery committed on the spirits by Mellish.

Enclosure No. 46. of Sir Edward Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B.

Reporting in detail Journey to Port Leopold and back.

Her Majesty's Ship, "North Star," Beechey Island,
April 28th, 1854.

Sir,

Having now so far recovered the use of my sight, since my return from the duties you ordered me on, I am enabled to furnish you, by this first opportunity of communicating, the details of my journey to Port Leopold.

2. After Mr. Shellabear leaving me, as before stated in my letter of the 18th instant, half-a-day's journey south of Cape Hotham, I travelled over smooth floe, passing over small ridges of apparently young ice, forced into hummocks by pressure, and got into the land of North Somerset, on a clear lead, at the time going direct for Point Rennell; but, as I before stated, it being hazy at the time, deposited the notice at what I considered the most conspicuous point to the eastward, as shown in my track. In fact, I considered I had got to the eastward of the real point.

3. I now proceeded eastward along the land, and the travelling rather hummocky and tedious, our progress was not so rapid; however, at 11h. 30m. AM. of the 6th, I arrived at Port Leopold.

II.

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Proceedings of
Commander Pullen.

Stores, &c., at Port Leopold.

4. My first object was to examine into the state of the provisions, stores, &c., which appeared to me to be in rather a confused state, with many empty casks lying about, which service fully occupied me until noon of the 8th, and on opening some of the casks I found the provisions in a very bad state; the brine in the salt provision casks was in hard and solid masses, and the pork very yellow, one piece of which I boiled was hardly eatable; one cask of bread opened was damp and greatly mildewed; tea, peas, barley, suet, and chocolate good; vinegar, sugar, and flour I did not open, as the latter can hardly have suffered; but the cask of sugar which Mr. Kennedy speaks of as having been opened by the bears, was a short way under the upper surface bad; cranberries, pickles, and lemon juice casks open, and their contents lying about in all directions; one cask I saw marked on its head blanket bags, but on turning it over was found to contain old newspapers; and the number I made on counting was 272 full, and 10 empty, making the whole 282, being 22 short of what Sir James Ross's lists gave.

5. There was only the skeleton of the frame of the house remaining, all the covering, &c., torn down and to pieces, and I could only find sufficient remaining to hang up at one corner, under the lee of which the tent was pitched.

6. The coals were all buried under the snow, the coke in bags only partially, but apparently short as to quantity; I had no means of ascertaining; I used some of it for the purpose of thawing and drying our blanket bags, for they were more like two deal boards than anything I can compare them to on reaching that place; in fact I consider it was the means of averting much sickness, all the sleeping gear being in such a state, from the severe weather, that it was a difficult job to make use of it.

7. The preserved meats were all of Mr. Goldner's supply, and I must do him the justice to state that out of 12 or 14 I opened, only one was bad; they, however, seemed short of weight.

8. The boat appears to be in rather a precarious position, rather too close to the point, on which there has been forced a great deal of ice; and one piece of land, 30 or 40 feet high, looks as if it would almost fall into her; it is possible that the point may have given way somewhat. The steam engine is close too, and apparently uninjured.

9. When I first saw the open water outside Port Leopold, I could hardly conceive that it could really be other than land lightly covered with snow, but on getting close saw immediately what it was; throwing stones in it showed there was a very light covering of ice at the time forming in the calm still weather, but not sufficient to prevent a seal swimming about, who looked at me with as much astonishment as I did at the large space of dark surface before me. This was the afternoon of my arrival, the 6th; the three following days it blew fresh, so that on Monday (the 10th) the day I came away, being calm and fine, I saw more of it than I had previous, that dense vapour, generally lying over it, having somewhat dispersed. One of the great northern divers was seen passing over this water, flying south.

10. I could find no tallow, which we were much in want of; from having had so much wind on our outward journey, our stock was all expended but 5 lbs. I, however, took a little oil, but what I found in the cask was very far short of what is given in the lists. I also took about 25 lbs. of biscuit, and a case of pemmican, thinking that I might have to keep well to the westward from seeing so much open water.

11. After having removed nearly every cask that I could find, partially clearing the snow out of the boat, copying all notices I found there, copies of which I enclose, leaving your notices and a flag attached to the signal staff, still standing, I commenced my return on Monday, the 10th of April, keeping close along shore inside the hummocks, towards Cape M'Clintock, passing over the narrow neck of land, both going and returning; in fact, I hardly think we could have got round Cape Clarence by reason of the water.

12. The second day I was detained after 10h. A.M. by a heavy gale, which breaking early on the morning of the 12th, I was again able to proceed, but, much to my chagrin, not very far. All the morning I had felt very unwell, when on getting a little beyond Cape M'Clintock, at 11h. 30m., I was so ill that I could not move any further; obliged to pitch the tent and get into my bag as fast as possible, just at the time too when a fair wind was springing up. This was the second time I had been so similarly attacked and obliged to stop (very acute rheumatism), and I now gave up all idea of going further west; therefore resolved on making the best of my way to the ship as soon as I recovered.

13. All the following day it blew a gale from south, veering occasionally to S.E., causing a very heavy snow drift, when on the morning of the 14th it moderated so much and wind veered to the west, being somewhat recovered, that I was enabled to proceed and make for the northern shores of Barrow Straits. About noon, however, another gale came on just before I had cleared the first ridge of in-shore hummocks, which completely belted the shores of North Somerset, east from Rennell, nearly the whole way to Port Leopold, and we were once more detained until the next morning, which, coming in fine, I moved on; and at 6h. 30m. P.M. of the evening of the 17th I got into the land a short way east of Cape Riley, reaching the ship the same evening as mentioned in my former letter.

14. In my journey across to Cape Hotham the ice generally was apparently of young formation, such that would soon break up, except that immediately along the shores of Cornwallis Island, as far as I saw, and round Beechey Island; that, especially the latter, and on its southern shore, which I know for certainty to be the heavy stuff driven there by the gale of September 1852.

15. I have seen but little old ice in Barrow Straits; and coming from Port Leopold, after getting over the first belt and heaviest hummocks, all the remaining journey was smooth floe, crossing narrow belts of small hummocks occasionally, formed of young ice by pressure from either wind or current. Among these hummocks there were quantities of soft snow, such as I found it at the same time last year in those channels, between the islands in Wellington Channel.

16. Accompanying this I send trace of my route, with a copy from my daily notes of the temperatures morning and evening, also a copy of the notices I left.

I have, &c.

(Signed) W. J. S. PULLEN, Commander.

DETENTIONS ON THE ROUTE.

| | | Days. | Hours. | | | |
|-----------|---|---------------------------------------|--------|----|------------|---|
| Going | { | From the ship to Cape Hotham | - 2 | 5 | by a gale. | |
| | | Cape Hotham to land of North Somerset | - 1 | 4 | by a gale. | |
| | | Eastward to Port Leopold | - | 1 | 0 | by illness. |
| | | At Port Leopold | - | 3½ | 0 | by gales and examining into the state of the provisions, &c. |
| Returning | { | From Port Leopold to ship | - 1 | 6 | by gales. | |
| | | And | - | ½ | 0 | by illness. |
| Total | | - | 9 | 6 | | |

Eight to nine hours, including stoppages for lunch, has been my usual daily travelling.

(Enclosure to C. $\frac{23}{54}$.)

Cape Rennell, March 31st, 1854.

Commander PULLEN, of Her Majesty's Ship "North Star," deposited these Notices on the 31st March, 1854, when on his way to Port Leopold.

At Cape Bunny there is a large cache of provisions, also another sealed notice from Sir Edward Belcher. He is at present with his ship "Assistance" in the Wellington Channel, on eastern shores, in lat. $75^{\circ} 31' N$.

Captain Kellett, with "Resolute," S.W. (true) 18 miles off Cape Cockburn.

On the opposite shores large depôts of provisions are 3 miles west of Allison's Inlet, Assistance Bay, and Cape Hotham.

At Beechey Island a house has been built, on the S.E. part, in which is stowed a large quantity of provisions, clothing, &c.

The "North Star" is in Erebus Bay.

A ship is expected from England this year.

Commander PULLEN, of Her Majesty's Ship "North Star," arrived here on the noon of the 7th April, 1854, and deposited these Notices on the morning of the 10th, previous to his departure on return to Beechey Island, where the "North Star" has wintered, 1852, 1853, 1854.

On the S.E. part of Beechey Island a house was built, now containing a large store of provision, &c., brought out by Her Majesty's steam ship "Phoenix" last year.

Sir E. Belcher, in command of the expedition, is at present with his ship "Assistance" and tender "Pioneer," on the east shores of Wellington Channel, in lat. $75^{\circ} 31' N$.

Captain Kellett, with his ship "Resolute" and tender "Intrepid," 18 miles S.W. of Cape Cockburn, with the crew of Her Majesty's ship "Investigator" on board, they having deserted their ship last year after being fast bound in the ice 1851, 1852, 1853, in the Bay of God's Mercy, on the north shores of Baring Island, or Bank's Land, and no hope of getting clear, were discovered last year by Captain Kellett's travelling parties.

A ship will most probably be out from England this year, and from the difference in appearance of ice when finally closing in 1853 to what it was in 1852, with the long prevalence of N. and N.W. winds this winter, and so much open water as now to be seen here, we may reasonably expect an open and early season in these latitudes, or totally contrary to what it was last year.

Provisions are in cache 3 miles west of Allison's Inlet, Assistance Bay, and Cape Hotham, besides Beechey Island on the north shore.

On this shore at Cape Bunny, besides this place, and those at Admiralty Inlet, left by "North Star," in 1849.

No tidings of the missing ones.

Port Leopold, 10th April. All well.

TEMPERATURES taken in travelling to Port Leopold and back, between the
18th March and 17th April 1854.

Proceedings of
Commander Pullen.

| Date. | A. M. | P. M. | REMARKS. |
|--|-------|-------------|---|
| Generally taken at 8h. A.M. and 7h. P.M. | | | |
| 18 March, 1854 | - | 23.5 - | Wind fresh all night from N.W. |
| 19 " | - | 26 - 29.5 - | At 5h. P.M. gale came on from N.N.W.; much drift. |
| 20 " | - | 31 - 32 - | Gale and heavy drift; stopped all day. |
| 21 " | - | 28 - 30 - | Wind moderate from N.W. |
| 22 " | - | 30 - 31.5 - | Fine; wind N.W. |
| 23 " | - | 29 - 28 - | Strong wind; much drift; stopped all day. |
| 24 " | - | 29 - 24 - | Strong wind W.N.W.; no moving until 11h. A.M., when the wind lulled, and we were enabled to travel until 4h., when gale up again. |
| 25 " | - | 24 - 27 - | Fine morning; strong breeze in afternoon; wind N.N.W.; heavy drift. |
| 26 " | - | 23 - 28 - | Fresh breeze from W.N.W.; sent Mr. Jenkins back with disabled men; proceeded, and stopped 4 hours by gale. |
| 27 " | - | 34 - 18 - | Wind strong N.N.W., crossing Barrow Strait. |
| 28 " | - | 28 - 19 - | Wind strong from W.; stopped all day. |
| 29 " | - | 11 - 10 - | Moderate W.N.W.; best travelling day yet had. |
| 30 " | - | 15 - 11 - | Fine morning; light wind from E. |
| 31 " | - | 21 - 32 - | Got into the land, and deposited notice. |
| 1 April | - | 29 - 32 - | Fine weather; one man sore eyes. |
| 2 " | - | 31 - 23 - | Wind light from W.N.W.; fine. |
| 3 " | - | 25 - 27 - | Fresh wind from W.N.W. |
| 4 " | - | 29 - 17 - | Wind light from W. |
| 5 " | - | 12 - 6 - | Wind light from N.W.; stopped half the day by illness; also one man. |
| 6 " | - | 2 - 8.5 - | Wind light from E.; fine weather; arrived at Port Leopold; sea, open water. |
| 7 " | - | 11 - 19 - | Weather fine; wind light from N.W. |
| 8 " | - | 15 - 17 - | Fine W. wind; light from N.W. in the morning; gale in evening; much open water in Port Leopold. |
| 9 " | - | 10 - 15 - | Gale; wind N. |
| 10 " | - | 9 - 17 - | Fine weather; wind light from N.; leave Port Leopold. |
| 11 " | - | 15 - 11 - | Gale from N.W.; moved on till 10h. A.M., then obliged to stop. |
| 12 " | - | 9 - 2 + | Fine weather; moved; at 11h. illness, again obliged to stop. |
| 13 " | - | 1 + 2 + | Gale from S. and S.E.; stopped all day. |
| 14 " | - | 5 + 10 - | Fine morning; wind W.N.W.; move on until 11h.; gale; stop again. |
| 15 " | - | 12 - 7 - | Fine weather; move on. |
| 16 " | - | 3 - 4 + | Fine weather. |
| 17 " | - | 9 + - | Hazy weather; reached the ship in evening. |

(Enclosure to C. ²³/₅₄.)

August 6, 1849.

The signal-pole to which the cylinder that contains this paper will be attached was erected by a party from Her Majesty's Ships "Enterprise" and "Investigator," to direct Sir John Franklin or any party from his Expedition to the depôt of provisions left at Whaler Point (the low point of Leopold Harbour). The ships having passed the last winter in that harbour, are now endeavouring to cut out and pursue the object of their voyage, by examining Wellington Channel and Melville Island, and will return to Port Leopold before taking a final departure for England, should circumstances admit of doing so; but the present appearance of the ice to seaward and the extreme backwardness of the season do not encourage us to hope to accomplish much during the brief period of navigable time now remaining.

The ships will not remain in the neighbourhood later than the middle of September.

(Signed) JAS. C. ROSS, Captain,
Her Majesty's Ship "Enterprise."

Port Leopold, August 15, 1849.

The provisions and stores landed here from Her Majesty's Ships "Enterprise" and "Investigator," being intended for the use of Sir John Franklin and his party, it is earnestly desired that any other persons (not in absolute distress) who may find them will leave them undisturbed, and will return this paper into the cylinder which contains it, as it is intended to inform Sir John Franklin or any of his party who may arrive here.

The "Enterprise" and "Investigator," having wintered in this port, and having sent parties during the spring in every direction in search of, but without obtaining tidings of them, are now about to proceed to sea, with the view of continuing their examination of the north shore of Barrow Strait as far to the westward as the season may permit, and that they will endeavour to touch again at this port before they shall finally depart for England.

But the latter part of the plan of operations must greatly depend upon circumstances of weather and season, which at present appear by no means favourable for its successful execution.

(Signed) JAS. C. ROSS, Captain,
Her Majesty's Ship "Enterprise."

(Signed) EDWARD BIRD, Captain, "Investigator."

Her Majesty's Ship "North Star," Port Leopold, Cape Clarence,
August 13, 1850.

This paper is placed here to certify that Her Majesty's Ship "North Star" was beset at the east side of Melville Bay on the 29th July last year, and gradually drifted from day to day, until, on the 26th of September, we found ourselves abreast of Wolstenholme Island, when, perceiving the ice a little more loose and the sound perfectly clear, made all sail and pressed her through it, anchoring in the lower part of the sound that evening, and arrived in North Star Bay, Wolstenholme Sound, on the 1st of October, where she remained throughout the winter until the 1st of August 1850, when she got liberated and proceeded to the westward, passing through the pack in the centre of Ross's Bay, and reached Possession Bay on the evening of the 8th August 1850, where we left despatches, and proceeded on to this place, where we arrived early on the morning of the 13th August 1850.

(Signed) J. SAUNDERS,
Master and Commander.

Her Majesty's Ship "North Star," August 14.

P.S.—The "North Star," not having been able to reach the west side last year, as contemplated by the Admiralty, and being entirely without instructions as to where to land the provisions, she has, therefore, now called here to see if any instructions had been left for her guidance.

The season being so far advanced, and the harbour being so full of ice, and there appearing no prospect at present of getting in to land the provisions, I shall, therefore, proceed and land the provisions either at Port Bowen or Port Neill, according to circumstances, as my orders for returning to England this year are so peremptory.

Proceedings of
Commander Pullen.

(Signed) J. SAUNDERS,
Master and Commander.

August 23, 1850.

The "Prince Albert" returned here from off Fury Point, having been unable to proceed towards Brentford Bay in consequence of a barrier of ice extending across Prince Regent's Inlet. She is now about to proceed to Cape Reilly, and perhaps Cape Hotham, and thence back to Cape York and Prince Regent's Inlet entrance.

(Signed) CHARLES C. FORSYTH,
Commander, R.N.

Port Leopold, October 21, 1851.

This notice is left here to inform parties that the "Prince Albert," Lady Franklin's little vessel, is now at Batty Bay, and will pass this coming winter there, and in the course of it will have parties searching along both shores of Boothia Felix for Sir John Franklin and party. A party of five having got separated from her on the 9th September, remained here until this date, but will return to rejoin her to-morrow, a party from her under the conduct of M. Bellôt, a French naval officer, (a volunteer in Lady Franklin's service,) having arrived to inform the separated party that the "Prince Albert" was safe in Batty Bay, where she had been supposed to have been carried to Port Bowen. The entire crew of the "Prince Albert," amounting, all told, to eighteen, are in excellent health and spirits.

The "Prince Albert" carried out a large number of letters and papers for those engaged in the Arctic expedition, but has been unable to land them anywhere; they are, therefore, still on board.

Commander Saunders, of the "North Star," landed his cargo of provisions on the eastern shores of Navy-board Inlet, immediately within Woolaston Island, where it still remains for the use of those engaged in the search for Sir John Franklin.

While here the party of five from the "Prince Albert" made free with all they found here that could conduce to their comfort, as they were left here with barely what they had on at the time of landing.

(Signed) W. KENNEDY,
Commanding Lady Franklin's Private
Arctic Expedition.

Port Leopold, May 25, 1852.

This is to give notice that Lady Franklin's little vessel, the "Prince Albert," passed the winter of 1851-52 in Batty Bay.

In January a party from her visited Fury Beach, and found no traces whatever of Sir John Franklin or party; the stores landed there, however, from the "Fury" still safe. In the month of February 1852 fourteen hands left the "Prince Albert" again for Fury Beach, where, after some preparation for a long journey southward, they took their final departure on the 29th of March. Their intention was to have gone first to Brentford Bay, and there cross to the westward, with a view to strike the supposed western sea of Sir James Ross, and then follow that coast down to the Magnetic Pole. After, however, travelling for about 100 miles into the interior in a due west course from Brentford Bay, they found nothing but one uniform level plain, which it was supposed might lead to Bank's Land. As they had no means to enable them to reach that distant point, they turned northward, expecting to find a channel leading to the S.W. of Cape Walker. Up to Cape Walker, which they reached on the 4th May, they

Proceedings of
Commander Pullen.

found the land continuous, and gave it the name of Prince Albert Land. From Cape Walker, they, being short of provisions, steered for this point, which they reached on the 15th May. During this journey not the smallest trace of Sir John Franklin was found. Cape Walker was carefully examined, but bore no evidence whatever of its having ever been visited by Europeans.

Of the fourteen hands (including officers) which left Fury Beach, eight hands formed a fatigue party as far as Brentford Bay, from which point they returned to the ship. The party that performed the above journey were composed of the following individuals:—W. Kennedy, M. Bellot, John Smith, Andrew Irvine, Richard Webb, and Wm. Adamson, with five Esquimaux dogs.

When they reached this point they were all so much affected with scurvy that they had to delay here over a week to recruit. They are now, on the 25th of May, ready to return to the ship, and only wait a change from the present boisterous weather, Regent's Inlet and Barrow's Straits being quite open, as far as the eye can reach, in the direction of Lancaster Sound. They will proceed in the gutta percha boat by water as far as they can.

After reaching the ship the examination of the bottom of Grinnell Inlet will form a first object; then, probably, Wellington Channel, that is, provided Sir J. Franklin will not be traced in that direction.

Any one finding this is respectfully requested to send a copy of this notice to Lady Franklin.

(Signed) W. KENNEDY,
Commanding Lady Franklin's Private
Arctic Expedition.

Whaler Point, 17th July, 1852.

This is to give notice that a party of ten from the "Prince Albert," still in Batty Bay, arrived here yesterday, their object being to take to the ship the gutta percha and jolly boats which had to be left a little south of Cape Seppings (the first on the 28th of May last, and the last in October, 1851).

Regent's Inlet was found to be open as far as to Batty Bay, but all south of that is still quite sheeted over with ice, though evidently breaking up. Batty Bay itself is still fast, the ice where the ship is anchored being $5\frac{1}{2}$ feet thick. This gives rise to the apprehension that it will be late in the season before the ship can be got out to prosecute her duty. I am happy to say the entire crew at this date is in good health and spirits, though in May all were more or less affected by scurvy; so nothing further has been done in the work of search since the date of last notice; but this will be entered into as soon as circumstances permit.

Leopold Harbour is at this date half cleared of ice; Barrow Strait entirely, so far as the eye can reach, in the direction of Lancaster Sound, up to near Cape Riley.

Any one finding this notice will confer a favour by sending a copy to Lady Franklin.

(Signed) W. KENNEDY,
Commanding Lady Franklin's Private
Arctic Expedition.

The highest and southernmost point of this store was found to be 11 feet 11 inches and five-tenths above the mean level of the ocean, deduced from hourly tidal and barometrical observations made during the nine months preceding the 1st of August, 1849, on which day the measurement was completed.

(Signed) JAS. C. ROSS, Captain,
H.M.S. "Enterprise."

LIST of PROVISIONS and STORES from H.M. Ship "Investigator" at Waaier Point, Port Leopold.

Her Majesty's Ship "Investigator," Port Leopold,
August 14, 1849.Proceedings of
Commander Pullen.

| SPECIES. | QUANTITY. | Contained in | | | | Irish Tierces. |
|-----------------------|-------------------------|--------------|----------|-----------------|--------------|----------------|
| | | Hogsheads. | Barrels. | Half-Hogsheads. | Small Casks. | |
| Biscuit - - - | 4,988 lbs. | 23 | - | 10 | - | - |
| Salt Beef - - - | 266 8-lbs. pieces | - | - | - | - | 4 |
| " Pork - - - | 640 4-lbs. pieces | - | - | - | - | 8 |
| Flour - - - | 8,936 lbs. | 17 | - | 2 | - | - |
| Suet - - - | 112 " | - | - | 1 | - | - |
| Peas - - - | 14 bushels | - | - | 4 | - | - |
| Sugar - - - | 2,000 lbs. | - | 4 | - | - | - |
| Chocolate - - - | 769 " | - | - | 7 | - | - |
| Tea - - - | 189 " | - | 2 | - | - | - |
| Preserved Meats - - - | 3,036 " | tins. | - | - | - | - |
| " Soups - - - | 1,534 pints | do. | - | - | - | - |
| " Vegetables - - - | 1,742 lbs. | do. | - | - | - | - |
| Pemmican - - - | 2,000 " | - | - | 31 | - | - |
| Tobacco - - - | 509 " | - | - | 4 | - | - |
| Soap - - - | 401 " | - | - | 4 | - | - |
| Lemon Juice - - - | 74 $\frac{1}{2}$ galls. | - | - | - | 8 | - |
| Pickles - - - | 760 lbs. | - | - | - | 7 | - |
| Scotch Barley - - - | 360 " | - | - | 2 | - | - |
| Cranberries - - - | 230 " | - | - | - | 5 | - |
| Pepper - - - | 16 " | - | - | 1 | - | - |
| Salt - - - | 16 " | - | - | - | - | 3 |

STORES—ENGINEER'S.

| | |
|--|--|
| 1 rotary engine, complete. | 1 pinion for shaft. |
| 1 shaft. | 1 propeller. |
| 1 boiler, complete, with funnel, exhaust pipe, safety valve, lever and weight, gauger filling complete, 2 gauger cocks with man-hole door and blow-off pipe. | |
| 1 hand pump. | 1 main steam pipe with regulating valve. |
| 1 suction pipe for ditto. | 4 feet for holding down boiler. |
| 1 deliverer ditto. | 16 bolts for ditto. |
| 1 suction pipe for pumps of engine. | |
| 1 deliverer for ditto. | |

SPARE, contained in a Box.

| | |
|---|---------------------------------|
| 6 tubes. | 1 chipping hammer. |
| 1 propeller sheet steel dovetail step. | 2 flat chisels. |
| 2 springs for slides. | 3 $\frac{1}{2}$ files of sorts. |
| 1 plunger, crank piece, and roller wheel pinion | 2 cross cut. |
| 1 sheet of vulcanized rubber for steam joints. | 1 mandril for tubes. |
| 6 $\frac{1}{2}$ in. bolts and nuts for feed and hand pump joints and slide boxes; 2 $\frac{1}{2}$ in. ditto for splice; 4 $\frac{1}{2}$ in. ditto for funnel; 6 $\frac{1}{2}$ in. screws for joints for feed and hand pumps, steam pipes, and water gaugers; 2 $\frac{1}{2}$ in. bolts and nuts for flange of engine. | 3 glass gauger tubes. |
| | 1 spring for grease pump. |

PIPES and BENDS.

| | |
|-----------------|------------------|
| 4 2-in. pieces. | 9 1-in. bends. |
| 17 1-in. ditto. | 17 1-in. pieces. |
| 7 2-in. bends. | |

LOOSE.

| | | |
|--|----------------------------------|-----------------|
| 3 stoking irons and 1 plunger for grease pump. | Spun yarn, white - - - - - | Cwts. qrs. lbs. |
| 1 spanner for man-hole plate. | Twine - - - - - | 0 1 4 |
| 2 spanners for 1 suck bolt. | Hemp, long - - - - - | 0 0 12 |
| 2 ditto $\frac{3}{4}$ | Oil, animal - - - - - | 0 0 14 |
| 2 ditto $\frac{1}{2}$ | Felt - - - - - | 37 gallons. |
| 1 ditto 1 $\frac{1}{2}$ | Bath bricks - - - - - | 20 sheets. |
| 1 ditto 1 | Emerald paper - - - - - | 6 in number. |
| 1 wrench for 1 suck cock. | Needles, sail - - - - - | 29 sheets. |
| 1 ditto $\frac{1}{2}$ ditto | Oil feeders - - - - - | 12 in number. |
| 1 ditto $\frac{1}{2}$ side spanner. | Oil cans, large - - - - - | 2 " |
| 1 joining, 1 prober for oil pipe at stern. | Tallow kettles, copper - - - - - | 1 " |
| | Coke - - - - - | 7 tons 2 cwts. |
| Tallow, white - - - - - | Coal sacks - - - - - | 120 in number. |
| Cotton, waste - - - - - | White lead - - - - - | 50 lbs. |
| | | |

Proceedings of
Commander Pullen.

BOATSWAIN'S STORES.

| | | | |
|---------------------------|--------------|------------------------|---------------|
| Sails, mainsail - - - | 1 in number. | Rope 2 inch - - - | 24 fathoms. |
| „ mizen - - - | 1 „ | „ 1½ „ - - - | 78 „ |
| „ jib - - - | 1 „ | „ 1¼ „ - - - | 20 „ |
| „ foresail - - - | 1 „ | Thimbles - - - | 8 in number. |
| Block, single 6 in. - - - | 2 „ | Leads, hand - - - | 2 „ |
| „ „ 5 „ - - - | 14 „ | Twine - - - | 10 lbs. |
| „ double 5 „ - - - | 1 „ | Needles, sail - - - | 10 in number. |
| „ „ 4 „ - - - | 2 „ | „ bolt rope - - - | 2 „ |
| „ clump 4 „ - - - | 2 „ | Palms, sailmaker - - - | 6 „ |
| Rope 2¼ inch - - - | 20 fathoms. | | |

CARPENTER'S STORES.

| | | | |
|----------------|--------------|-------------------|--------------|
| Pinnacle - - - | 1 in number. | Boot-hooks - - - | 2 in number. |
| Masts - - - | 2 „ | Copper pump - - - | 1 „ |
| Bowsprit - - - | 1 „ | Stove - - - | 1 „ |
| Bumkin - - - | 1 „ | Hand-screw - - - | 1 „ |
| Oars - - - | 20 „ | Coals - - - | 2 tons. |

CARPENTER'S STORES used for House.

| | | | |
|-----------------------------------|--------------|-----------------------------|--------------|
| Cloth housing, quarter deck - - - | 1 in number. | Spars, boom - - - | 2 in number. |
| Cloth housing, quarter poop - - - | 1 „ | Spars, middling - - - | 6 „ |
| Hand mast 6½ in. - - - | 1 „ | „ small - - - | 8 „ |
| | | Ice poles - - - | 18 „ |
| | | Swinging booms, spare - - - | 1 „ |

(Signed) EDW. BIRD, Captain.

LIST of Provisions and Stores from "Enterprise."

| SPECIES. | QUANTITY. | IN WHAT PACKAGES. | | | | |
|-----------------------|-------------------|-------------------|----------|-----------------|--------------|----------------|
| | | Hogsheads. | Barrels. | Half Hogsheads. | Small Casks. | Irish Tierces. |
| Biscuit - - - | 6,077 lbs. | 41 | — | — | — | — |
| Salt Beef - - - | 228 8-lbs. pieces | — | — | — | — | 6 |
| „ Pork - - - | 640 4-lbs. „ | — | — | — | — | 8 |
| Flour - - - | 7,892 lbs. | 15 | — | 2 | — | — |
| Suet - - - | 112 „ | — | — | 1 | — | — |
| Peas - - - | 14 bushels | — | — | 4 | — | — |
| Oatmeal - - - | 16 gallons | — | — | 1 | — | — |
| Sugar - - - | 1,750 lbs. | 3 | — | 1 | — | — |
| Chocolate - - - | 772 „ | — | — | 7 | — | — |
| Tea - - - | 190 „ | — | 2 | — | — | — |
| Lemon Juice - - - | 803¼ „ | — | — | — | 8 | — |
| Tobacco - - - | 639 „ | 3 | — | 2 | — | — |
| Soap - - - | 470 „ | 3 | — | 2 | — | — |
| Preserved Meats - - - | 3,192 „ | — | — | — | — | — |
| „ Soups - - - | 2,608 „ | — | — | — | — | — |
| „ Vegetables - - - | 1,826 „ | — | — | — | — | — |
| Pickles - - - | 765 „ | — | — | — | 7 | — |
| Cranberries - - - | 225 „ | — | — | — | 5 | — |
| Pemmican - - - | 1,984 „ | — | — | 19 | 12 | — |
| Barley - - - | 120 „ | — | 1 | — | — | — |
| Pepper - - - | 13 „ | — | — | — | — | — |
| Salt - - - | 16 „ | — | — | — | 1 | — |

STORES.

| | | | |
|-------------------------|----------------|----------------------------|--------------|
| Plank, oak, 4 in. - - - | 25 feet. | Nails, iron, 20d. - - - | 8 lbs. |
| „ 3 „ - - - | 10 „ | „ 10d. - - - | 16 „ |
| „ 2 „ - - - | 18 „ | „ 6d. - - - | 9 „ |
| „ elm 4 „ - - - | 4 „ | Caulking gear, sharp - - - | 1 in number. |
| „ „ 3 „ - - - | 2 „ | „ spike - - - | 1 „ |
| Mahogany board - - - | 108 „ | „ trenail - - - | 1 „ |
| Oakum, black - - - | 25 „ | „ mallet - - - | 1 „ |
| Pitch - - - | ⅙ of a barrel. | „ axe - - - | 1 „ |
| Thrums - - - | 1 lb. | Compasses - - - | 1 pair. |
| Pitch pot - - - | 1 in number. | Gimlets, spike - - - | 2 in number. |
| Hooks for ditto - - - | 1 „ | „ small - - - | 6 „ |

STORES—*continued.*

| | | | |
|----------------------|------------------|-------------------------|------------------|
| Lead, sheet | - - - 30 lbs. | Hammers, hatchet | - - 4 in number. |
| White paint | - - - 10 " | Hooks, nail | - - 2 " |
| Oil, linseed | - - - 1 gallon. | Iron, soldering | - - 2 " |
| Cans, tin, for oil | - - 1 in number. | Knives, drawing | - - 1 " |
| Chalk | - - - 4 lbs. | Lines, chalk | - - 2 " |
| Mineral tar | - - - 3 gallons. | Mallets | - - 1 " |
| Brush, yarn | - - 1 in number. | Mauls, double-head | - - 1 " |
| Fearnought | - - 4 yards. | " pen | - - 1 " |
| Iron rod | - - 10 lbs. | Planes, jack | - - 1 " |
| Copper scarp tacks | - - 2 " | " smoothing | - - 1 " |
| Nails, iron, 30d. | - - 10 " | Housing cloth | - - ½ " |
| Rings and forelocks | - - 1 " | Coals | - - 2 tons. |
| Caulking iron | - - 1 in number. | Punches, brad and nails | - 1 in number. |
| " meeking | - - 1 " | Rules | - - 2 " |
| Ladles with spout | - - 1 " | Saws, compass | - - 1 " |
| Adze, common | - - 1 " | " cross cut | - - 1 " |
| Augers | - - 12 " | " hand | - - 2 " |
| " shanks | - - 12 " | " whip | - - 2 " |
| Chisels | - - 12 " | Hand-mast, 6½ hands | - - 1 " |
| Files, saw, of sorts | - - 12 " | Spar-boom | - - 1 " |
| Gongs | - - 2 in number. | " small | - - 3 " |
| Hammers, claw | - - 2 " | Ice poles | - - 13 " |
| " clench | - - 2 " | Capstan bar (broken) | - - 1 " |
| " set | - - 1 " | Bed bottom, iron | - - 1 " |
| " sheathing | - - 1 " | | |

Proceedings of
Commander Pullen.

(Signed) JAMES C. ROSS, Captain.

15th August, 1849.

The above and foregoing are correct copies.

(Signed) W. J. S. PULLEN, Commander.

Enclosure No. 47. of Sir Edward Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B., reporting
Arrival of "Investigator's" Crew, &c.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
April 28th, 1854.

I have the honour to inform you of the arrival of the crew of Her Majesty's ship "Investigator," having travelled in separate divisions, and reaching this ship in the following order. Lieutenant Haswell, with Mr. Paine (paymaster), the carpenter, and 20 of the crew, on the morning of the 23d April; Lieutenant Pim ("Resolute"), with Dr. Armstrong, the boatswain, and 17 men arrived (4 "Resolute's") on the 24th; and on the 27th, Commander M'Clure, with Messrs. Piers (assistant-surgeon) and Miertsching (interpreter), and 17 men, which are the whole surviving number of her crew, with the exception of one man left behind in "Resolute," sick. I beg to enclose the surgeon's report of his inspection on their arrival. Commander Richards returned on the 25th instant.

1 Enclosure.

(2.) I have, in compliance with your orders, dispatched all my available men for sledge duties to the "Resolute;" they going off in the following order, viz.:

Mr. Shellabear, with 7 men, on the 22d instant; Lieutenant Cheyne, with 6 men, on the 26th instant; and Mr. Jenkins, and 7 men, this evening.

And as the crew late of Her Majesty's ship "Investigator" must perform the necessary duties of the ship in their absence, I have therefore to request that you will be pleased to supply them with as many sea-boots as you can spare; for they have literally nothing to wear in the thawing weather now approaching.

I have, &c.

(Signed) W. J. PULLEN, Commander.

Proceedings of
Commander Pullen.

REPORT on the State of that part of the Crew, late of Her Majesty's Ship
"Investigator," examined on board Her Majesty's Ship "North Star,"
April 25th, 1854.

| Names. | Age. | Rating. | State of Health. |
|-------------------------|------|-----------------------|------------------------------------|
| | | Subordinate Officers: | |
| Henry Sugden - | 33 | Steward - | Debilitated. |
| James M'Donald - | 37 | A. B. - | " |
| John B. Farquharson - | 32 | Corporal Marines | " |
| James Evans - | 34 | Caulker - | Dropsical. |
| Henry May - | 54 | Quartermaster - | Debilitated. |
| William Newton - | 49 | Ice Mate - | " |
| Elias Bow - | 38 | Private Marine - | Good. |
| William Batter - | 48 | A. B. - | Debilitated. |
| Joseph Facey - | 34 | Sailmaker - | " |
| George Gibbs - | 33 | A. B. - | Rheumatic and debilitated. |
| Samuel Bonsall - | 29 | A. B. - | Debilitated. |
| John Keefe - | 29 | A. B. - | Good. |
| Samuel M'Kenzie - | 28 | A. B. - | Good. |
| James Williams - | 34 | Captain of Hold | Debilitated. |
| Michael Flynn - | 36 | Quarter Master - | " |
| Edward Fawcett - | 46 | Boatswain's Mate | " |
| Mark Griffiths - | 27 | A. B. - | " |
| Thomas Bancroft - | 34 | Private Marine - | Good. |
| Henry Bluff - | 32 | Boatswain's Mate | Good. Unfit for sledge duty. |
| Charles Anderson - | 26 | A. B. - | Lost both great toes. Debilitated. |
| David Harris - | 33 | A. B. - | Good. |
| Frederick Taylor - | 26 | A. B. - | Good. |
| George Parfit - | 35 | Private Marine - | Debilitated. |
| Thomas Carmichael - | 27 | A. B. - | " |
| George Olley - | 28 | A. B. - | Good. |
| Peter Thomson - | 29 | Captain Foretop | Debilitated. |
| William Carroll - | 30 | A. B. - | " |
| Mr. George James Ford - | 33 | Carpenter - | Ruptured on both sides. |
| Mr. George Kennedy - | 39 | Boatswain - | Debilitated. |
| John Ramsay - | 35 | A. B. - | " |
| William Whitefield - | 33 | Carpenter's Crew | " |
| John Willcocks - | 26 | Purser's Steward | " |
| Robert Tiffney - | 31 | Captain Maintop | Good. |
| George Brown - | 29 | Quartermaster - | Good. |
| John Davies - | 34 | " | Good. Unfit for sledge duty. |
| Thomas King - | 30 | Private Marine - | Legs weak. Debilitated. |
| Cornelius Hullott - | 25 | Capt's Coxwain- | Lost six toes. Debilitated. |
| Henry Stone - | 30 | Blacksmith - | Debilitated. |
| Thomas Toy - | 30 | A. B. - | Good. |
| George Milner - | 32 | Gun-Room | Debilitated. |
| | | Steward | |
| John Calder - | 35 | Capt. Forecastle | Good. |
| James Saunders - | 30 | Private Marine - | Good. |
| Charles Steel - | 29 | A. B. - | Disease of the liver. Debilitated. |
| Samuel Reffe - | 33 | A. B. - | Debilitated. |
| Sohn Woon - | 29 | Serjeant Marines | Good. |
| Henry Gaun - | 30 | Carpenter's Mate | Debilitated. |
| James Biggs - | 31 | Corporal Marines | Good. |
| Richard Ross - | 43 | A. B. - | Stricture. Debilitated. |
| Isaac Stubberfield - | 32 | Ship's Cook - | Good. |

(Signed) JOHN B. RICARDS,
Acting Surgeon.

Enclosure No. 48. of Sir Edward Belcher's Letter.

Proceedings of
Commander Richards.

By Sir EDWARD BELCHER, Knight, C.B., commanding the Arctic Searching Squadron.

Having selected you for the very important command of the division connected with the western search from Beechey Island, &c.

You will repair forthwith to the "North Star," where Commander Pullen has been instructed to afford you, not only every possible assistance in your equipment, but also to accompany you, and to receive from you his ultimate instructions, as in the enclosed packet directed to him.

You will demand in writing all stores which you may require from his vessel, and he is required to man 3 sledges (commanded by himself, Lieutenant Cheyne, and his mate or second-master), or as to you may appear most desirable.

| | | | |
|----------------|--------|---|----|
| 1 Commander | 10 men | - | 11 |
| 1 Lieutenant | 7 " | - | 8 |
| 1 Quar.-master | 10 " | - | 11 |
| | | | 30 |

To Lieutenant Cheyne, independent of my special instructions to him, you will give the command at Cape Hotham, or, as circumstances may arise, either to him or Lieutenant May.

The post is important, and without any regard to seniority or rank, it must be maintained by the most efficient you can select before you finally quit Cape Hotham on your return.

The sledge force from this ship will include 6, with 3 from the "North Star," amounting in all to 87 men, with 4,030 rations, the distribution of which is set forth in the accompanying tables.

9 sledges, 87 men.
Rations 4,030.

The period of starting from the "North Star" must be governed by circumstances connected with the temperature. Men who have to undergo the extended travel to which your crews will be subject must not be exposed to frostbites; and I cannot perceive how they can safely take the floe before the termination of the ten first days of March.

It is a puzzling question to arrive at any precise period of parallel temperature. The guess of last year, although exact in every essential point, does not appear to conform this season to the general deductions resulting from the reports of my predecessors.

Nevertheless, I will advise you to quit on the first decided rise of temperature after the 10th of March, and to nurse your crews from that date until the 23d; after which I consider absolute winter at an end, and spring suddenly to commence.

Your first position will be the east point of Assistance Bay, where Captain Kellett deposited 630 rations,—less probably by 130 taken by the sledge crew which passed to the "North Star;" 500 therefore may remain to be examined by the relief parties following your traces.

Having reached this position, you will at once be able to discover whether the "Intrepid" has been in the neighbourhood, or left any record of her movements, or those of the "Resolute."

If any traces be there found, of course it will interfere in some measure with your westerly journey; unless the "Intrepid" alone has progressed.

If the "Intrepid" has left records of her easterly advance, then the orders to Commander Pullen, Lieutenants May and Cheyne, must be vigorously carried out.

Your precise duty is, to find Captain Kellett; to deliver to him the accompanying instructions; furnish him with every information he may require, and return to me with all possible despatch.

During your journey to the "Resolute," you will *decide* on the most appropriate positions for depôts.

At present the islands appear to furnish the most direct lines. But you must take into consideration, that as spring advances they may become surrounded by water, and access barred. It will therefore be incumbent on you to fix upon decided points, where the crew of the "Investigator" or Captain Kellett may be *certain* of finding supplies, without disturbing those especially set aside for the relief of our distressed countrymen.

Captain Kellett's second cache appears to be about 3 miles west of Alison's Inlet, and at present probably consisting of 1,000 rations.

However, it is probable that Captain Kellett, being detained near this spot, landed the provisions. You will examine the spot; and if necessary,

Proceedings of
Commander Richards.

after releasing Lieutenant May at Cape Cockburn, desire him to leave instructions for its removal to Cape Cockburn.

All the depôts for the return parties should be on the main land, so as not to involve any water risk.

Captain Kellett will, of course, make good the depôts for any who may follow up his traces to Cape Cockburn. To that point I shall direct our main supplies to be pushed.

On your outward route, it will very much conduce to the comfort of the travellers, as well as to their speed, if you designate four distinct points between Cape Cockburn and Assistance Bay caches (for you must consider them to be laden with documents, instruments, &c.), say Cape Cockburn, Frazer Point, Cape Rosse, and the eastern point of Assistance Bay. These will insure safe inshore travelling, even if the water makes.

On reaching Cape Cockburn on your return, you will give such directions to any officers commanding sledges as may appear to you likely to aid the advance of the weak, or invalids, either of the "Investigator" or "Resolute." If it be possible, I think that one large sledge, with provisions, up to Byam Martin Island, might be very grateful to the retreating crews. But these remarks apply more directly to the sick and feeble, particularly to the crew of the "Investigator;" they must form the first division. The second will of necessity have to remain until the final necessary duties have been completed. And as they will advance, forming caches up to Byam Martin Island, you will assure them of all necessary supplies from Cape Cockburn easterly. I now arrive at a more difficult question, that is, the probability of finding, before you reach Cape Cockburn, information of the movement of Captain Kellett last season, and of the unaccountable non-appearance of "Intrepid."

My general measures have been adapted to meet this peculiar matter. Commander Pullen is instructed to cross the channel to Cape Bunny and to move on to Port Leopold.

You will then have to select such a route as will deviate completely from that pursued by him, taking probably that intended for Lieutenant May; and you will give him one over a deviating line, but ensuring the visit of two or more officers to Cape Bunny, where I intend to establish the southern turning-post, and divert my travellers from Captain Collinson to Beechey Island, instead of the misery they must inevitably encounter at Port Leopold.

In this latter part of your instructions you will have to bear in mind that you are seeking persons in all probability in want of sustenance, and therefore no question of expeditious travelling must be suffered to interfere with the full load of provision which may be available; and you must also bear in mind my object of placing on Cape Bunny, on the eastern side of Peel's Strait, a large cache, in the event of Captain Collinson coming up that channel, or calling at Cape Walker, on a northern march. Especial sealed notices will be prepared for that branch of the searching division.

By the accompanying table you will understand my final arrangements, by which the entire southern lines will be traversed by Commander Pullen, Lieutenant May, and, possibly, by Lieutenant Cheyne.

Your provisions have been increased in bread and meat, under the conviction that, on this second season, men should eat all that appetite can render salubrious; indeed, it must be excited by herbs and other adjuncts supplied. I cannot, therefore, urge more than the preservation of all which is not consumed.

This does not apply to spirits; my own experience satisfies me that the men are enervated even by their present allowance, and, immediately after it is drunk, are not fit for undue exertion. It is possible that it may not injure them before sleeping, but its entire loss would not grieve me.

I now arrive at a subject which I would wish to avoid; but the duty I have to perform renders it imperative. I have to report *instantly* my proceedings. Under my former orders—unfortunately, those of my predecessor—I enjoined "Journals within a *reasonable period*" after return. In some few cases they were sent in. But that order, or rather request (for it has not been responded to as an order), I shall supersede. The custom of the service requires, copy of log, track chart, and report of pro-

ceedings. This will enable me to execute my duty; and I decline receiving any further journals, for which I shall have full reasons to give to my superiors, should they require them.

You will therefore, on your return, furnish me, within 48 working hours, with your report of proceedings, track chart, or the one you made use of, and explain verbally any matters I may not then ask for in writing. But your journal of proceedings you will prepare for their Lordships. With matter concocted on board I have nothing to do; it belongs to your private journal. The idea of waiting three months for a report of proceedings is too absurd, unless where daily verbal explanation has put me *au courant* with all that I required.

You are furnished with copies of my former orders to Captain Kellett as well as to Commander Pullen, by which you will be guided when not, met by these instructions. You have also my final instructions of this date to Captain Kellett; these cannot be sealed at present, as they must in some degree guide you; but you will consider them as confidentially open to you, and seal them before you deliver them to Captain Kellett.

My general orders respecting notices and cairns you will carry out; and, without reasons to be explained, those relating to the commands of sledges will of course be observed.

You will, in the full spirit of the instructions, draw up, during your detention at the "North Star," such further hints to the officer left in command as may prevent any possible misconception of the duties intended.

I will further send especial orders by the next division as to the second journeys of the sledges to Assistance Bay.

Every possible facility has been afforded to you for the most perfect equipment of the sledges placed under your direction; and having full confidence in you, and that your energy will be fully adequate to the arduous service intrusted to your command, I now commend you and your gallant companions to the care of the Great Disposer of events, praying earnestly that your return in safety may be attended with the welcome intelligence of the well-being of Captain Kellett's division.

Given under my hand, on board Her Majesty's Ship "Assistance," in the Wellington Channel, this 15th day of February, 1854.

(Signed) EDWARD BELCHER.

A JOURNAL of the PROCEEDINGS of the Western Division of Sledges from Her Majesty's ship "Assistance," in her winter quarters in the Wellington Channel, towards Melville Island, to communicate with Captain Kellett's ships, and to establish depôts of provisions, &c. From the 22d of February to the 3d May 1854.

This division, which consisted of 6 sledges from Her Majesty's ships "Assistance" and "Pioneer," and 3 from the "North Star," (to join it at Beechey Island), making 9 in all; manned by 85 officers and men, was to have started simultaneously on the 15th of February, in pursuance of the object above stated.

The very severe weather, however, which extended over the whole of that month, rendered it inadvisable to trust so large a body of men (who had already undergone the rigour of two severe winters; and many of whom were more or less affected in their health) to exposure on the floe, at so early a period. It was therefore decided by Sir Edward Belcher, that our sledges should go down the Wellington in pairs; taking advantage of any rise in the temperature, or favourable change in the weather, so as to enable the whole 6 to rendezvous on board the "North Star" at Beechey Island by the early part of March, the 10th day of which month was fixed for the final departure.

On the 22d of February, the weather being fine and calm, and the thermometer having stood at between -35° and -45° for the previous few days, the sledges "Sir Edward," Commander Richards, and "Success," Mr. Herbert, left the "Assistance" at 8h. 30m. A.M., and accompanied by the officers and a part of the crews of both vessels, shaped a course down the

22d February.
Course and dist. S.W. 9'.
Wind and weather, calm b. c.
Hours travelled, 84.
Camped for rest, cooking, &c.,
154 h.
Temp. 6 A.M., -35° .
6 P.M., -35° .

Proceedings of
Commander Richards.

Wellington Channel, over a good and new floe. We carried our own equipment and part of the provisions. The heavier food, such as pemmican, &c. was to be taken from the "North Star's" depôt at Beechey Island. Our weights on starting, amounted to about 190 lbs. per man. My sledge, the "Sir Edward," was supplied with a tender, fitted with a fixed tent for sleeping two people under. This small sledge which, including its cooking apparatus, weighed 100 lbs., was intended to make a rapid march to Dealy Island from Cape Cockburn, with dogs, should no traces be found of Captain Kellett's ships before arriving there. At 11h. A.M. the party who had been assisting us turned homeward, and the two sledges proceeded, on alone. We passed over, during the remainder of the day, a new floe, steering parallel with the coast, and a mile off shore. At 5h. P.M. we camped 2 or 3 miles south of Cape Osborn; having made about 9 miles during the march.

The pressure at Cape Osborn, although so prominent a turning point, does not appear to have been so heavy as at our winter quarters. There has been no wind all day, and the weather has been fine; but the cold is intense, and the people feel it a good deal. The cooking is a tedious operation in cold weather; but still a most *indispensable* one. I felt very glad when it was over, and not sorry to get into my bag; but any attempt at undressing I found impossible, even the seal skins.

23d February.
Course and dist., S. by E. 7.
Wind and weather, calm, o.b.c.
Hours travelled, 8½.
Camped for rest, cooking, &c.,
15½ h.
Temp., 6 A.M., - 40°.
6 P.M., - 37°.

I find little recorded in my note book to-day, and that little in hieroglyphics. The floe was still good, and the weather fine, though distressingly cold. We started at 8h. A.M. before the sun had made his appearance over the eastern hills, which he did some time after 9h. At noon, we halted for a few minutes to luncheon; the bacon, however, defied both knife and axe. The rum, although concentrated, was frozen; indeed marching was preferable to eating; and we proceeded on. My sledge came on heavily, with the tender attached; so Mr. Herbert and myself, after loading it up to two hundred-weight, took charge of it, and it served to keep us warm. At 4h. 30m. P.M. we encamped off Helpman Head.

24th February.
Course and dist., S. by E. 6.
Wind and weather, variable,
1, 2, b. c.
Hours travelled, 8½.
Camped for rest, &c. 15½h.
Temp., 6 A.M., - 42°.
6 P.M., - 37°.

A fine morning with no wind. Started at 8h. A.M., steering over good ice for Cape Grinnell, the northern extreme of Griffin Bay; shortly afterwards saw a staff erected on shore; visited it and found a small depôt of provisions left by Commander Pullen, on his passage down the channel from us last autumn. It was buried at the scene of poor Bellot's disaster; and much of his gear, torn and rendered useless by the ice, was lying about under the snow. There is very heavy pressure in this neighbourhood. At 4h. P.M. we were abreast Cape Grinnell, a very remarkable bold headland, upon which the ice is piled to a great height. We tried to ascend the summit, but heavily clad as we were (anxious as we felt to know the *state of the road* ahead) we could not manage it, and proceeded on. At 4h. 30m. we halted, just north of a belt of pack, which made us feel nervous for to-morrow's march.

25th February.
Course and dist., S. by E. 6'.
Wind and weather, N., 3, 7,
q. m.
Hours travelled, 8.
Camped for rest, &c., 16 h.
Temp., 6 A.M., - 41°.
6 P.M., - 37°.

At 8h. A.M. we started; and by getting on a slight elevation, we saw that good ground was not very far from us. Picking out the loosest of the pack, in little more than an hour we were on beautiful smooth ice again. The weather was thick, and the wind began to blow in squalls from the north. Griffin Bay on our left, was full of pack; and pack was on our right, but still before us lay a fine streak of ice, which had doubtless been a lane of water last autumn. We pushed on till 4h. P.M., increasing the small sledge up to 300 lbs; we then pitched, the north wind making the cold keenly felt. During the night, the wind blew in heavy squalls, and I felt serious misgivings as to the probability of being able to travel on the morrow. Our night was a long, sleepless, and miserable one truly; no possibility of keeping any warmth in you, and glad were we all when day dawned, and brought with it more moderate weather.

26th February.
Course and dist., S. by E., 8'.
Wind and weather, N., 5, 7,
q. m.
Hours travelled, 8.
Camped for rest, &c., 16h.
Temp., 6 A.M., - 41°.
6 P.M., - 37°.

At 8h. 30m. A.M. we moved on; the weather squally with wind from the north, and considerable snow drift. Every one in black masks of beaver skin, like so many negroes; the contrast to all around not unpleasing. The wind being fair; we made sail; two pocket handkerchiefs being set on the tender. At 10h. A.M., the weather clearing a little, we saw Cape Bowden; the sledges running over a new floe with pack on either side of us. At 2h. P.M.

we were passing this remarkable cape at a rapid rate ; saw the depôt on its low extreme. The wind now increased to a fresh gale, and the people had difficulty in keeping up with the sledges ; which, steering wild, fouled each other, nearly causing damage to the crews as well as the masts and sails. A sledge under sail, caught in a heavy squall, is an unmanageable barque. After passing Cape Bowden, the narrow lead of new ice expands into a broad channel, nearly 3 miles in width ; all evidently of last year's formation. We encamped at 5h. 30m. P.M., 4 or 5 miles south of Cape Bowden ; pitching our tents under the lee of the shore hummocks, which we had some difficulty in effecting, owing to the strong wind.

A fine morning, with light wind from the N.W. We were under weigh at 7h. A.M. ; Point Innes in sight ahead. Being anxious to reach the "North Star" as soon as possible, in order to prevent arrangements being carried out, which my arrival would cancel, Mr. Herbert and myself started to walk in, steering for the land, 4 or 5 miles north of Point Innes. We walked inshore, cutting off Cape Spencer, and fell into Union Bay, through a narrow and steep ravine. After noon, the weather had come on thick, and a fresh gale sprung up from N.W., which blew us through the ravine more rapidly than was pleasant. At 4h. P.M. we saw the "North Star," and at 5h. arrived on board, tired enough, and able to appreciate the comforts of the ship and the welcome of her officers, who seemed indeed a little surprised to see us.

It blew a strong gale all night, and I found that it had blown heavily from the N.W. since we first got the breeze off Cape Grinnell. The prevalence of N.W. winds at Beechey Island, as experienced by the "North Star," and the almost entire absence of them at our winter quarters for two years, on the eastern side of the Wellington and Queen's Channel, is very remarkable, and is confirmatory of the opinion entertained by most on board, that our winds were entirely local, and not a true test of those blowing in the channel. The ice we have passed over, is undoubtedly of last year's formation ; and there can be no question but the Wellington Channel was open its whole length on the eastern shore in 1853. When we have crossed it, I shall be able to say more about its centre and western side.

This morning, a part of the "North Star's" crew went out to assist my sledges in ; and at 2h. 30m. P.M. the crews arrived on board, having left their sledges northward of Cape Spencer. They went out again on the 1st of March, and brought them in.

My people all suffered more or less from superficial frost bites, and want of rest ; which it was impossible to get at night, in consequence of the intense cold ; but at the end of a week, they were recovered, and fit for duty. I am of opinion, however, that early travelling in a temperature of 40°, cannot be carried on for any extent of time, particularly with heavy loads ; and I am convinced, that even with the fine weather we were favoured with, the people could not have endured it for many days.

The next week was employed in preparing provisions for the division. I amused myself looking out a road for the sledges, observing the channel from the summit of Beechey Island, and visiting Captain Pullen's house ; the "Mary" of Sir John Ross, and the objects of interest and inquiry in the neighbourhood. The temperature, however, remained very low, and there was too much of the floe in anticipation, not to make the residence on board the "North Star" very desirable. On the 5th March, Lieutenant May arrived with the "Reliance" and "John Barrow," two of his people being severely frost-bitten in their toes ; and all having suffered considerably from the cold. A few days, however, under the surgeon, put them to rights, with the exception of the two men, Thomas Marshall and George Green, who were not likely to be able to accompany the division.

On the 10th of March the sledges were ready—four of the "Assistance" and three of "North Star ;" and we only waited for the remaining two to come down the Wellington Channel, to form the whole division. This was the day also on which I was authorized by my instructions, to sail. The sledges were therefore hauled into the fairway in line ahead ; and we gave the "Dauntless" and "Reward" grace, until Monday the 13th. The 13th, however, brought with it a N.W. gale, snow drift, and a temperature of - 32° ; we were therefore obliged to abandon the idea of starting. On the 14th, an officer went to the summit of Cape Spencer, but no signs of our consorts were seen to the northward.

Proceedings of
Commander Richards.

27th February.

Course and dist., S. by E., 9'.
Wind and weather, N., 3, 7.
q. m.
Hours travelled, 9½.
Camped for rest, &c., 14½ h.
Temp., 6 A.M., - 32°.
6 P.M., - 30°.

28th February.

Course and dist., S., 9'.
Wind and weather, N.N.W.
7, 8, q. m.
Hours travelled, 7.
Camped for rest, &c., on board
"North Star."
Temp., 6 A.M., - 18°.
6 P.M., - 16°.

March 10th.

Proceedings of
Commander Richards.

March 16th.

Course and dist., W. by S., 2½.
Wind and weather, calm, b. c.
Hours travelled, 7½.
Camped for rest, &c., 16½ h.
Repairing sledges.
Temp., 6 A.M., -23°.
6 P.M., -19°

On the morning of the 16th, the weather was favourable; a light S.E. wind, and temperature of -23°. At 8h. 30m. A.M. therefore, we started from the "North Star;" the division consisting of the following sledges:

"ASSISTANCE."

"Sir Edward," provisioned for 40 days; Commander Richards.
"Reliance," provisioned for 50 days; Lieutenant May.
"John Barrow," provisioned for 40 days; Lieutenant Cheyne.
"Success," provisioned for 50 days; Mr. Herbert.

"NORTH STAR."

"Owen," provisioned for 40 days; Commander Pullen."
"Cardigan," provisioned for 50 days; Mr. Jenkins.
"Steadfast," provisioned for 50 days; Mr. Shellabear.

Steering close round Beechey Island, inside the hummocks, until we arrived at its S.W. extreme, we struck off across the channel for Cape Hotham. From the rising ground, we had seen that the heavy packed ice extended for some miles off the island, and, with our heavy sledges, anticipated some little difficulty. By the aid, however, of our picks and shovels, we made progress, slow indeed, but we had hope of a better road before us. The sledges began, however, shortly to shew their inability to carry such heavy weights over such ice; and one or two accidents occurred which were remedied. At 3h. P.M. the "Owen" broke down; a few minutes later the "Cardigan" and "Steadfast" became total wrecks, and all three returned to their ship for repairs. This was not very cheering; but we had got through as bad a road before, and hoped to do it again. The "Success," however, was the next unfortunate; she became disabled. At 4h. P.M. I therefore pitched the tents; and the two carpenters of the division, although in a temperature of 30°, put her in order, and she was stowed ready for a start the next morning. So ended this disastrous day; our camp not half a mile from Beechey Island. During the time supper was preparing, we macadamized the road for half a mile ahead of us.

March 17th.

Course and dist., W. by S., 5'.
Wind and weather, S.E., No.
3, 7, q. g.
Hours travelled, 9½.
Camped for rest, repairing
sledges, &c., 14½ h.
Temp., 6 A.M., -26°.
6 P.M., -18°.

At 6h. 30m. A.M. we moved on; a light S.E. wind with gloomy weather. At noon it shifted to N.W., and the weather set in very thick. Cutting our way foot by foot, and, owing to the mist, probably not taking the best route, shortly after noon, my sledge fell into a crack, which had been concealed by snow drift, and broke all the stanchions on one side. This was a sad calamity to me, but our carpenters were never at fault, and in two hours, though it was most distressing to use tools in such a temperature, the "Sir Edward" was re-stowed and journeying on with the rest, although in the rear. With three crippled sledges out of four, we were obliged now to be doubly careful in cutting our road, and it was truly tedious work; we might almost as well have tried to level the waves of the Atlantic, as to smooth the frozen pack in the Wellington Channel. It was like mowing tomb-stones down in a thickly populated churchyard, and left us about as good a road after they were down. At 4h. P.M. we pitched, perhaps 5 miles from Beechey Island, after two days' severe labour. I fancy I see from the top of a hummock, however, a somewhat better road ahead.

March 18th.

Course and dist., W. by S. 5'.
Wind and weather, N.N.W.,
5, 6, c. m.
Hours travelled, 8.
Camped for rest, &c., 16 h.
Temp., 6 A.M., -26°.
6 P.M., -28°.

Last night it blew in heavy squalls from the north, which made me apprehensive that the tent would come down; and what is still worse, gave us the comforting assurance that we were in for the equinoctial gales. The dogs fighting at the back of the tent for a piece of bear that one of them had stolen, and the wind howling, kept us awake until near morning, when the latter moderated, and the former getting sleepy, retired to rest, as did we. At 7h. 15m. A.M. we started, the morning gloomy with a fresh wind from north, steering somewhere in a westerly direction, more with a view to good ground than any direct course. Before noon, the wind shifted to N.W., and increased with very thick weather, which obliged us to shorten sale. The floe is improved, though it is bad still; and officers as well as men are doing their work at the drag ropes. For myself, I find quite sufficient work in getting from the top of one hummock to another to find the best road, and then to retrace it back to the sledges; which, with their heavy loads, necessarily travel very slowly. During the afternoon, the wind increased considerably, and shortly after 3h. P.M. we encamped per force. It continued to blow all night, and the dogs persisted in fighting; the latter was the more provoking, as it was inconvenient to go outside to separate

them, and more particularly as they had done nothing to help us yet. They will however, no doubt, when the floe gets smoother.

We breakfasted at 6h. 30m. A.M., but could not start until 8h. when the wind lulled a little, and we moved on; the weather very thick, and no land in sight. At 1h. P.M. we saw Cape Hotham ahead. The floe, which had been pretty good all day, was now exchanged for pack; and at 4h. we encamped in the middle of it, the people suffering a good deal from the low temperature and frost-bites. The wind, however, is our greatest enemy; in a calm we can drag in any temperature. All night it blew strong from N.W. with heavy squalls.

This morning the wind had increased to a heavy gale from N.W., with snow drift, that limited our vision to less than 10 yards, and prevented the possibility of our moving, anxious as every one was to get out of the influence of this celebrated channel; such a day as this one seldom meets with even on the floe; and I believe, if it were possible to travel, it would be comparative comfort to lying in a frozen blanket bag, with a temperature below 30°. It was not possible, however; so I tried to read some of Mr. Cobden's letters, and failed. The wind moderated a little at 7h. P.M., and after 27 hours on our backs, we eagerly took advantage of the lull, to pitch our tent on fresh ground, for the sake of getting some of the snow out of our gear, and then we lay down for 12h. more.

This morning the wind was light from N.W., and the weather fine, which I believe we all felt grateful for. At 7h. A.M. we started, steering for Cape Hotham, the floe a more comfortable one; at 9h. we saw something like a sail to the N.W., but put it down to one of those distorted appearances which are so common among pack ice; in a short time, however, we made out that it was moving, and an undoubted sledge under sail. I steered away towards it, directing the division to proceed on their course. At 11h. I came up with the sledge "Union," from Her Majesty ship "Resolute," under Mr. Court, master of Her Majesty's ship "Investigator," and learned that Captain Kellett, with his two ships and all the company of Her Majesty's Ship "Investigator," had wintered in the pack, 28 miles S.W. of Cape Cockburn, and that Lieutenant Hamilton, with a light dog sledge, had crossed the channel a day before, with despatches for Sir Edward Belcher. Under these circumstances it became necessary for me to deviate from my instructions; and Mr. Court joining my sledges, I pitched a tent in order to make the requisite arrangements, and inform Sir Edward Belcher of them. Mr. Court's crew were the same that I had met so unexpectedly in the spring of 1853, at the north point of Mellville Island, although there was some difficulty in recognizing them. The temperature of March gives men new faces, or rather leaves them without any. At 1h. P.M. we parted company and resumed our course for Cape Hotham, pitching our tents at 5h. P.M.

A fine morning, with no wind, but cold is no name for it; the thermometer stood at -35° at starting, which we did at 7h. A.M. I had determined to lighten my sledge at the first land, and therefore steered for the southern Cape of the Wellington Channel, which has received the name of the "Ragged Bluff," on account of a heavy land-slip which has occurred, probably within the last few years, and left it rather a picturesque object (if such a term may be applied to anything within these regions). Halting the division just outside the broken ground, we loaded my tender sledge with everything we could possibly dispense with, keeping only 25 days' provisions on the "Sir Edward," and all the clothes we intended to wear to the "Resolute" on our backs; these things we covered with large stones at the foot of the Ragged Bluff. A tent was pitched, and the officers who were about to leave me received their instructions according to the altered state of affairs. We parted at 4h. P.M., and my sledge being considerably lightened, with the assistance of the five dogs, on an improved floe, soon left them behind; we camped abreast what I consider the true Cape Hotham, that is the S.W. table hill of the Wellington Channel. In burying the depôt to-day, my people found themselves rather inconveniently close to a large bear; they had no gun, but the dogs were with them; these *noble animals*, however, declined acting on the offensive, and the gentleman kept about 20 yards from them, evidently intent on making himself acquainted

Proceedings of
Commander Richards.

March 19th.

Course and dist., W. by S. 3.
Wind and weather, N.N.W.,
5, 7, g. m.
Hours travelled, 8.
Camped for rest, &c., 16.
Temp., 6 A.M., -32°.
6 P.M., -31°.

March 20th.

Course and distance, none.
Wind and weather, N.W., 8, 9,
g. m.
Hours travelled, camped for
rest, detained by bad weather.
Temp., 6 A.M., -32°.
6 P.M., -32°.

March 21st.

Course and dist., W. by S. 8'.
Wind and weather, mo., 2, 3,
b. c.
Hours travelled, 9.
Camped for rest, &c., 15 h.
Temp., 6 A.M., -33°.
6 P.M., -30°.

March 22d.

Course and dis. W. by S. 8'.
Wind and weather, N.W. 4. 3.
b. c.
Hours travelled, 9.
Camped for rest, &c. 15th.
Temp. 6h. A.M. -33°.
6h. P.M. -30°.

Proceedings of
Commander Richards.

March 23d.
Course and dis. W. 12'.
Wind and weather, W.N.W.
5. 7. b.c.
Hours travelled, 9.
Encamped for rest, &c., 15h.
Bad weather.
Temp. 6h. A.M. — 31°.
6h. P.M. — 35°.

March 24th.
Course and dis. W. 5'.
Wind and weather 7. 8. W.N.W.
b. c. m.
Hours travelled, 6.
Encamped for rest, &c., 18h.
Bad weather.
Temp. 6h. A.M., — 33°.
6h. P.M. — 31°.

March 25th.
Course and dis. W.N.W., 10.
Wind and weather, W.N.W., 5.
8. g.m.
Hours travelled, 8.
Encamped for rest, &c., 16h.
Temp. 6h. A.M., — 32°.
6h. P.M. — 30°.

Sunday, March 26th.
Course and dis. W.N.W., 14.
Wind and weather, W.N.W.
5. 8. g. m.
Hours travelled, 10.
Encamped for rest, &c. 14h.
Temp. 6h. A.M., — 31°.
6h. P.M. — 30°.

with the locality of our provisions. On their return we all went back with the two guns, but our friend had hid himself among the heavy hummocks which surround the Ragged Bluff, and we could not afford the time to throw away on him. Having now crossed the Wellington Channel, I may remark, that all the ice I passed over, with the exception of two insignificant patches, was of last year's formation. For the first 3 or 4 miles from Beechey Island, the pressure had caused a heavy mass of hummocks to be thrown up. The rest of the channel is what?—an open pack, if one may apply the word pack to ice in a state of rest; it seems to run in ridges in a north and south direction generally, but often in inconsiderable patches. I think that in crossing, I kept too far north, and that by doing so, I did not get so smooth a road as I might have done; but the thick weather prevented our choosing our way. In Barrow Strait the floe seems to be a smooth one.

At 7h. A.M. we started; the weather fine, steering over a good floe; saw a cairn on Cape Hotham, erected by Captain Austin's expedition. At noon, the wind sprung up fresh from W.N.W., and what had been comparatively comfortable travelling before, became now most unpleasant. Time however is everything, and we pushed on as we best could, with masks and other precautions. At 4h. P.M. we encamped, having made about 13 miles, we must be westward of Assistance Bay, but the weather has been so thick that we have seen nothing. At 5h. P.M. a large bear was seen making down upon the tent; we received him at 40 yards with 3 barrels, and he tumbled over, but after a moment was up again and among the hummocks; our dogs declined taking any part. We followed him up, but found re-loading a difficult operation. He was killed however, and we left him half a mile from our tent. He was a beautiful animal, very large, with a capital skin, which I regretted leaving, but the cold would not admit of taking it off; and not being much in want of food, we did not even remain to saw a leg off for the dogs; who, by the by, did not deserve it. Some frost-bites were the consequence of this affair. It blew in violent squalls all night, which made me feel nervous about the tent, for in — 35° or — 40° and a gale, I knew we should *never* have got it up again. We passed a sleepless night; our bags frozen as stiff as sheet iron.

The wind blew strong from the W.N.W. this morning, with a very low temperature; and there was no possibility of moving before 10h. A.M., when we tried it, as preferable to the misery of the tent. Muffled up in masks and shawls, moving on in the lulls, and taking short but frequent rests, we made perhaps 5 miles to-day, certainly under as great difficulties as I have known on the floe. The gale increased towards evening, and at midnight blew furiously; but our tent held on.

At 8h. A.M. we moved on; the wind still blowing strong from W.N.W. Saw Griffith Island. The dogs showed strong objections to moving, which were overruled. Passed along the land at a distance of 2 miles. The floe new ice. At 4h. P.M. we encamped close under Cape Martyr. Frost-bites to-day have been very frequent, and very few faces are left which deserve the name. I could scarcely refrain from laughing this evening to see my people with a pair of scissors cutting each others beards off, to enable them to get their shawls off; they refused to come separately. I feel very much like a piece of iron myself. Towards night, the weather moderated a little, which is indeed a comfort. Cold is bearable enough, but when accompanied by wind, it is scarcely so.

A very thick morning, with a strong W.N.W. wind. This I had not anticipated from the appearance of last night; and had looked forward to making 15 miles. At 8h. we started; steering for Point Sherringham, which was occasionally seen through the fog. The people getting frost-bitten very frequently; and there were many opportunities of seeing to-day how entirely dependent one is on his neighbour; for indeed he cannot help himself. The rum, even in its concentrated state, was too thick to pour to-day and stopping to luncheon being a matter of form, we dispensed with it. At 6h. P.M. we camped, 3 or 4 miles westward of Point Sherringham, a very remarkable and *graceful* looking point of land. Browne Island was seen ahead. It blew a strong gale from N.W. all night, with violent squalls; the dogs howling and fighting for the warmest place underneath the sledge; they

were left to settle it among themselves, for it was not convenient to go outside to separate them.

At 10h. 30m. A.M. there was a lull, so we packed and started. Shortly, however, the wind sprung up again, with a heavy snow drift, and some one was getting frost-bitten every moment. At 12h. 30m. we were compelled to halt, and we only got encamped in time, for the gale increased rapidly, and blew with a violence that made me expect we should be unhoused every moment. It continued without abating in any degree, until 8h. A.M. of the 28th, and we passed rather an anxious night. On our last march we gained perhaps 2 miles.

Shortly after 8h. A.M. we started again, in the hope that the gale had broken; but we were disappointed, for it commenced again almost immediately. The weather was very thick, with a heavy drift; but the floe good although deep snow on it. No land in sight, and I conclude we have not passed Browne Island. Steering westward by occasional glimpses we get of the sun, and halting every few minutes. At 2h. P.M. we camped perforce, and had some difficulty in securing our tent. The weather very thick; not able to see 10 yards from the tent for drift. The moon changes to-night, so I have some hope that it may bring some change for us.

At daylight this morning Browne Island was seen W.N.W. 3 miles distant. The wind light, from the same quarter. This is indeed a source of comfort to all, for such a ten days as the last has been I have not experienced on the floe before.

The travelling was good to-day; we passed one mile south of Browne Island. The ice we have come over up to this time is certainly last year's. At 4h. 30m. we encamped, having made 15 miles during the march.

At 7h. A.M. we started; the floe not so good as yesterday; belts of pack extending across our course. At noon we got into heavy pack and edged away to the south in clearer ground; passed all the forenoon mounting hummocks, but could see no lead through this heavy mass of packed ice, which extended in every direction as far as I could see from the top of a piece 15 feet high. At 2 P.M., therefore, I retraced my steps reluctantly, for it is disheartening work to go over unnecessary ground with a rather heavy sledge. I saw, however, that we must round the pack edge northerly. At noon the wind shifted to N.E. out of M'Dougall Bay, and the weather became very cold. Let the dogs adrift, for they are no use dragging with men in a pack; with a light sledge to themselves they can work anywhere. At 5h. P.M. we camped, not at all satisfied with the day's work, having gone over 18 miles, and not made more than eight.

Started at 7h. A.M., and shortly rounded the eastern edge of the pack, and bore away N.W. and W.N.W. over a good floe, the wind north-easterly; we made sail for the first time; saw Cape Capel ahead. As we crossed M'Dougall Bay the wind freshened and drew to north; we pushed on to make up for yesterday's delay, and camped at 4h. 30m., having made 16 miles.

A bitter cold N.E. wind blowing down M'Dougall Bay this morning, with a good deal of snow drift. Started at 8h. A.M., the floe tolerable; as we shut the bay in, the wind veered to the eastward and blew up Barrow Strait, and the weather improved; passed a bear's track, and encamped at 4h. 30m. two miles westward of Moore Island.

A fine day, and grateful I believe we all feel for it; the first we have had. At 7h. we started, and struck off the land S.W. at once for the "Resolute's" position, rather than prolong the journey by going to Cape Cockburn. At 11h. A.M. we came upon sledge tracks, probably Mr. Court's, from the "Resolute." At 3h. P.M. we got into heavy pack. The dogs were let loose, and picks and shovels were in request. At 5h. we encamped; the ground somewhat lighter.

At 7h. A.M. we started, steering through heavy pack all the forenoon; after noon it became looser, but I have made a mistake in taking the direct course, which it is too late now to remedy.

Wind light from S.W. all day; thick weather; no land in sight. Encamped at 5h. P.M. A fresh S.W. wind, with snow drift. We moved on at 7h. A.M. The pack still very thick, and the late N.W. gales have caused

Proceedings of
Commander Richards.

March 27th.

Course and dis. W.N.W., 2.
Wind and weather, W.N.W., 7
9. g. c. m.
Hours travelled, 1½.
Encamped for rest, 22½h.
Bad weather.
Temp. 6h. A.M. — 30°.
6h. P.M. — 32°.

March 28th.

Course and dis. W.N.W. 4.
Wind and weather W.N.W., 7
8. g. c. m.
Hours travelled 6.
Encamped for rest, &c., 18h.
Temp. 6h. A.M. — 31°.
6h. P.M. — 20°.

March 29th.

Course and dis. W.N.W., 13.
Wind and weather, W.N.W., 3.
4. b. c.
Hours travelled, 9.
Encamped for rest, &c., 15h.
Temp. 6h. A.M. — 18°.
6h. P.M. — 19°.

March 30th.

Course and dis. variable, 14.
Wind and weather W.N.W., 7
4. b.c.m.
Hours travelled, 10.
Encamped for rest, 14h.
Temp. 6h. A.M. — 27°.
6h. P.M. — 17°.

March 31st.

Course and dis., west 10'
Wind and weather, N. 4. b. c.
Hours travelled, 9½.
Encamped for rest, &c. 14½h.
Temp. 6h. A.M. — 29°.
6h. p.m. — 24°.

April 1st.

Course and dis. 11. S.W. b. W
Wind and weather, N.N.E. 4.
5. c. m.
Hours travelled 8½.
Encamped for rest, &c. 15½h.
Temp. 6h. A.M. — 31°.
6h. P.M. — 22°.

Sunday April 2d.

Course and dis. S.W. b. W. 12'
Wind and weather N.N.E. 3. 4.
c. m.
Hours travelled, 10h.
Encamped for rest, &c. 14h.
Temp. 6h. A.M. — 25°.
6h. P.M. — 22°.

April 3d.

Course and dis. S.W. by W. 8'
Wind and weather, S.W. 2. 3.
c.m.
Hours travelled, 10h.
Encamped for rest, &c. 14h
Temp. 6h. A.M. — 29°.
6h. P.M. — 20°.

April 4th.

Course and dis. W.N.W. 7 .

Wind and weather W.S.W. 4.
3. c. m.
Encamped for rest, &c. 14h.
Hours travelled, 10.
Temp. 6h. A.M. - 28°
6h. P.M. - 17°

April 5th.

Course and dis. S.W. by W. 9.
Wind and weather W.S.W. 4.
c. m.
Hours travelled, 10.
Encamped for rest 14h.
Temp. 6h. A.M., - 14°.
6h. P.M., - 10°.

April 6th.

Course and dis. S.W. by W. 9.
Wind and weather S.W. 6.
Hours travelled, 6.
Encamped for rest. &c., on
board the "Resolute."
Temp. 6h. A.M. - 20°.
6h. P.M. - 8°.

April 13th.

Course and dis. N.E. by N. 11'.
Wind and weather S.E. 4. 5.
q. m.
Hours travelled, 7.
Encamped for rest, 11h.
Temp. 6h. A.M.
6h. P.M. - 3°

April 14th.

Course and dis. N.E. by N. 13.
Wind and weather W. 2. 3.
b. c.
Hours travelled, 11.
Encamped for rest, &c., 13h.
Temp. 6h. A.M. - 14°.
6h. P.M. - 2°.

April 15th.

Course and dis. N.E. by N.,
E. by S. 12'.
Wind and weather S.W. 5. b. c.
Hours travelled, 10½.
Encamped for rest, &c., 10¾h.
Temp. 6h. A.M. - 13°.
6h. P.M. - 3°.

April 16th.

Course and dis. E. by S. 12'.
Wind and weather, S.E. m. s.
Hours travelled, 11.
Encamped for rest, &c. 13h.
Temp. 6h. A.M. - 3°.
6h. P.M. - 3°.

April 17th.

Course and dis. E. by S. 12'.
Wind and weather S.E. 2. 3.
c. m.
Hours travelled, 10½.
Encamped for rest, &c. 13½h.
Temp. 6h. A.M. + 9°.
6h. P.M. - 8°.

an accumulation of drift, which buries the sledge, and makes the work very laborious. Saw Cape Cockburn to-day, but not the ships, as I had expected. At 5h. we encamped, having come over a good deal of ground, but not made much progress.

A fine morning, with S.W. wind. Started at 7h. A.M., steering over heavy ground, which improved, however, after noon. The wind freshened during the day from W.S.W., and we found it very cold dragging head to it. At 4h. P.M. we had the satisfaction of seeing the "Resolute" and "Intrepid" 8 or 10 miles off. At 5h. P.M. we encamped. There has been some very severe pressure here, many of the hummocks thrown up more than 20 feet high. Snow blindness is beginning to show itself, two of my people suffering considerably from it.

We started very early this morning, and as the road has improved made good progress.

At 11h. A.M., when two or three miles distant, "Resolute" and "Intrepid" showed their colours, and in half an hour afterwards I had the pleasure of meeting all the officers of both ships, who had come out to meet us directly the sledge was seen, Captains Kellett and M'Clure bringing up the rear. We shortly arrived on board, where I received a hearty welcome from all.

On my sledge coming in half an hour afterwards I delivered up my despatches and the mail from England by "Phoenix," which had been lying eight months at Beechey Island. Captain Kellett immediately prepared the officers and crew of "Investigator" for a move, and on the 10th and 11th four parties, under Lieutenants Haswell and Pim, left for Beechey Island. I should have followed on the 11th, but Lieutenant Hamilton arriving on that day, after an extraordinary passage of less than nine days from the "Assistance" in a dog sledge, caused me a little detention. On the 12th it blew a gale from S.E., and on the 13th at noon I started homeward.

As Commander M'Clintock was to start on the same day on a flying journey to the Wellington Channel, I left my five dogs for him, making his team up to 12. To me they were of no use, for when pulling with men on a laden sledge they do not accelerate your speed. The weather thick, with a S.W. wind; steered a course for Cape Cockburn over a floe, alternately smooth and hummocky. Captain M'Clintock passed me in the afternoon, and with his dogs was shortly out of sight. At 7h. P.M. we encamped. "Resolute" and "Intrepid" out of sight.

A fine morning, with light westerly wind, which drew to N.W., and freshened shortly after starting, which we did at 6h. A.M., steering a course for Cape Cockburn over indifferent ice. At 9h. A.M. saw a canvas flag flying on a hummock, and on coming up to it I discovered the track by which the main body of the "Investigators" had advanced.

The tracks of those who have gone before you, I think, should never be despised.

Thick weather, absence of sun, &c. cause much anxiety in a bad road, where you cannot even take advantage of the hummocks to pick your way. I gladly, therefore, availed myself of them. At 5h. P.M. we encamped five miles from Cape Cockburn; during the day we have passed the encampments of five parties.

At 6h. 15m. we moved on, steering for the high land of Cape Cockburn, the wind fresh from S.W. Almost immediately after starting we came to a narrow lead of very smooth new ice, which took us within 1½ miles of the cape, and then turned easterly. At 11h. we arrived at the high hummocks, which are piled up on the low land, extending for some distance off the cape, and which is only distinguishable from the floe by its gentle undulations and a patch of gravel forced up here and there, and bare of snow. Over the ridge of hummocks and on to this low land we hauled the sledge, and then halted for luncheon. At 4h. 30m. we pitched our tent five or six miles eastward of Cape Cockburn.

At 6h. A.M. we started, steering over the low land inside the hummocks. At 7h. we passed a small red flag on a mound which covers Captain Killett's depôt of 1852. At noon we got on the floe again, passed Allison Creek and Ackland Bay, neither of which seem so deep as marked on the chart.

At 5h. P.M. we pitched. Moore Island and Cape Frayer in sight, four or five miles ahead of us. A south-east wind, with thick weather, and snow falling.

We moved at 6h. 30m. A.M. I got a better view of Ackland Bay this morning. There was pack across its mouth from point to point, but I should imagine it would be an eligible spot for a ship to winter in, although open to the southward. I conceive there would be no great pressure from that quarter. I should say from the configuration of the land that it was a deep water bay. Decidedly it is not a fit spot to leave a ship without a crew, for she could not be land-locked, and would be exposed to almost certain destruction on the breaking up of the ice at the opening of the season. At noon I walked to Point Frayer, while the people were at luncheon, to visit a small cairn which I saw there; found a notice from Lieutenant Hamilton, which he had left there on his route to the "Assistance," and left one of my own.

While at this cairn my crew saw a bear, and sent me some ball cartridge. I had taken a gun with me, but being more intent on getting something for the pot than on larger game I had nothing but shot with me. I never can get myself to *believe in bears*, although I have occasionally met them. On returning to the sledge we saw him (apparently a very large fellow) among the hummocks, indulging in all the gambols of a young kitten. I have been accustomed to look upon a polar bear as a grave and dignified kind of animal. All I have seen have been so, and I was at a loss to account for these demonstrations of playfulness in this particular one; on reaching the sledge I looked at him with my glass, and discovered sundry ominous scarlet spots on his coat, which led me to the conclusion (as several sledges had preceded me) that his eccentricities might be caused by the irritation of several Minié rifle balls in his body. We followed him for a short distance, but he went away west, apparently in a high state of delight, head over heels, in a most unaccountable manner. Directing the sledge between Moore Island and the main I walked to the N.W. summit of the island, erected a flag and cairn, and left directions for any of our sledges that might touch there.

At 2h. P.M. we came upon a large hole of water, by the side of which we found two claws of a young seal, with a good deal of blood. This solved the mystery of our friend's good humour; he had had a good breakfast this morning, and was glad in consequence. He certainly had left nothing but two claws: and the keeping the hole open, and so well concealed by snow (that our sledge narrowly escaped going into it), was evidently his handiwork.

Several wet feet were got between the island and the main to-day; close outside the former is a better road. Inside would probably be a good spot for winter quarters. The ice was all last year's, except a little in the bay on the north side of the island.

Two miles eastward of Moore Island is a remarkable crested hill, and a mile east of that a rather deep bay, with no pack across its mouth. It seems as eligible for winter quarters as Ackland Bay is, but I feel convinced, that between Cape Capel and Cape Cockburn there is no place where a ship *without a crew* could be left in safety.

Camped at 5h. P.M., about six miles east of Moore Island. All hands suffering from snow blindness to-day. Last year with the same crew I had but very few cases, and did not feel it myself at all. These thick misty days I find affect the eyes far more than clear sunny weather. Good honest cloudy weather is the best, but that is seldom to be had.

Thick, hazy weather, with south-easterly wind.

Started at 6h. A.M., steering over old sledge tracks, and looking out for outward-bound sledges; before noon, the weather cleared, and the wind came from north, out of M'Dougall Bay. It shortly shifted to E.N.E., with snow, and we lowered our sail, the floe good and smooth, of last year's ice; at 5h. P.M. we camped; Browne Island in sight ahead.

Started at 7h. A.M., weather thick, and wind E.S.E. It cleared, however, in the forenoon, and we saw Browne and Somerville Islands; and the land on both sides of M'Dougall Bay, very distinctly; passed several camps

April 18th.
Course and dis. E.S.E. 12'.
Wind and weather S.E. E.N.E.
2.4. c. m.
Hours travelled, 11.
Encamped for rest, &c. 13h.
Temp. 6h. A.M. +8°.
6h. P.M. -1°.
April 19th.
Course and dis. E.S.E. 13'.
Wind and weather E.N.E. 2.4.
c. m.

Hours travelled, 10.
Encamped for rest, &c. 14h.
Temp. 6h. A.M. + 7°.
6h. P.M. + 3°.

April 20th.

Course and dis. E.N.E. 10'.
Wind and weather E. 1. 3.
b. c.
Hours travelled, 8.
Encamped for rest, &c. 10h.
Temp. 6h. A.M. - 3°.
6h. P.M. + 2°.

April 21st.

Course and dis. E.S.E. 10'.
Wind and weather E.S.E. 1. 2.
b. c.
Hours travelled, 7½.
Encamped for rest, &c. 10h.
Temp. 6h. P.M. + 10°.
4h. A.M. + 7°.

March 22d.

Course and dis. E.S.E. 12'.
Wind and weather 1. 2. b. c.
Hours travelled 9.
Encamped for rest, &c. 15h.
Temp. 3h. P.M. + 2°.
4h. A.M., zero.

April 22d.

Course and dis. E.S.E. 14'.
Wind and weather E.S.E. 2, 4.
b. c.
Hours travelled, 8½.
Encamped for rest, &c., 15½.
Temp. 3h. P.M. + 1°.
4h. A.M. + 4°.

April 23d.

Course and dis. E. by N. 5'.
Wind and weather E. 1. 2.
b. c.
Hours travelled, 5.
Encamped for rest, &c., 12h.
Securing depôt.
Temp. 6h. P.M. + 5°.
4h. A.M. + 4°.

April 24th.

Course and dis. easterly, 12'.
Wind and weather calm, o. c.
Hours travelled, 8.
Encamped for rest, &c. 7h.
Temp. 6h. P.M. zero.
4h. A.M. + 2°.

April 25th.

Course and dis. easterly 14'.
Wind and weather west, 1. 2.
b. c.
Hours travelled, 9.
Encamped for rest, &c., 10h.
Temp. 6h. P.M. + 7°.
6h. A.M. - 8°.

of former sledges, the floe good and smooth, steering for the north end of Browne Island. The snow blindness is very bad to-day; the crape is of little or no use; spectacles (good ones) of a neutral tint, every one should have; camped at 5h. P.M., having made about 14 miles.

To-day I found myself perfectly blind, and walked behind the sledge, like a led horse—most of the crew not much better; passing inside Browne Island, found bad ground, which caused many upsets, from want of sight; wished I had gone outside the island, as I did on my outward route.

At 2h. 30m. P.M., we were obliged to camp, for there were only two among us who could see; it would have been an amusing sight if any one could have seen us; they certainly might have been excused for supposing we had taken double allowance of grog.

I determined now, on night travelling, although it is rather early for it, being 20 days sooner than we commenced last year.

Shortly after midnight, on the 20th, we broke up our camp, and moved on, the wind light from E.S.E., and the night cold, though the temperature is up to zero; at 2h. A.M., the sun rose. I never so much wished him away; and, fortunately for us, the weather set in cloudy, and he remained obscured during the remainder of the march. I am told that Point Sherringham, Cape Martyr, Griffiths, Browne, and Somerville Islands are in sight; and I feel that the floe is good, but cannot see anything. At 7h. 30m. A.M., we encamped about 3 miles west of Point Sherringham; the snow-blind men are improving.

At 5h. P.M. we started again, the weather very thick, and snow falling: passed Point Sherringham at 8h. 30m. P.M., and Cape Martyr, at 1h. 30m. A.M. of the 22d; at 2h. A.M. we encamped 1½ miles eastward of the latter cape.

At 5h. P.M. we started; a light wind from E.S.E., with snow; and after a long and tedious march we encamped, at 1h. 30m. A.M. of the 23d, off the west end of Assistance Bay.

At 8h. A.M. we were under weigh again, crossing the bay, which is full of pack and heavy hummocks. At 11h. we saw the depôts, and at 1h. P.M. we encamped on the land alongside of them. Immediately set my people to work to secure them with gravel, until casks could be sent from the "North Star;" and we found digging improve the eyes wonderfully; I have only one man now suffering. This is the finest day we have had,—really warm; the thermometer at + 13°. At 1h. A.M. we left Assistance Bay, steering along the land eastward, inside the hummocks; passed several tracks of a bear, who, no doubt, had his eye on the depôt. At 7h. A.M., whilst passing Cape Hotham, I saw Captain M'Clintock's tent pitched, and communicated with him. He had made a surprising passage to the "Assistance," and was returning to "Resolute" with the 12 dogs. Without delay I pushed on, and shortly came upon the tent of the "Success," Mr. Herbert, on his way to Beechey Island. Here I camped, and landed to examine Captain Kellett's whale-boat and the depôt. Sent my people to bring off the small sledge, and our clothes and provisions left at the Ragged Bluff on our outward journey. At noon we returned, having found the whale-boat all right, but the whole of the provisions and fuel left with my small sledge devoured by bears, except the biscuit, which they do not seem to care for. At 4h. P.M. both sledges started, steering for Beechey Island. At 10h. 30m. P.M. met the "Reliance" and "Steadfast," Lieutenant May and Mr. Shellabear, the former for Assistance Bay, the latter for "Resolute;" and at 1h. A.M. of the 25th we encamped in the Wellington Channel, which may with truth be said now to be a high road. At every mile you meet the remains of an encampment; it reminded me of the road to a fair. Cast-off mitts and mocassins, Hogarth's preserved meat tins and pemmican cases, boots and bears' carcasses, remnants of garments of every description,—strew the floe in admirable confusion, and afford abundant evidence of the hundreds who have passed over it. A few weeks, and it will again be an open sea, a hundred fathoms deep, with every trace of our passage at the bottom of it; and a very few more, it will be quietly frozen over again, and the scene may be repeated. However, at 11h. A.M., being a fine morning, I threw

off some of my outer clothing, and, leaving the sledges to follow, accompanied by Mr. Herbert, I set off to walk to "North Star," where we arrived at 9h. P.M. of the same day.

The arrival and departure of sledges is now of such frequent occurrence that no excitement is produced thereby, nor would be, I should think, by anything less than the arrival of the missing ships.

To-day I despatched Lieutenant Cheyne to the "Resolute," and Messrs. Grove and Pym to Assistance Bay, with empty casks, to secure the depot. On the morning of the 27th, Captain McClure arrived, with the remainder of his officers and crew. Lieutenant Pym, of "Resolute," was despatched to-day to Cape Hotham, and Mr. Jenkins, mate, to the "Resolute," to assist in removing provisions from her. On the 29th, Lieutenant May arrived from Assistance Bay, with the "Reliance."

Leaving him to assist in conveying a boat to Cape Hotham, and then to return to his ship with the remaining sledges, I started at 6h. P.M., accompanied by Mr. Herbert and the three sledges "Sir Edward," "Success," and "Reward," up the Wellington Channel.

From the Grave Spit, we crossed Union Bay, and kept close along the land, inside the hummocks, until near Point Innis; from here we had to get through half a mile of heavy ice, before getting on the smooth floe.

Point Innis is a glacier point, and a road must be cut before it can be rounded. At 1h. A.M. we encamped, $1\frac{1}{2}$ miles above Point Innis; a fine afternoon, with light northerly wind; at 4h. P.M. we moved on, steering over a smooth floe for Cape Bowden; passed the track of a bear and cub, and encamped at 1h. A.M. $1\frac{1}{2}$ miles above Cape Bowden.

A light northerly wind and a warm day. Started at 1h. P.M., and crossed Griffin Bay; one of the crew of the "Reward" taken ill, and obliged to be carried on the sledge.

At 10h. P.M. we camped a mile north of Cape Grinnell.

Wind fresh from north, and shifted to N.E. as we approached Cape Osborn. We started at noon, and at 6h. P.M. encamped in a small bight south of that cape at 6h. P.M. Here the tent and gear of the "Success" was left with two men, as a stationary habitation for parties passing up and down the channel.

We weighed at 6h. A.M. of the 3d, and rounding Cape Osborn, saw a tent and flagstaff on the next bluff; a shot from our gun brought its inmates down to us, and I found the serjeant and one marine were stationed here; our arrival was telegraphed, and we reached the ships at 11h. A.M.

I observed no change in the ice in the Wellington Channel since my passage down it in February, except that some water was flowing up inside the hummocks at Point Innis. The only animals seen during this journey have been two bears; one of them was shot; and the only signs of animal life were the tracks of a deer and a hare at Browne Island.

In conclusion, I beg to express my perfect satisfaction of the way in which the officers and crew of the division of sledges conducted themselves during the time they were acting with me, and of my own particular party during their entire absence of seventy days from the ship.

The casualties among the whole of our people, though exposed to intense cold and very severe weather, have been comparatively few and unimportant, and I feel much pleasure in bearing testimony to the great care exhibited by the officers in general to the comfort and safety of their men.

(Signed) GEO. HENRY RICHARDS, Commander,
Late commanding the Western Division of sledges from
Her Majesty's Ships "Assistance" and "Pioneer."

Commander RICHARDS to Captain KELLETT, C.B.

Her Majesty's Ship "Resolute," off Cape Cockburn,
April 6th, 1854.

Sir,

I have the honour to report to you my arrival here to-day, from Her Majesty's Ship "Assistance," in the Wellington Channel.

I am the bearer of despatches from Sir Edward Belcher, and also of the mails from England, by the "Phoenix," for the western division of the squadron under your command.

II.

3 C

Proceedings of
Commander Richards.

April 26th.

April 28th.

April 29th.

Course and dis. northerly 10'.
Wind and weather S.E. 2. 3.
Hours travelled, 7.
Encamped for rest, 15h.
Temp. 6h. P.M. + 15°.
4h. A.M. + 2°.

April 30th.

Course and dis. N. 10'.
Wind and weather N. 1. b. c.
Hours travelled, 9.
Encamped for rest, &c. 12h.
Temp. 6h. P.M. + 19°.
4h. A.M. + 1°.

May 1st.

Course and dis. N. 12'.
Wind and weather N. 1. b. c.
Hours travelled, 9.
Encamped for rest, &c. 13h.
Temp. 6h. P.M. - 6°.
4h. A.M. - 14°.

May 2d.

Course and dis. northerly 11'.
Wind and weather N.E. 2. b. c.
Hours travelled, 7.
Encamped for rest, &c. 12h.
Temp. 6h. P.M. + 14°.
4h. A.M. - 13°.

May 3d.

Course and dis. N.E. 10'.
Wind and weather, N.E., 2. b. c.
Hours travelled, 6.
Arrived on board.

Proceedings of
Commander Richards.

I left the "Assistance" on the 22d of February, and the "North Star," at Beechey Island, on the 16th March, accompanied by four sledges from the "Assistance" and three, under Commander Pullen, from his vessel; two more sledges from the "Assistance" were to follow me. Immediately on quitting Beechey Island, Commander Pullen's three sledges were entirely disabled in the heavy pack, and he returned for repairs, the remainder of the division moving on.

You will perceive by my instructions that one part of my duty was to advance depôts of provisions up to Cape Cockburn, for the relief of retreating parties from your ships, under the supposition that the "Resolute" was still at Bridport Inlet, Melville Island; on the 21st March, however, I met a sledge, under Mr. Court, master of the "Investigator," and learned that the "Resolute" and "Intrepid," with the crew of "Investigator" had wintered in the pack 28 miles S.W.S. from Cape Cockburn. Under these circumstances, and hearing from Mr. Court that you had sufficient provisions on board to last you until May 1855, and moreover that there were none of the crews who were unable to travel, from sickness, I considered that it would be an unnecessary expenditure of time and labour to carry out this portion of my instructions; I therefore gave the following directions to the officers in charge of the different sledges; viz., Lieutenant May in the "Reliance," to deposit his superfluous provisions at Assistance Bay, and then to proceed in the execution of his original instructions from Sir E. Belcher to Cape Walker; Lieutenant Cheyne, of "John Barrow," also to deposit his provisions at Assistance Bay, and to return to "North Star" or "Assistance;" Mr. Herbert, of "Success," to fill himself up at Assistance Bay, and proceed to Cape Bunny, where he would make a depot for any of Captain Collinson's party, and return to "North Star" or "Assistance," thus ensuring the early fulfilment of a part of that duty, which I cannot feel certain of being performed, owing to the breaking down of the "North Star's" division.

Orders were also left for the two sledges under Messrs. Grove and Pym, on their arrival, to deposit their provisions at Assistance Bay, and return.

The whole of the depôt would therefore be concentrated at this point, amounting perhaps in all to rations, independent of those placed by the "Resolute" in 1852, and the sledges be available to carry out any fresh views which the arrival of intelligence from you on board Her Majesty's Ship "Assistance," may seem to Sir Edward Belcher to render necessary.

In my verbal communications with Sir Edward, before leaving the "Assistance," he gave me perfectly to understand, that in the event of any emergency which was not provided for in my orders, I was to act to the best of my own judgment; and I can only hope, that in adopting the course I have done, that your future views or plans will be in no way deranged.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance," commanding
the Western Division of Sledges.

Captain KELLETT, C.B., to Commander RICHARDS.

Her Majesty's Ship "Resolute," in Barrow Strait,
April 7th, 1854.

Sir,

I have to acknowledge the receipt of your letter of yesterday's date, reporting your arrival on board Her Majesty's ship under my command, and detailing your proceedings since leaving Her Majesty's ship "Assistance," on the 22d February last, the whole of which I entirely approve. You have not only *not* deranged in any way my plans, but, by the adoption of the measures you have pursued, you have greatly facilitated my arrangements.

I have, &c.

(Signed) HENRY KELLETT, Captain.

Captain KELLETT, C.B., to Commander RICHARDS.

Proceedings of
Commander Richards.

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute."

Sir Edward Belcher, Knight, C.B., commanding the Arctic Expedition, having placed the sledges of Her Majesty's Ship "Assistance" under your orders at my disposal, for the purpose of carrying out provisions to such points as I may think expedient, for the relief of Captain Collinson, should he meet with accident and be led through these straits:—For this purpose, it is my direction that you leave this ship to-day, weather permitting, and join your division of sledges.

Having done so, you will cause to be completed the depôt at Assistance Bay to thirty days provisions for 66 men; you will also place in the same position occupied by my boat, one of the cutter gigs, a good ten-man sledge, complete, as well as the 2 marquees belonging to the "North Star." Should you, on your return, meet any of the sledges in advance of Assistance Bay, you will secure their provisions on the most prominent point, marking their position well.

You will see that the boat, now at Cape Hotham, is in perfect repair; and having performed this service, you will proceed in the execution of your orders from Sir Edward Belcher.

Given under my hand, on board Her Majesty's Ship "Resolute," in Barrow Strait, Cape Cockburn, N.E. by N. 28', this 12th day of April 1854.

(Signed) HENRY KELLETT, Captain.

Sir EDWARD BELCHER, Knight, C.B., to Commander RICHARDS.

Her Majesty's Ship "Assistance," Wellington Channel,
May 6th, 1854.

Sir,

Having received and read your report on the duty on which you were detached, I have great satisfaction in approving of the proceedings therein detailed; and also of expressing my great gratification under the very severe season which you had to brave against westerly gales, that your report does not contain one single serious result from frost-bites.

This I fully believe to be the result of the active zeal which kept you moving when that was *possible*. Your report of the officers and men employed under your command also gratifies me exceedingly; and you will convey to the officers, in addition to my public memorandum, my especial approbation of their conduct and exertions.

I am, &c.

(Signed) EDWARD BELCHER,
Captain commanding the Arctic Squadron.

Enclosure No. 49. of Sir Edward Belcher's Letter.

Commander PULLEN to Mr. S. COURT, Acting Master, Her Majesty's Ship "North Star."

By W. J. S. Pullen, Esq., Commander of H.M. Ship "North Star."

It is my direction that you proceed this morning to Cape Hotham, and deposit the boat from this ship alongside the one already there.

When clear of the hummocks, you will send all the additional men back.

Should you be short of provisions, you may replenish from the depôt at Cape Hotham.

Given under my hand, on board Her Majesty's Ship "North Star," at Beechey Island, this 2d May 1854.

(Signed) W. J. S. PULLEN, Commander.

Mr. S. COURT to Commander PULLEN, Her Majesty's Ship "North Star."

Her Majesty's Ship "North Star," Beechey Island,
May 9th, 1854.

Sir,

In compliance with your orders, I left this ship at 9h. A.M. of May 2d, with a party of 12 men, and the boat specified to be left at Cape Hotham.

Proceedings of
Commander Richards.

I arrived at Cape Hotham on May 5th, at 2h. A.M., having passed my last encampment in company with Messrs. Grove and Pym, of Her Majesty's ship "Assistance."

During the passage across I had cause to fear that the boat's bottom would sustain damage from its contact with the hard upper surface of the snow and projecting pieces of ice, which all my care could not prevent. On examining the boat after my arrival, I was, therefore, not surprised to find considerable damage had been sustained.

The damage was principally in the "garboard streaks," and some of the timbers were broken or sprung.

The two streaks next the garboard on each side have also suffered from their constant friction during the passage, and besides some small holes are worn very thin.

With the stores in my possession I covered the holes,—in the first place either with "sheet lead" or fearnought, and afterwards by nailing the water-proof mackintosh tent bottom over all, completely covering the bad parts of her whole bottom.

This repair will require (to render it complete) a carpenter and a few more nails, with a heavier hammer than I possessed, to secure the started timbers. The boat will then be fit to undertake a passage from Cape Hotham to Beechey Island; but for a longer voyage, without undergoing more considerable repairs, she would not be available.

Having thus fulfilled my instructions to the best of my ability, I commenced my return at 6h. P.M. on May 6th, and without meeting with anything worthy of remark, arrived on board the "North Star" at 4h. P.M. 8th May 1854.

At Cape Hotham boat depôt I left Lieutenant Pym and party—all well.
I have, &c.

(Signed) STEPHEN COURT, Acting Master.

Enclosure No. 50. of Sir Edward Belcher's Letter.

Mr. F. B. HERBERT, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
May 11th, 1854.

Sir,

I have the honour to report the arrival of the sledge under my command on board of this ship on Wednesday the 3rd instant.

In pursuance of your mem. of the 2nd of April 1854, I left the "North Star" on 17th of April, with 30 days provisions, taking with me, in lieu of George Cousins, stoker, who was still on the sick list, James Bidgood, A.B., belonging to Her Majesty's ship "Resolute." The next day I met with Captain M'Clintock, and from him received orders to proceed to Assistance Bay, to deposit my provisions, and then return to the "North Star" and await further orders.

On the morning of the 21st I met Lieutenant Haswell, of Her Majesty's ship "Investigator," proceeding to Beechey Island with two sledges; on the evening of the same day I arrived at the depôt, Assistance Bay, and shortly afterward Lieutenant Pym, of Her Majesty's ship "Resolute," accompanied by Doctor Armstrong, of the "Investigator," arrived with two sledges, proceeding to Beechey Island.

Two of my men having suffered much from snow blindness, I remained at the depot one day to recruit them; and having deposited 21 days provisions for 10 men, started on the 23d for the "North Star."

On the morning of the 24th I was overtaken by Captain Richards, who was travelling by night, and proceeded in company with him to the "North Star," where my sledge arrived on the 26th of April. I left again on the 29th, in company with Captain Richards, and arrived on board this ship Wednesday the 3rd of May.

It affords me great pleasure to inform you that my crew have conducted themselves much to my satisfaction since leaving this ship on the 22d of February.

I have, &c.
(Signed) FRANCIS B. HERBERT, Mate.

RETURN of WEIGHTS on First Journey to Assistance Bay.

Total weight leaving the "North Star" was 1740 pounds ; nine effective men were dragging, giving each a dragging weight of 193 pounds per man.

Proceedings of
Commander Richards.

Average weight per man
dragging.
No. effective.

RETURN of WEIGHTS, &c. on Second Journey.

Total weight leaving the "North Star," 1050 pounds ; nine effective men dragging, giving each a dragging weight of 117 pounds per man.

Average weight per man
dragging.
No. effective.

(Signed) FRANCIS B. HERBERT, Mate.

Enclosure No. 51. of Sir Edward Belcher's Letter.

Mr. D. LYALL, Surgeon, to Sir EDWARD BELCHER, Knight, C.B.

Dr. Lyall's
Medical Report.

Sir,

Her Majesty's Ship "Assistance," Wellington Channel,
May 11th, 1854.

I have the honour to inform you that, in accordance with your directions, I have this day, along with Mr. F. Y. Toms, examined the officers and men of this ship, and find their state to be as represented in the accompanying report.

I have, &c.
(Signed) D. LYALL, Surgeon.

REPORT of MEDICAL EXAMINATION on Officers and Ship's Company, Her Majesty's Ship "Assistance," Wellington Channel, 11th May 1854.

| Names. | Quality. | Remarks. |
|--------------------------|------------------------|---|
| Commander G. H. Richards | Commander - - | Is suffering from dyspepsia and sore throat, but will likely be fit for any duty in a few days. |
| Commander S. Osborn. | Commander (additional) | Suffers from debility. |
| Mr. J. F. Loney - | Master - - - | In good health. Fit for any duty. |
| Mr. F. B. Herbert - | Mate - - - | Ditto - ditto. |
| Mr. James Lewis - | Clerk-in-charge - | Ditto - ditto. |
| Mr. J. Harwood - | Assistant Engineer - | Subject to dyspepsia and epilepsy. |
| Mr. H. P. Webb - | Assistant Engineer - | In good health. Fit for any duty. |
| Mr. W. Taylor - | Boatswain - - | Ditto - ditto |
| Mr. W. Kerr - | Carpenter - - - | Suffering from scurvy in a mild form. Is unfit for active exertion. |
| Richard Bailey - | Boatswain's Mate - | Has a slight cough, but is otherwise in good health. Had better not be sent travelling for a few days. |
| Thomas Hall - | Gunner's Mate - | In good health. Fit for any duty. |
| William Batchelor - | Boatswain's Mate - | Feels quite well. No indication of disease on examination, but is physically unfit for any severe or extended exertion. |
| Richard Hales - | Leading Stoker - | Suffers almost constantly from chronic bronchitis. Unfit for sledge travelling. |
| John Hales - | Stoker - - - | Very subject to rheumatism, and has premonitory symptoms of scurvy. |
| William Woods - | Officer's Cook - | Has varicose veins of leg. Unfit for sledge duty. |
| William Fenning - | Officer's Steward - | In good health. |
| Rehobeth Robinson - | A. B. - - - | In good health. Fit for any duty. |
| Henry Billett - | A. B. - - - | Ditto - ditto. |
| Henry Tranter - | A. B. - - - | Affection of heart. Unfit for sledge duty or active exertion. |
| George Stares - | Captain's Coxwain - | In good health. Fit for any duty. |
| Thomas Barber - | Sailmaker - - | Lungs unsound. Unfit for sledge duty. |
| Edward Humphries - | Sailmaker's Mate - | In good health. Fit for any duty. |
| Richard Bex - | P. M. - - - | Ditto - ditto. |

Dr. Lyall's
Medical Report.

| Names. | Quality. | Remarks. |
|----------------------|----------------------------|---|
| Alfred Ingledon - | P. and P.'s Steward | Symptoms of incipient phthisis. Is unfit for active exertion. |
| John Simmons - | A. B. - - - | Gums sore; bleed occasionally. Is fit for Beechey Island sledge duty. |
| James Gore - - | Captain's Steward - | Suffers from frequent headache and symptoms of dyspepsia. |
| Edward Lyons - | Blacksmith - - | In good health. Fit for sledge duty. |
| George Youngson - | Captain and Officer's Cook | Suffers from dyspepsia and other premonitory symptoms of scurvy. |
| Lewis Read - - | A. B. - - - - | In good health. Fit for any duty. |
| James Poyer - - | Carpenter's Crew - | Ditto - ditto. |
| Christopher Pond - | Caulker - - - - | Ditto - ditto. |
| George Edwards - | Carpenter's Mate - | Spongy and bleeding gums, and other premonitory symptoms of scurvy. Unfit for extended travelling. |
| Henry Briant - - | Musician - - - - | Suffering from catarrh; otherwise in good health. |
| Thomas Bond - - | Ice Quartermaster - | Has suffered a good deal from constipation lately, but is fit for Beechey Island sledge duty. |
| George Quiddington | Carpenter's Mate - | Is suffering from diarrhoea, weakness, want of appetite, and cramps, premonitory symptoms of scurvy. |
| George Wood - - | Captain of Hold - - | Is suffering from dyspepsia, and will not likely be fit for active duty for some days. |
| George Jeffries - | Sergeant R. M. - - | In good health. Fit for any duty. |
| Nicholas Middleton - | Corporal R. M. - - | Suffers from an affection of the heart. Unfit for sledge duty or active exertion. |
| Isaac Stallard - - | P. M. - - - - | In good health, and fit for short sledge journeys; but suffers inconvenience occasionally from a contusion of the knee which he sustained about two months ago. |
| John Green - - - | P. M. - - - - | In good health. Fit for active duty. |

(Signed) D. LYALL, M.D., Surgeon.
FRANK Y. TOMS, Assistant-Surgeon.

REPORT OF MEDICAL EXAMINATION on Officers and Men who have returned to the Ship since the 11th inst., Her Majesty's Ship "Assistance," 14th May 1854.

| Names. | Quality. | Remarks. |
|-------------------|-----------------------|--|
| Mr. W. May - - | Lieutenant - - - | In good health. Fit for any duty. |
| Mr. J. B. Grove - | Mate - - - - | Complains of rheumatic pain in shoulder. |
| Mr. F. W. Pym - | Acting Mate - - - | In good health. Fit for any duty. |
| James Beames - | Boatswain's Mate - | In good health. Ankle slightly sprained. Will not be fit for sledge work for a few days. |
| James Robinson - | Captain of Forecastle | In good health. Fit for any duty. |
| Jer. Galavan - - | Captain of Forecastle | Ditto ditto. |
| Ransom Unthank - | Ice Quartermaster - | Gums sore; bleed occasionally; catarrh, sore throat, weakness, premonitory symptoms of scurvy. Is at present unfit for any work. |
| James Sinnett - | A. B. - - - - | In good health. Fit for any duty. |
| Arthur Dickens - | Captain of Forecastle | In good health. Fit for Beechey Island travelling. |

| Names. | Quality. | Remarks. |
|-------------------|---------------------|---|
| George Wicketts - | A. B. - - - | In good health. Fit for any duty. |
| Samuel Walker - | Carpenter's Mate - | Ditto - ditto. |
| Thos. Isaacs - | Gunner's Mate - | Ditto - ditto. |
| Geo. Custance - | Stoker - - - | Ditto - ditto. |
| Geo. Edey - | Bombardier R.M.A. | Ditto - ditto. |
| Thos. Coopland - | A. B. - - - | Feels in good health, but has suffered while travelling from swelling of left ancle and leg, which are still discoloured, and will likely prevent him from travelling for some weeks at all events. |
| Joseph Organ - | Ice Quartermaster - | Complains of slight cough and shortness of breathing, with an uneasy sensation in the region of the heart. Unfit for sledge work, but is able to do quartermaster's duty. |
| Ben. Young - | Ice Quartermaster - | Feels in good health, but still suffers from an affection of the elbow, consequent on injury. Unfit for sledge work. |
| Alex. Baillie - | Carpenter's Crew - | Quite well. Fit for any duty. |
| Wm. M'Arthur - | A. B. - - - | Has an affection of the heart. Unfit for sledge work. |
| George Cousins - | Stoker - - - | In good health. Fit for any duty. |
| Christr. Allen - | A. B. - - - | In good health. Fit for Beechey Island sledge travelling. |
| Wm. Huggett - | A. B. - - - | States that he feels quite well; but there is discolouration of the right thigh. Is not fit for sledge work at present. |
| Geo. Green - | P. M. - - - | Has suffered for the last few days from cough and pain in chest. Unfit to go with next sledge. |
| Gwylm Munden - | Bombardier R.M.A. | In good health. Fit for any duty. |
| Joseph Anderson - | P. M. - - - | Ditto - ditto. |
| James Reid - | Ice Quartermaster - | Ditto - ditto. |
| Charles Smith - | A. B. - - - | Ditto - ditto. |

(Signed) D. LYALL, M.D., Surgeon.
FRANK Y. TOMS, Assistant-Surgeon.

Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Sir EDWARD BELCHER, Knight, C.B.

Commander Richards's
Correspondence with
Western Division.

Sir,

Her Majesty's Ship "Assistance," Wellington Channel,
May 13th, 1854.

With reference to my letter B 15 154, detailing my proceedings whilst detached in command of the Western Division of Sledges, I have now the honour to enclose you copies of all correspondence which has passed between myself and the different officers with whom I have been associated during that period, as specified in the Schedule, on the other side. Sixteen.

(Signed) I have, &c.

GEORGE HENRY RICHARDS,
Commander Her Majesty's Ship "Assistance."

Commander Richards's
Correspondence with
Western Division.

The SCHEDULE of Enclosures referred to.

| No. | Date. | Subject. |
|-----|--------------|---|
| 1 | 9 March 1854 | Copy of Order to Mr. J. B. Grove, Mate. |
| 2 | " " | Copy of Order to Lieutenant J. Cheyne. |
| 3 | " " | Copy of Order to Mr. R. Jenkins, Mate. |
| 4 | " " | Copy of Memorandum for officer in command of "North Star." |
| 5 | 21 " " | Copy of Letter to Mr. Court, Acting Master of "Investigator." |
| 6 | 22 " " | Copy of Order to all officers visiting Assistance Bay. |
| 7 | 6 April " | Copy of Letter from Commander Richards to Captain Kellett, C.B. |
| 8 | 7 " " | Copy of Letter from Captain Kellett, C.B., to Commander Richards. |
| 9 | 12 " " | Copy of Order from Captain Kellett, C.B., to Commander Richards. |
| 10 | 26 " " | Copy of Order to officers at Beechey Island to hold themselves in readiness for Sledge Service. |
| 11 | 26 " " | Copy of Order to Mr. Grove, Mate. |
| 12 | 26 " " | Copy of Order to Lieutenant Cheyne. |
| 13 | 27 " " | Copy of Order to Lieutenant May. |
| 14 | 27 " " | Copy of Order to Lieutenant Pym, H.M.S. "Resolute." |
| 15 | 27 " " | Copy of Letter to Commander Pullen. |
| 16 | 28 " " | Copy of Letter to Commander Pullen. |

Enclosure 1. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Mr. J. B. GROVE, Mate of Her Majesty's Ship
"Assistance," Sledge "Dauntless."

By George Henry Richards, Commanding Her Majesty's Ship "Assistance,"
and the Senior Officers at Beachy.

As it has become necessary that the division of sledges under my command should move westward before your arrival, it is my direction that, as soon as your crews are sufficiently recruited, you carry out the following instructions:

You will proceed with the "Reward" (Mr. Pym in company) to Assistance Bay, on the east point of which you will find erected by my party a cairn with flag or tin on it. There you will deposit your provisions, securing them carefully, retaining only sufficient to carry you back to the "North Star."

You will also find further instructions from me (if I should deem them necessary,) in a tin cylinder lashed to the staff.

I enclose Sir Edward Belcher's orders to Mr. Pym, which you will deliver to him, and he is to deposit his provisions (all but sufficient to carry him back, in the same spot as yours.

On your return to the "North Star," Mr. Pym will proceed to the "Assistance," (carrying the despatches left by me) with the commanding officer of the "North Star," and you will be re-provisioned for 50 days, re-crossing Wellington Channel to Assistance Bay, where you will deposit another load similar to your first.

Any letter, &c. for me from Sir Edward Belcher, you will place in the cylinder, also any intelligence which you may be able to afford me yourself.

You are aware that Lieutenant Cheyne will be established at Cape Hotham, where he will build a conspicuous cairn, which all sledges following me are to visit, both on their outward and homeward route, unless they should meet him in the neighbourhood; but this will not apply to your first visit.

He is directed to assist any sledges crossing the channel, and is to be considered as the officer directing operations at Cape Hotham.

On your return to the "North Star," after depositing your second load, you will await further instructions from Sir Edward Belcher.

Should any of your men be unfortunately disabled on your arrival at the "North Star" from the "Assistance," you will not detain the sledge beyond a reasonable time, say three days, but make your first passage across the strait with a reduced crew, reducing your weights by their provisions and equipments; you would probably find your people recovered on your first return to the "North Star."

Thomas Marshall of the "Reliance" will remain on board the "North Star," and if sufficiently recovered, will join the "Success," Mr. Herbert, on his return to that ship.

You will request the commanding officer of the "North Star" to cause the surgeon of that ship to report on the fitness of Benjamin Young, ice quartermaster; and if he should be considered in all respects fit for sledge duty, you will bear him as No. 3 in the "Dauntless."

If, on the contrary, he should not be found fit for extended sledge duty, you will charge him with No. 3 of the "John Barrow," Lieutenant Cheyne, on your meeting with that officer.

On your arrival on board, you will present these orders, or a copy of them, to Sir Edward Belcher, as he shall direct.

Given under my hand on board Her Majesty's Ship "North Star," at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

Commander Richards's
Correspondence with
Western Division.

Enclosure 2. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Lieutenant CHEYNE, Sledge "John Barrow."

By George Henry Richards, Commander of Her Majesty's Ship "Assistance," commanding the Western Division of Sledges.

Sir Edward Belcher having selected you to superintend the sledge duties at Cape Hotham, has provided instructions for your general guidance. But the necessity of the division under my command moving westward before the arrival of the sledges "Dauntless" and "Reward," have rendered it necessary that you should receive other instructions from me, to be carried out in the first instance.

You will accompany the division as before arranged, across the Wellington Channel, either to Cape Hotham or Assistance Bay, as I may see cause to direct at the time.

At either of these places you will complete the sledges named in the margin, to their full allowance, and will then return to the "North Star" for another load, which you will proceed with to Cape Hotham.

You are directed by Sir Edward Belcher to take a sufficient supply on your sledge, and proceed from thence to search Griffiths' Island.

In the execution of this duty you will touch at Assistance Bay depôt, on your outward and homeward route, leaving a notice in the cylinder there of your proceedings for my information, and you will forward by returning sledges any papers I may leave there directed for Sir Edward Belcher or the "North Star;" if merely a printed notice is left by me, you will inform Sir Edward Belcher in writing of the movements of the division.

On resuming your station at Cape Hotham after the search of Griffiths' Island, you will employ your people in building a cairn: *vide* your instructions from Sir Edward Belcher.

But you are to consider your especial duty to be:

1st. To look out for, and assist by every means in your power, sledges passing from the westward.

2d. To lend your aid to any heavy sledges approaching from the "North Star," and you will be most careful to keep Sir Edward Belcher acquainted with any information you may gain by the returning sledges, the officers in command of which will be directed to communicate with you before crossing the Channel. Mr. Grove and Mr. Pym have been directed to deposit their loads at Assistance Bay, and return to the "North Star;" the latter officer then returns to the "Assistance," the former re-crosses the Channel with another load to Assistance Bay. Mr. Grove will then await further instructions from Sir Edward Belcher at Beechey Island, and any sledges re-crossing the Channel from there subsequent to his (Mr. Grove's) return, will be in consequence of fresh instructions from Sir Edward Belcher.

Given under my hand on board the "North Star," at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

"Sir Edward,"
"Reliance,"
"Success,"
"Cardigan,"

Enclosure 3. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Mr. R. JENKINS, Mate of Her Majesty's Ship "North Star."

By George Henry Richards Commander of Her Majesty's Ship "Assistance," and Senior Officers at Beechey Island.

The sledge "Cardigan" under your charge having been attached to the western division under my command, it is my direction that you observe the enclosed orders from Sir Edward Belcher (commanding the Arctic Squadron) to Mr. Grove, Mate of Her Majesty's ship "Assistance," in the event of his non-arrival at the "North Star" before the departure of the division.

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3 D

Commander Richards's
Correspondence with
Western Division.

Should Mr. Grove's sledge, however, arrive in time to accompany the main body, you will then, being fully victualled from the "North Star," proceed in company with me to Assistance Bay, where, after depositing your provisions in depôt (keeping only sufficient to return) you will proceed to the ship at Beechey Island.

Again filling up, you will, deposit a similar load at the same depôt, and returning to "North Star" you will be released from further duty in my division, unless ordered by Sir Edward Belcher or any other your superior officer. Lieutenant Cheyne will be established at Cape Hotham, and on your second visit you will communicate with him both on your outward and homeward route from Assistance Bay.

Given under my hand on board Her Majesty's ship "North Star" at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

Enclosure 4. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to the Officer in command of Her Majesty's Ship "North Star," during Commander PULLEN's Absence.

By George Henry Richards, Commander of Her Majesty's Ship "Assistance," and the Senior Officer at Beechey Island.

As it is necessary that the officer in command of the "North Star" during Commander Pullen's absence should be made acquainted with the intended movements of the sledges composing the Western Division, in order that he may be enabled to afford assistance to returning parties (if necessary), as also to cause provisions to be prepared for those which may return to the "North Star" and again have to proceed westward; I deem it right to leave the following memorandum for his information and guidance.

In the event of the sledges under Mr. Grove and Mr. Pym arriving before the division starts, the following arrangements will be observed:

Mr. Pym accompanies the division to Assistance Bay, and will return to "North Star" in about 11 days from the time of his departure, where he will rest his crew for 48 hours and then return to his own ship.

Mr. Jenkins will also deposit his provisions at Assistance Bay and return to Beechey Island about the same time as Mr. Pym. He will then be re-provisioned, and returning to Assistance Bay, leave a similar depôt; on his second return to "North Star" he will await further instructions from Sir Edward Belcher, which will probably arrive by Mr. Grove's sledge, or if not, by Mr. Pym on his second visit to "North Star" from "Assistance." But if no orders are received relative to his sledge, then Mr. Jenkins might be employed in carrying a sledge load of provisions to Cape Hotham, for Lieutenant Cheyne who is permanently stationed there. This will prevent the necessity of Lieutenant Cheyne disturbing the depôt at Assistance Bay for his own use. Mr. Grove accompanies the division to Point Rope and will be absent from "North Star" about 24 days; on his return he will await further instructions from Sir Edward Belcher.

Mr. Herbert will advance to Point Frazer, and will return to "North Star" probably after a period of 37 days. There he will find fresh instructions from Sir Edward Belcher; but provisions, &c. will have to be prepared for his party (550 rations), as he will be required for further and immediate service.

Lieutenant May accompanies me to Cape Cockburn and from thence goes to Cape Walker, returning to Assistance Bay and then on to the "North Star;" his probable absence will be 50 days.

My own sledge, if I do not fall in with the "Resolute," will advance to Bridport Inlet, Melville Island. The period of my absence is uncertain, and will be governed entirely by circumstances.

Should the division move westward before the arrival of the sledges under Messrs. Grove and Pym, then Mr. Jenkins and Mr. Grove will exchange duties and orders, and fresh instructions to meet the contingency will be left by me for the latter officer, which the commanding officer will pass over to him on his arrival. Mr. Pym's orders will remain in force precisely as before; but Lieutenant Cheyne, who will be eventually stationed at Cape Hotham, will in this altered state of the case, return to "North Star" from Assistance Bay, after completing the advancing sledges, and will re-victual himself for 40 days.

All orders for sledges from Sir Edward Belcher will come to the commanding officer of "North Star" (to be delivered by him to the officers to whom they are addressed as they arrive), as well as full instructions for his own guidance.

All provisions and supplies required for the equipment of sledges of the "Assistance" are to be demanded in writing by the senior officer belonging to that ship present on board the "North Star."

Given under my hand on board the "North Star" at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

Enclosure 5. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Mr. S. COURT, Acting Master of Her Majesty's Ship
"Investigator."

Commander Richards's
Correspondence with
Western Division.

Sir,

Sledge "Sir Edward," 12 miles East of Cape Hotham,
March 21st, 1854.

On your arrival at the "North Star," should you find no orders from Sir Edward Belcher, consequent on the arrival of the dog sledge under Lieutenant Hamilton on board the "Assistance," you will, after recruiting your crew, proceed to that ship on the east side of the Wellington Channel, 52 miles from Beechey Island, from whom you will receive your further instructions. You will deliver to Sir Edward Belcher the enclosed letter; and on your passage across the Wellington Channel, you will look out for a division of sledges under Commander Pullen, to whom you will deliver the letter entrusted to you.

I am &c.

(Signed) G. HENRY RICHARDS,
Commanding Her Majesty's Ship "Assistance."

Enclosure 6. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to all the Officers of Her Majesty's Ships "Assistance" and "North Star," and to any Officer of the Arctic Squadron whom it may concern.

By George Henry Richards, Commander of Her Majesty's Ship "Assistance,"
commanding the Western Division of Sledges.

It having been ascertained that the "Resolute" and "Intrepid" are in winter quarters (S.W. by S. true) from Cape Cockburn distant 28 miles, and have sufficient provisions laid out to bring their crews to Assistance Bay, I do not deem it necessary to advance any depôts beyond that point, unless contrary orders are received from Sir Edward Belcher subsequent to the arrival of the "Resolute" sledge, on board the "Assistance."

Lieutenant Cheyne, Mr. Groves, Mr. Jenkins and Mr. Pym, will therefore, after depositing their provisions at Assistance Bay, return to "North Star" and "Assistance" for fresh instructions.

Lieutenant May will proceed to Cape Walker, first placing a sealed document on the N.E. end of Griffiths Island, and Mr. Herbert to Cape Bunny, the latter leaving a depôt there. They will then return *via* Assistance Bay to "North Star" and "Assistance."

No tidings having been heard of Captain Collinson, the duties of the Southern Division under Commander Pullen must be carried out unless counter-ordered by Sir Edward Belcher.

I shall communicate with Captain Kellett and return immediately.

All sledges passing eastward in want of provisions, will supply themselves from this depôt, leaving an account of what they take for my information.

All those passing westward will, I presume, be fully victualled from the "North Star," and will not have occasion to touch the depôt at Assistance Bay; they may however take pemmican, leaving preserved meat in lieu.

These are to be considered as the orders for all officers of my division, and are to be copied by Mr. Groves for Sir Edward Belcher's information.

Given under my hand at Cape Hotham, this 22d day of March 1854.

(Signed) GEO. HENRY RICHARDS,

Enclosure 7. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Captain HENRY KELLETT, C.B., Her Majesty's Ship
"Resolute."

Her Majesty's Ship "Resolute," off Cape Cockburn,
April 6th, 1854.

Sir,

I have the honour to report to you my arrival here to-day from Her Majesty's Ship "Assistance" in the Wellington Channel. I am the bearer of despatches from Sir Edward Belcher, and also of the mails from England by "Phoenix" for the western division of the squadron under your command.

I left the "Assistance" on the 22d of February, and the "North Star" at Beechey Island on the 16th of March, accompanied by 4 sledges from the "Assistance," and from the "North Star"; two more sledges from the "Assistance" were to follow me.

Immediately on quitting Beechey Island, Commander Pullen's 3 sledges were entirely disabled in the heavy pack, and he returned for repairs, the remainder of the division moving on.

Commander Richards's
Correspondence with
Western Division.

You will perceive by my instructions, that one part of my duty was to advance depôts of provisions up to Cape Cockburn for the relief of returning parties from your ships, under the supposition that the "Resolute" was still at Dealy Island. On the 21st of March however I met a sledge under Mr. Court, acting master, of the "Investigator," and learned that the "Resolute" and "Intrepid" with crew of "Investigator" had wintered in the pack 28 miles south-west of Cape Cockburn.

Under these circumstances, and hearing from Mr. Court that you had sufficient provisions on board to last until May 1855, and moreover that there were none of the crews who were unable to travel, I considered that it would be an unnecessary expenditure of time and labour to carry out this portion of my orders.

I therefore gave the following directions to the officers in command of the different sledges, viz. :—

Lieutenant May, in the "Reliance," to deposit his superfluous provisions at Assistance Bay, and then to proceed, in the execution of his original instructions from Sir Edward Belcher, to Cape Walker.

Lieutenant Cheyne, of "John Barrow," also to deposit his provisions and return to "North Star" or "Assistance." Mr. Herbert of "Success" to fill himself up at Assistance Bay and proceed to Cape Bunny, where he would deposit a depôt for any of Captain Collinson's party, and return to "North Star" or "Assistance," thus ensuring the early fulfilment of part of that duty which I could not feel certain of being performed, owing to the breaking down of Captain Pullen's sledges.

Orders were also left for the sledges under Messrs. Grove and Pym on their arrival to deposit their provisions at Assistance Bay and return.

The whole of the depôt would thus be concentrated at that point, amounting in all perhaps to 1,100 rations, independent of your own depôt there already, and the sledges be available to carry out any fresh views which the arrival of intelligence from you on board the "Assistance" might seem to Sir Edward Belcher to render necessary.

In my verbal communications with Sir Edward Belcher before leaving the "Assistance" he gave me perfectly to understand, that in the event of any emergency which was not provided for in my orders, I was to act to the best of my own judgment; and I can only hope that in adopting the course I have done, your future views or plans will be in no way deranged.

I have, &c.
(Signed) GEORGE HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance."

Enclosure 8. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Captain HENRY KELLETT to Commander G. H. RICHARDS, Her Majesty's Ship
"Assistance."

Her Majesty's Ship "Resolute," in Barrow Strait,
March 7th, 1854.

Sir,

I have to acknowledge the receipt of your letter of yesterday's date, reporting your arrival on board Her Majesty's Ship under my command, and your proceedings since your departure from Her Majesty's Ship "Assistance" on 22d February last, the whole of which I entirely approve.

You have not only *not* deranged in any way my plans, but by the adoption of the measures you have pursued, you have greatly facilitated my arrangements.

I have, &c.
(Signed) HENRY KELLETT, Captain.

Enclosure 9. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Captain HENRY KELLETT to Commander G. H. RICHARDS, Her Majesty's Ship
"Assistance."

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute."

Sir Edward Belcher, Knight, C.B., commanding the Arctic Expedition, having placed the sledges of Her Majesty's Ship "Assistance," under your orders, at my disposal, for the purpose of carrying out provisions to such points as I may think expedient for the relief of Captain Collinson, should he meet with accident, and be led through these straits for this purpose :—

It is my direction that you leave this ship to-day, weather permitting, and join your division of sledges; having done so, you will cause to be completed the depôt at Assistance Bay to 30 days provisions for 66 men.

You will also place in the same position occupied by my boat, one of the cutter gigs, a good ten-man sledge, complete, as well as the two marquees belonging to the "North Star."

Should you on your return meet any of the sledges in advance of Assistance Bay, you will secure their provisions on the most prominent point, marking their position well.

Commander Richards's
Correspondence with
Western Division.

You will see that the boat now at Cape Hotham is in perfect repair, and having performed this service, you will proceed in the execution of your orders from Sir Edward Belcher.

Given under my hand, on board Her Majesty's Ship "Resolute," in Barrow Strait, Cape Cockburn, N.E. by N. 28', this 12th April 1854.

(Signed) HENRY KELLETT.

P.S. The paragraph in Lieutenant Pim's orders which directs that he is not to be employed on detached service, unless by Sir Edward Belcher's orders or mine, is hereby cancelled, and Lieutenant Pim is to be considered available for any sledge service that may be directed by the senior officer at the "North Star."

(Signed) HENRY KELLETT, Captain,
Her Majesty's Ship "Resolute."

Enclosure 10. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenants PIM and CHEYNE, Mr. COURT, Acting Master, and Messrs. GROVE and PYM, Mates, on board Her Majesty's Ship "North Star."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

Lieutenant Cheyne, Mr. Grove, and Mr. Pym, of Her Majesty's Ship "Assistance," will hold themselves in readiness for sledge service this evening, and will furnish me without loss of time with a list of their crews.

Lieutenant Pim of Her Majesty's Ship "Resolute" will also be prepared to proceed to Cape Hotham, in accordance with Sir Edward Belcher's instructions in a day or two, there to take up his station and carry out the necessary duties.

Mr. Court, acting master of the "Investigator," will probably start at the same time.

They will therefore see that their respective sledges are equipped and provisioned for the number of days which Mr. Elliott, clerk in charge of "North Star," has been instructed to furnish them.

Given under my hand, this 26th day of 1854, on board the "North Star," at Beechey Island.

(Signed) GEO. HENRY RICHARDS.

Enclosure 11. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Mr. J. B. GROVE, Mate of Her Majesty's Ship "Assistance."

Ry George Henry Richards, Commander, Her Majesty's Ship "Assistance," Senior Officer at Beechey Island.

You are hereby required and directed to proceed with the sledges "Dauntless" and "John Barrow" (taking Mr. Pym under your orders) to Assistance Bay.

Your sledges will be each provisioned for ten days; and in addition, you will carry eight empty half hogsheads.

On your arrival at the depôt, you will secure the bread, at present in bags (buried), in these empty casks, as well as all other provisions which are liable to receive damage by exposure, or from the attacks of bears.

Lieutenant Cheyne will also be directed to deposit casks, making 13 in all.

You will not detain Mr. Pym at Assistance Bay, but direct him to return immediately to me, remaining yourself to secure the depôt; and you will perform this service with all the despatch in your power, returning to "North Star" in readiness to accompany the division to Her Majesty's Ship "Assistance."

Given under my hand, on board Her Majesty's Ship "North Star," at Beechey Island, this 26th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 12. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant CHEYNE, Her Majesty's Ship "Assistance," Sledge "Owen."

By George Henry Richards, Commander, Her Majesty's ship "Assistance," and Senior Officer at Beechey Island.

The sledge "Owen," with a crew from Her Majesty's Ship "North Star," having been placed under your charge, and being provisioned for 13 days (carrying as well empty casks, which you will drop at Assistance Bay in passing)—

Commander Richards's
Correspondence with
Western Division.

You will proceed with all despatch to Her Majesty's Ship "Resolute," and there place yourself under the orders of Captain Kellett, or the senior officer present, for any service he may direct.

The highway to the "Resolute" is now well marked by the number of sledges which have traversed it; and you will keep to this thoroughfare, in order that you may communicate with any parties which may be bound this way.

Should you be detained by bad weather, and find yourself short of provisions, you are at liberty to supply yourself from the depôts, the position of which you are acquainted with.

Given under my hand, on board the "North Star," at Beechey Island, this 26th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 13. of Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant MAY, Sledge "Success."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

You are hereby required and directed, so soon as the sledges of the "Assistance" shall have assembled at the "North Star" (which, I anticipate, will not be later than the 7th of May), to take command of the division; and after the crews shall have been 24 hours at rest on board that ship, you will proceed with them, up the Wellington Channel, to Her Majesty's Ship "Assistance," carrying out the following instructions:—

The sledge force under your command will be the "Reliance," of 11 men; the "Dauntless," of 11 men; and the "John Barrow," of 8 men; and the service to be performed will be to place tents at certain distances between this and the "Assistance," as fixed habitations for parties passing up and down the channel.

A tent, with 2 men and 10 days provisions, will be established by Commander Pullen at or north of Point Innis.

You will leave the tent of "Dauntless" on the shore of Cape Bowden, one day's march from Captain Pullen's tent. The tent of "Reliance" you will place at Cape Grinnel, the extreme north point of Griffin Bay.

The tent of "Success," I shall place myself in a midway position between that cape and the "Assistance," probably at Helpman Head.

You may therefore calculate on gaining shelter for a part of your crews in that tent the night before you reach the ship.

Two men are to be stationed at each tent, with ten days' provisions; and you will give them the most positive orders that they do not stray out of sight of their tents, unless it be to meet an advancing party. A gun and ammunition is also to be left with each.

The following is a list of the men who are to be left in charge of these four stationary tents:

| | | | | | |
|---------------|-------|-------------|---|---|-------------------------------|
| Cape Bowden | - - | "Dauntless" | - | { | Walter Marshall, A.B. |
| | | | | { | Henry Jones, A.B. |
| Cape Grinnell | - - - | "Reliance" | - | { | Thomas Marshall, Cox. Launch. |
| | | | | { | William Evans, A.B. |
| Helpman Head | - - | "Success" | - | { | James Sinnett, A.B. |
| | | | | { | Thomas Copeland, A.B. |

Given under my hand, on board the "North Star," at Beechey Island, this 27th day of April, 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 14. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant PIM, of Her Majesty's Ship "Resolute."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

In accordance with instructions received from Sir Edward Belcher, it is my direction that you proceed in the sledge supplied by Commander Pullen to Cape Hotham, establishing yourself on the spot occupied by the whale-boat of the "Resolute," where you will set up a marquée.

Your general duties will be to aid any parties that may require your assistance, and to carry out any instructions that you may from time to time receive from Sir Edward Belcher, Captain Kellett, or any other your superior officer; and you will remain on this service until released by proper authority.

You are provisioned for 30 days, and there is a depôt at the boat of 180 rations.

Given under my hand, on board Her Majesty's ship "North Star," at Beechey Island, this 27th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 15. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Commander PULLEN, Her Majesty's Ship "North Star."

Commander Richards's
Correspondence with
Western Division.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
April 27th, 1854.

I have to request that you will cause the surgeon of Her Majesty's ship under your command to examine the crew late of Her Majesty's ship "Investigator;" and that you will furnish me with a list of those men who are considered fit for extended or for short service.

I have, &c.
(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance."

Enclosure 16. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Commander PULLEN, Her Majesty's Ship "North Star."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance,"
and Senior Officer at Beechey Island.

It is my direction that as soon as you shall have sufficient force at your disposal, and assisted by such of the crew of the "Investigator" as may be in all respects fit for this short service, you cause to be conveyed to Cape Hotham one of the cutters belonging to Her Majesty's ship under your command, placing her alongside the "Resolute's" boat already there, in accordance with Captain Kellett's directions to me.

Given under my hand, at Beechey Island, this 28th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure No. 53. of Sir Edward Belcher's Letter.

Commander PULLEN to Lieutenant MAY, Her Majesty's Ship "Assistance,"
in charge of "Reliance" Sledge.

Proceedings of
Lieutenant May.

By William J. S. Pullen, Esq., Commander, Her Majesty's Ship
"North Star."

It is my direction that you proceed this morning with all speed to Assistance Bay, and deposit there all your provisions, &c., with the exception of sufficient to bring you back to this ship; taking care that they are safely secured against the depredations of bears or any other animals. You will also take a marquee (complete) from this ship, which you will deposit with Captain Kellett's boats at Cape Hotham.

Should you meet with any of your superior officers on your route, you will of course obey all orders from them, exhibiting those under which you are acting.

You will report to me prior to leaving, that your provisions for the dépôt are placed in secure casks and cases.

Given under my hand, on board the "North Star," at Beechey Island,
this 22d of April, 1854.

(Signed) W. J. S. PULLEN, Commander.

Commander RICHARDS to Lieutenant MAY, Sledge "Reliance."

By George H. Richards, Commander of Her Majesty's Ship
"Assistance," and Senior Officer at Beechey Island.

You are hereby required and directed, so soon as the sledges of the "Assistance" shall have assembled at the "North Star," (which I anticipate will not be later than the 7th of May,) to take command of the division: and after the crews shall have been twenty-four hours at rest on board that ship, you will proceed with them up the Wellington Channel to Her Majesty's Ship "Assistance," carrying out the following instructions:—

The sledge force under your orders will be the "Reliance," of eleven men, the "Dauntless," of eleven men, and the "John Barrow," of eight

Proceedings of
Lieutenant May.

men; and the service to be performed will be to place tents at certain distances between this and the "Assistance," as fixed habitations for parties passing up and down the channel.

A tent, with two men and ten days' provisions, will be established at or north of Point Innis. You will leave the tent of "Dauntless" on the shore at Cape Bowden, a day's march from Captain Pullen's tent.

The tent of "Reliance" you will place at Cape Grinnell, the extreme north point of Griffin Bay.

The tent of "Success" I shall place myself in a midway position between that cape and the "Assistance," probably at Helpman Head; you may therefore calculate on gaining shelter for a part of your crews in that tent the night before you reach the ship.

Two men are to be stationed at each tent, with ten days' provisions, and you will give them the most positive orders that they do not stray out of sight of their tents, unless it be to meet an advancing party. A gun and ammunition is to be left at each.

The following is a list of the men who are to be left in charge of these four stationary tents.

At or about Point Innis, Tent of the Star:

| | | | | | |
|---------------|---|---|-------------|---|--|
| Cape Bowden | - | - | "Dauntless" | - | { Henry Jones, A.B. Walter Marshall, A.B. |
| Cape Grinnell | - | - | "Reliance" | - | { Thomas Marshall, Cox. Launch. Wm. Evans, A.B. |
| Helpman Head | - | - | "Success" | - | { Thomas Sinnett, A.B. Thomas Copeland, A.B. |

Given under my hand, on board the "North Star," this 27th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship, "Assistance," Winter Quarters.
May 13th, 1854.

I have the honour to inform you that in compliance with Commander Pullen's orders (of which I enclose you a copy), I left the "North Star," with 30 days provisions, on the 22d of April, and proceeded to Cape Hotham, where I left a marquee, and from thence to Assistance Bay, depositing 220 rations. Returned to the "North Star" on the 30th and remained there pursuant to the orders of Commander Richards.

Messrs. Grove and Pym, having returned on Saturday, May the 6th, from Assistance Bay, I left Beechey Island on the 8th inst., on my return to the "Assistance," in obedience to my instructions, with the three sledges, "Reliance," "Dauntless," and "John Barrow." Pitched the tent and tent-gear of "Dauntless" and "Reliance" on Cape Bowden and Cape Grinnell; leaving two men with 10 days provisions for themselves in each, and arrived here yesterday at noon, not resting at the tent at Cape Osborn, on account of the want of sleeping bags and tent.

Since the latter end of April the weather has continued cold, with much wind, and during the week I remained on board the "North Star" we had a gale from the N.W., lasting three days, and one from the S.E. for two. The sky to the eastward denotes water, but up to the present time no signs of any movement in the ice, either in Wellington Channel or in the vicinity of Beechy Island.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant.

Total weights on leaving the "North Star" with depôt for Assistance Bay, on April 22d, 1775 lbs.; per man, 197 lbs.; effective force, 9 men.

On leaving for "Assistance," May 8th,—total, 980 lbs; per man, 108 lbs.: effective force, 9 men.

Enclosure No. 54. of Sir Edward Belcher's Letter.

Proceedings of Mr. Pym.

Mr. Pym, Acting Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance,"
May 16th, 1854

I have the honour to enclose a journal of proceedings whilst on detached service, under the command of Mr. Grove, from the 16th March 1854 to the 12th May 1854.

I have, &c.
(Signed) F. W. Pym, Acting Mate.

Sir EDWARD BELCHER, Knight, C.B., to Mr. Pym, Acting Mate.
By Sir Edward Belcher, Knight, C.B., commanding the Arctic Searching Squadron.

Blanche Banner, "Bright Eyes for Brave Hearts."

Sir,

Her Majesty's Ship "Assistancee,"
Feb. 15th, 1854.

Having been selected to accompany the Western Searching Division, you are hereby directed to place yourself under the orders of Commander Richards, who will keep you with him as far as Assistance Bay.

There you will deliver either to the sledges, short, or place "en cache" your surplus provisions.

You will then return to the "North Star," and having rested there 48 hours, proceed on to this ship, bringing any articles which may be required from thence.

The crew which you command being specially attached to my sledge or boat, cannot be diverted to any other service. I am satisfied that Commander Richards would not interfere with them, and therefore any other your superior will not presume to do so. Should he persist, you will show him these orders, which he will obey.

You will report to me on your return, in accordance with my general order.

Wishing you every success and a pleasant journey, I commit you to the protection of an overruling Providence.

Given under my hand, on board Her Majesty's Ship "Assistance,"
this 15th day of February,

(Signed) EDWARD BELCHER, Captain.

Hours travel,
7h. A.M. to 5h. P.M.
Spells, 40 minutes.
Rests, 10 "
Lunch, 1h. E.B.

Sledge Crew of "Reward."

- | | |
|------------------------------------|-------------------------------|
| 2. Thos. Bond, ice quarter master. | 5. Christopher Pond, caulker. |
| 3. Rd. Bex, R.M. | 6. Joseph Graham, A.B. |
| 4. Geo. Wood, captain of hold. | 7. Charles Smith, A.B. |
| 8. Cornelius Fielder, A.B. | |

Sledge Crew of "John Barrow."

- | | |
|-------------------------------------|---------------------------|
| 2. Joseph Organ, ice quartermaster. | 5. Geo. Edey, Bdr. R.M.A. |
| 3. Thos. Mellish, A. B. | 6. William M'Arthur, A.B. |
| 4. Samuel Walker, carpenter's mate. | 7. Geo. Wicketts, A.B. |
| 8. Geo. Green, R.M. | |

TRAVELLING JOURNAL, Her Majesty's Sledge "REWARD."

Noon; left the ship in company with Mr. Grove (mate). 5h. 30m. P.M. pitched for the night. Weather very squally, E.S.E., 5. o. c. q. Distance made good, 6 miles. Had supper.

5h. 30m. A.M. called the cook; had breakfast. 7h. 30m. packed and started; wind east, 6. o. c. m. q.

8h. 15m. made sail, travelling over good floe, with occasional patches of small hummocks.

11h. 30m. pitched for lunch, found the bacon too hard to cut; lit the fire to thaw it.

12h. 15m. started again under sail.

II.

3 E

Thursday, March 16th, 1854.
Hours travelled, 5½.
Encamped for rest.
Stopped for lunch.

Friday, 17th.
Hours travelled, 8½.
Encamped for rest, 14h.
Stopped for lunch 0h. 45.
Distance accomplished, 10 miles

Proceedings of Mr. Pym.

Saturday, 18th.
Hours travelled, 8 $\frac{3}{4}$.
Encamped for rest, 15h.
Stopped for lunch, 0h. 45m.
Dis. accomplished, 10 miles.

Sunday, 19th.
Hours travelled, 8 $\frac{1}{2}$.
Encamped for rest, 14 $\frac{1}{2}$ h.
Stopped for lunch, 1h. 0m.
Dis. accomplished, 11 miles.

Monday 20th.
Hours travelled, 8.
Encamped for rest, 14 $\frac{1}{2}$ h.
Halted for lunch, 1h. 0.
Dis. accomplished, 8 miles.

Tuesday, 21st.
Hours travelled, 6.
Encamped for rest, 14 $\frac{1}{2}$ h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 8 miles.

Wednesday, March 29th.
Hours travelled, 9.
Encamped for rest.
Stopped for lunch, 0h. 30m'.
Dis. accomplished, 6 miles.

Thursday 30th.
Hours travelled, 7.
Encamped for rest, 14 $\frac{1}{2}$ h.
Stopped for lunch, 0h. 45m.
Dis. accomplished, 7 miles.

4h. 30m. pitched for the night in Bellôt Bay; having made about 10 miles during the day.

5h. 30m. had supper and turned in. Weather very thick, and heavy drift.

5h. 30m. called the cook; had breakfast. 7h. 30m. started; weather overcast, travelling over good floe; wind east, 5. o. m. s. Made sail. Noon, pitched for lunch. The pork being frozen, had tea instead for lunch.

12h. 45m. started under sail. Floe good, with occasional patches of pack.

5h. pitched for the night about 4 miles to the north and eastward of Cape Bowden. Wind north; 5. o. m. q.

5h. 30m. A.M. breakfasted.

7h. 30m. started under sail. Wind north; 6. o. m. q.

11h. 30m. pitched for lunch. Had tea.

12h. 30m. started again under sail. Wind N.N.W.; 6. o. c. m. q.

4h. 45m. pitched for the night. Distance made, about 11 miles.

5h. 30m. had supper and turned in.

5h. 30m. A.M. called the cook; had breakfast. 7h. 30m. packed and started; wind north, 6. o. m. q., with heavy drift. Made sail, travelling over good smooth floe.

Noon, pitched for lunch. Had tea.

1h. P.M. started again under sail.

2h. came to some very rough pack off Point Innis; shortened sail. There being no good lead through the hummocks, the sledges were hauled on shore.

3h. commenced travelling over the heavy snow at the foot of the land under sail. Wind N. 6. o. m. q.

4h. 30m. pitched for the night, about 1 mile N.W. of Cape Spencer on the land. 5h. 30m. had supper and turned in. 9h. fired a rocket. Distance made about 8 miles.

5h. 30m. called the cook; had breakfast. 7h. started under sail; wind variable and squally; weather fine and clear. Travelling over old floe and pack across Union Bay.

11h. 30m. halted for lunch.

1h. 30m. P.M. arrived on board the "North Star."

Received from the "North Star" to complete for 40 days' provisions—

| | | | |
|-----------------------|-------------------|-------------------------|---|
| Pemmican | - - - - | 240 lbs. | } 2 cases of 42 lbs each. 158 lbs. ullage. |
| Biscuit | - - - - | 320 | |
| Bacon and Pork | - - - - | 120 | } Pork, 60 lbs. Bacon, 60 lbs. |
| Chocolate | - - - - | 6 | |
| Rum | 6 gals. 27 gills, | one third concentrated. | |
| Tea | - - - - | 4 lbs. | } in lieu of chocolate. |
| Sugar | - - - - | 8 | |
| Herbs | 1 bottle. | | |
| Tallow for fuel | 120 lbs. | | |
| Five year old canvass | for wicks. | | |

7h. left the "North Star," wind S.S.E.

1h. b.c.m., travelling over rough pack; double-banking, and moving forward one sledge at a time.

12h. 30m. halted for lunch. 1h. started again, road improving; weather thick and overcast.

4h. 30m. pitched for the night; wind S.S.W. 1. o. c. m. Had supper and turned in. Distance made, about 6 miles.

5h. 30m. called the cook; had breakfast. 7 packed and started; weather very thick and overcast. Occasionally obliged to double-bank the sledges during the forenoon. 8h. 30m. a light air sprung up from the S.E.; made sail.

10h. wind freshening. Noon, pitched for lunch; wind still freshening.

12h. 45m. started again under sail; wind S.E. 8. o. m. q., very heavy drift.

2h. 30m. pitched for the night. S.E. 8. 10. o. m. q. with very heavy drift.

4h. 30m. had supper and turned in. Distance made, about 7 miles.
 5h. 15m. called the cook ; had breakfast. 7h. packed and started ; wind N.W. 1. b.c.m. ; made sail.
 11h. 30m. halted for lunch.
 12h. started ; wind north, 2. b.c.m. Travelling over good floe.
 4h. 30m. pitched for the night ; wind north, 4. b.c.m. 6h. had supper and turned in.

Proceedings of Mr. Pym.

March 31st.

Hours travelled, 9½.
 Encamped for rest, 16½h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 8 miles,

Distance made, about 8 miles.

5h. 45m. called the cook ; breakfasted.

7h. 30m. packed and started ; wind N.W. 1. b.c.m.

Noon, lunched ; wind N. 5. b.c.m. with drift ; made sail.

4h. 20m. sent all hands to the "Dauntless" to haul her in shore through some rough pack. 4h. 45m. took the crew of the "Reward" outside and pitched the tent for rest, about 2 miles to the eastward of Cape Hotham.

5h. 30m. had supper and turned in.

5h. 30m. called the cook ; breakfasted.

8h. Mr. Grove came off from the "Dauntless" to assist to take the "Reward" in shore. 9h. arrived on shore and pitched the tent.

9h. 30m. gave all the provisions off my sledge, with the exception of six days for 8 men, to the "Dauntless."

Exchanged Charles Smith, Jos. Graham, and Cor. Fielder, for Chris. Allen and W. Marshall. 10h. Mr. Grove parted company to go to Assistance Bay. Sent the sledge crew to assist the "Dauntless." 12h. 30m. the men returned. Had lunch ; wind N. 6. b. c. m. q., with heavy drift.

5h. 30m. had supper and turned in.

7h. called the cook ; breakfasted ; wind N. 4. b. c. m. q. 9h. took the bags and gear out to air.

Noon, had lunch.

6h. had supper and turned in.

8h. wind shifted suddenly to the S.W., very squally with heavy drift.

7h. called the cook ; breakfasted.

10h. shifted the tent ; wind S.W. 8. o. m. q. s. with drift Noon, lunched.

4h. saw a sledge party coming from the westward. 4h. 30m. Mr. Grove arrived with the "Dauntless" from Assistance Bay. 5h. had supper and turned in.

5h. 30m. called the cook ; breakfasted.

8h. packed and started. 8h. 30m. made sail ; wind W.S.W. 5. o. m. q., heavy drift.

Noon, lunched. 3h. saw a bear approaching the sledges ; halted to allow him to come up. 3h. 20m. shot the bear ; saw a dog sledge approaching from the eastward ; Mr. Hamilton joined company. 3h. 45m. pitched for the night. 5h. had supper and turned in.

In taking the double-barrelled gun off the sledge, the stock was broken. Distance made, about 12 miles.

5h. 30m. called the cook ; breakfasted ; wind S.W. 3. o. m. q. 7h. 30m. started under sail ; Mr. Hamilton parted company.

Noon, pitched for lunch ; weather clearing up fast, and wind dying away. 1h. started again, steering for the south end of Beechey Island.

3h. Richard Bex (R.M.) complained of cramp in the stomach, made him fall out from the drag ropes and walk astern of the sledge. 5h. Richard Bex became worse, and could not walk without great pain ; double manned the "Reward" to take him to the "North Star." 7h. 30m. arrived on board the "North Star." Distance made, about 16 miles.

Sent the sledge crew out to assist in bringing the "Dauntless."

Received from the "North Star" to complete to 30 days provisions.

| | lbs. | oz. |
|----------------------------|------|-----|
| Biscuit - - - - - | 200 | 0 |
| Preserved Meat - - - - - | 196 | 0 |
| Pemmican- - - - - | 24 | 0 |
| Bacon and Pork - - - - - | 75 | 0 |
| Preserved Potato - - - - - | 25 | 0 |
| Tea - - - - - | 6 | 4 |
| Sugar - - - - - | 15 | 10 |
| Rum - - - - - | 4 | 8 |

Saturday, April 1st, 1854.

Hours travelled, 9½.
 Encamped for rest, 15h.
 Stopped for lunch, 0h. 30m
 Dis. accomplished 7 miles.

April 2d.

Hours travelled. }
 Encamped for rest. } Hove
 Stopped for lunch. } to.
 Dis. accomplished. }

April 3d.

April 4th.

April 5th.

Hours travelled, 7¼.
 Encamped for rest.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 12'.

April 6th.

Hours travelled, 12.
 Encamped for rest, 15¾.
 Stopped for lunch, 1h.
 Dis. accomplished, 16 miles.

April 7th.

Proceedings of Mr. Pym.

| | lbs. | oz. |
|---|------|-----------------|
| Tobacco - - - - - | 5 | 5 $\frac{5}{7}$ |
| Onion Powder - - - - - | 0 | 4 |
| Pepper - - - - - | 0 | 8 $\frac{1}{4}$ |
| Salt - - - - - | 2 | 1 |
| Mustard - - - - - | 1 | 0 $\frac{1}{2}$ |
| Cayenne - - - - - | 0 | 3 |
| Portable Soups - - - - - | 6 | 0 |
| Herbs - - - - - | 2 | bottles. |
| <i>For Fuel.</i> | | |
| Whale Oil - - - - - | 75 | lbs. |
| <i>Wicks.</i> | | |
| Old Canvas - - - - - | 4 | yards. |
| <i>To make and repair travelling boots.</i> | | |
| Canvas - - - - - | 8 | yards. |
| Leather - - - - - | 8 | lbs. |
| Twine - - - - - | | $\frac{1}{2}$ |

April 13th.

9h. left the "North Star" in company with Mr. Grove; wind N.W. 1. b.c. about 2 miles from the ship, on entering some hummocks, the "Reward" broke down, carrying away all the uprights of one runner. Pitched the tent and returned to the "North Star" to have the sledge repaired; when the sledge broke down, my glass was broken to pieces.

April 14th.

Hours travelled, 7h. 30m.
Encamped for rest, 15 $\frac{1}{2}$ h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 6'.

The sledge being repaired, at 9h. A.M. started from the "North Star" in company with Mr. Grove. Noon, lunched; wind very variable, 3. b. c. m. 3h. pitched for the night.

Distance made, about 6 miles.

4h. 30m. had supper and turned in.

5h. the "Enterprize" sledge arrived and pitched.

4h. 30m. called the cook; breakfasted.

April 15th.

Hours travelled, 8.
Encamped for rest, 14 $\frac{1}{2}$ h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 9 miles.

6h. 30m. packed, and started under sail, steering direct for Cape Hotham. wind S.E. 2. b. c. m.; travelling through rough hummocks, with a good deal of soft snow.

11h. 30m. halted for lunch. Noon, started again; wind freshening.

2h. got clear of the hummocks.

4h. pitched for the night.

Distance made, about 9 miles.

5h. 30. had supper and turned in.

4h. 30m. called the cook; breakfasted.

April 16th.

Hours travelled, 9.
Encamped for rest, 14 $\frac{1}{2}$ h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 8 n.iles.

6h. 30m. packed, and started under sail; wind S.E. 3. o. c. 7h. saw a tent pitched about 3 miles to the south and west; found it to be a sledge belonging to the "North Star," returning from Assistance Bay. 11h. 30m. lunched. Noon, started again under sail, weather clearing up. 3h. 30m. pitched for the night.

Distance made, about 8 miles.

5h. had supper and turned in. Wind S.E. 3. b. c. m.

4h. called the cook; breakfasted.

6h. started; wind N.E. 1. o. c. m. s.

11h. lunched.

Noon; started again.

April 17th.

Hours travelled, 8.
Encamped for rest, 14 $\frac{1}{2}$ h.
Stopped for lunch, 1h.
Dis. accomplished, 7'.

2h. 30m. sent all hands to the "Dauntless," and took her in shore. 3h. 0m. arrived on shore with the "Dauntless."

Pitched the tents, and went out to bring the "Reward" in. 4h. "Reward" arrived on shore; 5h. had supper, and turned in; 9h. 30m. Commander M'Clintock came up with a dog-sledge, on his way to the "North Star." Distance made, about 6 miles.

6h. called the cook; 8h. packed, and started E.N.E.; 3. o. m. s. Noon, lunched.

12h. 30m. started; weather clearing up; saw two bears tracks during the afternoon. 4h. pitched for the night. Distance made, about 7 miles.

Wind, E.N.E.; 3, b. c. m.

4h. 45m. had supper, and turned in. On opening a 4lb. tin of roast beef, found it to be partly rotten, and not fit for use.

6h. called the cook; breakfasted.

April 18th.

Hours travelled, 3 $\frac{1}{2}$.
Encamped for rest, 15 $\frac{1}{2}$ h.
Stopped for lunch.
Dis. accomplished, 5 .

7h. 30m. packed, and started under sail; wind, E.N.E., 5 b. with drift. Travelling over good floe, with occasional patches of hummocks.

11h. arrived at Assistance Bay. Pitched the tents, and lunched; prepared the depot for burying. Proceedings of Mr. Pym.

5h. had supper, and turned in.

6h. 30m. A.M. called the cook; breakfasted; buried the depot.

11h. 30m. lunched.

Buried in Depôt at Assistance Bay, April 20th.

| | | |
|---|--------------|---------------------|
| | lbs. | |
| Biscuit - - - - - | 163 | |
| Pemmican - - - - - | 45 | |
| Preserved Meats - - - - - | 106 | |
| Bacon and Pork - - - - - | 61 | 54-lbs. bacon tins. |
| Preserved Potato - - - - - | 20 | |
| Tea - - - - - | 5 | |
| Sugar - - - - - | 12½ | |
| | gals. gills. | |
| Rum - - - - - | 3 12¾ | in lemon juice jar. |
| | lbs. oz. | |
| Mustard - - - - - | 0 12 | |
| Salt - - - - - | 1 0 | |
| Pepper - - - - - | 0 6 | |
| Cayenne - - - - - | 0 2 | |
| Tobacco - - - - - | 4 8 | |
| Onion Powder - - - - - | 1 | bottle. |
| Herbs - - - - - | 1 | " |
| Fuel:—Whale Oil (in an Edwards' Potato Tin) - | 58 | lbs. |
| Canvas wicks - - - - - | 3 | dozen. |

In a wooden case:—Bread, pemmican, ullage of bacon, and all small stores.

Noon, saw 2 tents pitched about 3 miles to the westward; went out to communicate with them; found them to be two sledges from the "Investigator," under the command of Lieutenant Haswell and Mr. Payne.

5h. had supper, and turned in.

Calm, b. c. Opened a four-pound tin of roast beef, and found it to be unfit for use.

6h. called the cook; breakfasted.

8h. packed, and started. Calm, b. c.

10h. 30m. saw a party approaching from the eastward; 11h. met Mr. Herbert, on his way to Assistance Bay; 11h. halted for lunch; weather getting very overcast and misty.

Noon, started; wind W.S.W. 1. o. m. s.

5h. 30m. saw a bear coming from Commander Richards' depot; pursued him, but unable to get a shot at him; 5h. 45m. pitched for the night; 6h. 20m. had supper, and turned in.

5h. 45m. called the cook; breakfasted.

7h. 30m. packed, and started; wind, N.N.E. 1. o. m. s.; 10h. 30m. wind freshening, and weather clearing, made sail.

Noon, halted for lunch; N.W. 3 b. c. m.

12h. 45m. started again, under sail; N.N.E. 3 b. c. m.

4h. 15m. pitched for the night; 5h. 30m. had supper, and turned in.

4h. 30m. called the cook; breakfasted.

6h. 30m. packed and started; wind N.N.E. 3 o. m. c.; 11h. 30m. observed two parties approaching from Beechey Island.

11h. 45m. halted for lunch; Mr. May and Mr. Shellabear came up; wind N.N.W. 3 b. c. m.; 12h. 45m. started under sail.

4h. pitched for the night; 5h. had supper, and turned in.

4h. 30m. called the cook; breakfasted.

6h. 30m. packed, and started; wind N.N.E. 3 b. c.; saw 3 sledges coming from the westward; 7h. Lieutenant Pim, Mr. Cheyne, and Dr. Armstrong joined company.

12h. 30m. arrived on board the "North Star."

Received from the "North Star" 10 days provisions complete for 8 men.

9h. P.M. started from the "North Star," in charge of the sledge "John Barrow."

9h. 45m. saw 2 parties approaching from the westward; 10h. Commander McClure came up with 2 sledges, on his way to the "North Star."

0h. 20m. A.M. lunched.

2h. A.M. pitched for rest; S.E. 1 o. c.

3 E 3

April 20th.

Hours travelled, }
 Encamped for rest, } Hove to.
 Stopped for lunch, }
 Dis. accomplished, }

April 21st.

Hours travelled, 8½.
 Encamped for rest.
 Stopped for lunch, 1h. 0m.
 Dis. accomplished, 12'.

April 22d.

Hours travelled, 8¾.
 Encamped for rest, 13¾h.
 Stopped for lunch, 0h. 45m.
 Dis. accomplished, 12 miles.

April 23d.

Hours travelled, 8½.
 Encamped for rest, 14¼h.
 Stopped for lunch, 1h. 0m.
 Dis. accomplished, 13'.

April 24th.

Hours travelled, 5.
 Dis. accomplished, 6 miles.

April 26th and 27th.

Hours travelled, 4¾.
 Encamped for rest.
 Stopped for lunch, 0h. 15'.
 Dis. accomplished, 5'.

Proceedings of Mr. Pym.

April 27th and 28th.
Hours travelled, 8.
Encamped for rest, 16½ h.
Stopped for lunch, 0h. 30m.
Dist. accomplished, 10'.

April 28th and 29th.
Hours travelled, 7.
Encamped for rest, 15½h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 9'.

April 29th and 30th.
Hours travelled, 8.
Encamped for rest, 16½h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 10'.

April 30th and May 1st.
Hours travelled, 6½.
Encamped for rest, 14½h.
Stopped for lunch.
Dis. accomplished, 8'.

May 2d. } Hove to.
Hours travelled.
Encamped for rest.
Stopped for lunch.
Dis. accomplished.

May 2d and 3d.
Hours travelled, 6½.
Encamped for rest.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 8'.

May 3d and 4th.
Hours travelled, 7.
Encamped for rest, 17½h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 12'.

May 4th and 5th,
Hours travelled, 7.
Encamped for rest, 17½h.
Stopped for lunch, 0h. 50m.
Dis. accomplished, 10'.

May 5th and 6th.
Hours travelled, 7¾h.
Encamped for rest, 15¾h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 11'.

May 8th and 9th.
Hours travelled, 4¾.
Encamped for rest,
Stopped for lunch,
Dist. accomplished, 8'.

3h. had supper, and turned in.
4h. 15m. called the cook; breakfasted.
6h. 30m. packed and started; made sail; S.S.E. 3 o. c.; 11h. 30m. halted for lunch.

Midnight, started; wind S.E. 5 o. c.
3h. A.M. pitched for rest.
4h. had supper, and turned in.
4h. 30m. called the cook; breakfasted.
6h. 30m. packed and started; Mr. May came up, on his way to the "North Star;" wind S.S.E. 2 o. m. s.

11h. halted for lunch; weather very thick and overcast, with heavy snow; 2h. pitched for rest; 3h. had supper, and turned in; wind S.S.E. 7 o. m. s.

4h. 45m. called the cook; breakfasted; wind W.S.W. 2 o. m. s.
6h. 30m. packed and started; 11h. halted for lunch.

11h. 30m. started; wind W. 1 o. m. s.
3h. A.M. pitched for rest; 4h. had supper, and turned in.
3h. 30m. called the cook; breakfasted.
5h. 30m. packed, and started.
(Calm; o. c.b.); midnight, arrived in Assistance Bay; pitched the tent. Had lunch, and turned in.

Noon, dug the depots up, and arranged them for putting in casks.

2h. P.M. had supper, and turned in; wind variable; o. c. q.

Exchanged tea and sugar for 3lbs. of chocolate paste, and deposited one day's provisions for 8 men in depot.

9h. Mr. Jenkins (mate) arrived with a sledge from the "North Star," on his way to the "Resolute."

11h. 30m. called the cook; breakfasted.

2h. A.M. all hands turned out, and commenced shifting the bread and small stores from bags into casks.

3h. 30m. buried the depot; wind N.W. 6 o. c. q. 6h. A.M. had supper and turned in.

4h. 45m. P.M., called the cook; breakfasted.

Wind east; 1 b.c.

7h. packed and started; wind N.W. 6 b. c. q.

11h. 30m. halted for lunch; N.W. 6. 8. b. c. q.; with heavy drift.

2h. pitched for rest; 3h. 30m. had supper, and turned in.

Wind, N.N.E. 7. 9. b. c. m. q.

3h. 30m. called the cook; breakfasted.

Wind N. 5. 9. b. c. q.; 7h. 30m. left the sledges, in company with Mr. Grove, to communicate with Lieutenant Pym at Cape Hotham.

Midnight, rejoined the sledges.

0h. 20m. made sail; 1h. the "Reward" capsized, and carried away the sheers; took the sail in, and made fast astern of the "Dauntless."

Wind N.W. 5. 9. b. c. q.; 2h. pitched for rest; 3h. had supper, and turned in.

3h. 20m. Mr. Court came up with a boat, on his way to Cape Hotham and pitched alongside of our tent.

3h. 30m. called the cook; breakfasted.

Wind N.W. 5. 10. b. c. q., with heavy drift; 7h. 30m. started, in tow of the "Dauntless;" 11h. halted for lunch; rigged a pair of sheers, and cast off from the "Dauntless;" made sail; wind dying away; 3h. pitched for rest.

N.W. 5 o. m. q.

4h. 15m. called the cook; breakfasted.

6h. 45m. packed, and started; wind, N.W. 4 o. q.

11h. lunched; 11h. 30m. started again; 3h. pitched on Beechey Island, about 500 yards from the "North Star;" wind, very variable and squally; 5h. 30m. had supper, and turned in; wind, N.W.; 2, b. c. m.

10h. turned out, and went on board the "North Star."

Received from the "North Star" 5 days provisions for 8 men.

9h. 15m. left the "North Star," in company with "Reliance" (Lieut. May) and "Dauntless" (Mr. Grove, mate); made sail; wind S.E.; 7 to 9 o. m. q. s., with heavy drift.

Midnight, wind very squally; took the sail in; travelling over smooth old

floe and pack in Union Bay. 2h. pitched for rest, on Point Innes. 3h. had supper and turned in. Wind moderating slightly. Proceedings of Mr. Pym.

3h. 45m. called the cook; breakfasted.

6h. 30m. packed, and started; wind, S.E. 1 b. c.

11h. halted for lunch; E.S.E. 1 b. c.

11h. 30h. started again, under sail.

1h. 30m. A.M., saw a marquee pitched off Cape Bowden; communicated with Mr. Allard (master), on his way to Beechey Island; 2h. shortened sail; wind N.W. 4 b. c. m.; 4h. pitched for rest; N.E. 3 o. m. s.; 5h. 30m. had supper, and turned in; exchanged Thomas Mellish, A.B., for Charles Smith, A.B., as per order, from Mr. Allard.

4h. 45m. called the cook; breakfasted.

7h. packed, and started; N.W. 3 o. m. c.

Midnight, halted for lunch.

0h. 30m. started again; 4h. 30m. pitched for rest; 5h. 30m. had supper, and turned in; wind, N.W. 1 b. c. m.

8h. called the cook; breakfasted.

10h. 45m. packed, and started; calm, o. m. s.

4h. pitched for lunch, about $1\frac{1}{2}$ miles to the southward of Cape Osborn, N.E. 1 o. m. s. q.

6h. 45m. started; made sail; N.E. 4 b. c. m. q.

7h. 15m. sledge capsized; shortened sail, and proceeded; 10h. 30m. observed the ships.

11h. 30m. A.M. arrived on board Her Majesty's ship "Assistance."

May 9th and 10th.

Hours travelled, 9.

Encamped for rest, $16\frac{1}{2}$ h.

Stopped for lunch, 0h. 30m.

Dist. accomplished, 12'.

May 10th and 11th.

Hours travelled, 9.

Encamped for rest, 15h.

Stopped for lunch, 0h. 50m.

Dist. accomplished, 12'.

May 11th and 12th.

Hours travelled, 10.

Encamped for rest, $18\frac{1}{2}$ h.

Stopped for lunch, 2h. 45m.

Dist. accomplished, 20'.

STATEMENT OF WEIGHTS.

| | |
|---|--|
| From Beechey Island to Cape Hotham : | "John Barrow," April 26th : |
| Mean weight, 1,682 lbs. | Total weight, 1,106 lbs. |
| Effective force, 7 men. | Effective force, 7 men. |
| Mean weight per man, 240 lbs. | Mean weight per man, 158 lbs. |
| Number of days out, 4. | Number of days out, $4\frac{1}{2}$. |
| Number of days home, 2. | Number of days home, 4. |
| Total number of hours travelled, 52 h. 5 m. | Total number of hours travelled, $62\frac{1}{2}$. |
| Stopped for lunch, 3 hours. | Stopped for lunch, $3\frac{3}{4}$. |
| Estimated distance travelled, 56 miles. | Estimated distance travelled, 83 m. |
| Mean travelling, daily, $9\frac{1}{3}$ miles. | Mean travelling daily, $9\frac{1}{4}$ miles. |
| From Beechey Island to Assistance Bay : | From "North Star" to Her Majesty's Ship "Assistance" : |
| Mean weight, 1,347 lbs. | Total weight, 677 lbs. |
| Effective force, 6 men. | Effective force, 7 men. |
| Mean weight per man, 224 lbs. | Mean weight per man, 97 lbs. |
| Number of days out, $5\frac{1}{2}$. | Number of days out, 4. |
| Number of days home, $3\frac{1}{2}$. | Total number of hours travelled, $32\frac{3}{4}$. |
| Total number of hours travelled, 77 h. 40 m. | Stopped for lunch, 8 h. 45 m. |
| Stopped for lunch, 4 h. 30 m. | Estimated distance travelled, 54 m. |
| Estimated distance travelled, 88 m. | Mean travelling, daily, $13\frac{1}{2}$ miles. |
| Mean travelling daily, $9\frac{1}{7}$. | |

Enclosure No. 55. of Sir Edward Belcher's Letter.

Mr. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
May 17th, 1854.

Sir,

I have the honour to enclose you the journal of Her Majesty's Sledge the "Dauntless," from April 13th to May 11th inclusive.

I have, &c.

(Signed) JAS. BLAIR GROVE, Mate.

Proceedings of
Mr. Blair Grove.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "DAUNTLESS."

Left the "North Star" in company with the "Reward," Mr. Pym. In going over the hummocks outside of Beechey Island, the "Reward" broke down, carrying away the whole of her starboard supporters; unloaded her, being impossible properly to repair her where she was, and returned to the "North Star," leaving the "Dauntless" and gear of the "Reward" behind. Reached the "North Star" at 1h. P.M.

April 13th, 1854.
Wind N.W. 1 b. c.

April 14th.
Wind, variable.
Distance travelled, 7h. 30m.
Lunch, 30m.

April 15th.
Wind S.E. 3. b.c.
Distance, 9 miles.
Hours travelled, 8.
Lunch, 0h. 30m.

April 16th.
Wind S.E.
Distance, 10 miles.
Hours travelled, 9.
Lunch, 0h. 30m.

April 17th.
Wind variable, 3. com.
Distance, 8 miles.
Hours travelled, 10.
Lunch, 0h. 30m.

April 18th.
Wind, E.N.E. 4. c. m.
Distance, 9 miles.
Hours travelled, 8.
Lunch.

April 19th.
Wind, E. N.E. 5 to 6. b.
Distance, 3 miles.
Hours travelled, 4.

April 20th.
Wind calm, o. b. c.

April 21st.
Wind calm, o. c. m. s.
Distance, 12 miles.
Hours travelled, 9.
Lunch, 1 hour.

April 22d.
Wind N.N.E. 3. b. c. o.
Distance, 12 miles.
Hours travelled, 9.
Lunch, 0h. 30m.

April 23d.
Wind N.N.W. 3. b. c.
Distance, 13 miles.
Hours travelled, 9h. 10m.
Lunch, 0h. 30m.

April 24th.
Wind N.N.E. 3. b. c.
Wind N.N.E. 3. b. c. m.
Distance, 6 miles.

Left the "North Star" at 7h. A.M. with the "Reward." 8h. reached the "Dauntless," and packed the "Reward." Lunched at noon. 3h. pitched the tent outside the hummocks. 5h. the "Enterprize" arrived, and pitched alongside of us.

6h. 30m. packed and started under sail, steering for Cape Hotham; sledge going over a piece of old floe, hummocky, with soft snow. Lunched at noon, and pitched at 4h. P.M.

6h. 30m. started under sail. 7h. observed a tent pitched. 9h. communicated with Mr. Jenkins and sledge party from "North Star." Noon, lunched, and pitched at 4h. P.M. Captain of the sledge reported having seen three ptarmigan; fired at, but did not succeed in killing any of them.

Started at 6h. A.M., steering for Cape Hotham. Lunched at noon. 3h. double-banked the "Dauntless," and took her into the land over the hummocks; pitched the tents, and sent the hands, except the two cooks, to bring the "Reward" in. 4h. 30m. "Reward" arrived. 5h. had supper. 9h. P.M. Commander M'Clintock arrived at our tents, with the dog sledge and one hand, and gave me the following orders:—

"To Mr. GROVE and Parties under his Orders.

At Cape Hotham, Monday, 17th April, 1854.

"By the direction of Captain Kellett (of which I am the bearer), you will deposit the provisions with which you are laden at Assistance Bay, and return to the "North Star," to await the orders of Sir Edward Belcher.

(Signed) "F. L. M'CLINTOCK, Commander,
"Her Majesty's Ship 'Intrepid.'"

Started at 8h. A.M. for Assistance Bay. Lunched at noon, and pitched at 4h. P.M.

Started at 7h. 30m. A.M., under sail, and reached the depôt in Assistance Bay at 11h. 15m.; pitched the tents, and had lunch. 1h. arranged the depôt,— "Dauntless," 220 rations; "Reward," 163 rations. 5h. 30m. had supper.

Buried the depôt, and lunched at 11h. 30m. A.M.; Henry Jones suffering from snow blindness. Noon, observed two tents pitched about three miles from the land; took all hands out, except the cooks, to offer them any assistance; found they were a party from the "Resolute," under the command of Lieutenant Haswell. Assisted them at the drag-ropes for about four miles, and supplied them with 3 tins of concentrated soups, 110 rations of tea and sugar, and 16 lbs of tallow for fuel. Returned to the sledges at 5h. P.M., and had supper.

Breakfasted, and left the depôt at 7h. 30m., proceeding towards Cape Hotham. 11h. met Mr. Herbert on his way to Assistance Bay; pitched the tent, and had lunch. Proceeded at 12h.; saw a bear. Pitched under Cape Hotham at 5h. 30m. P.M., and had supper.

Breakfasted, and started at 7h. 30m. A.M. 10h. made sail. Noon, lunched. 4h. 30m. observed a black object on the floe, which I took for the bear's carcass; steered for it, found it to be only a pemmican tin; pitched alongside of it.

Started at 6h. 20m. Found the bear at 9h.; took a load of 40 lbs. on each sledge, for the use of the dogs at "North Star." Halted for lunch at 11h. 30m. Noon, met Messrs. May and Shellabear, with two sledges. 4h. pitched.

6h. 30m. packed and started; observed three sledges, joined company; found them to be Lieutenants Pim and Cheyne, and Dr. Armstrong. Arrived on board the "North Star" at 11h. 30m. A.M.

STATEMENT OF WEIGHTS.

| | |
|---|-------------------------------------|
| From Beechey Island to Assistance Bay : | Total number of hours travelled, |
| Mean weight, 1,884 lbs. | 77 h. 40 m. |
| Effective force, 9 men. | Stopped for luncheon, 4 h. 30 m. |
| Mean weight per man, 209 lbs. | Estimated distance travelled, 88 m. |
| Number of days out, 5½. | Mean travelling, daily, 9¾ miles. |
| Number of days home, 3½. | Number of days victualled for, 30, |
| | 330 rations. |

Commander RICHARDS to Mr. J. BLAIR GROVE, Mate, Her Majesty's Ship "Assistance."

Proceedings of Mr. J. Blair Grove.

By Commander Richards, Commander of Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

You are hereby required and directed to proceed with the sledges "Dauntless" and "Reward," taking Mr. Pym under your orders, to Assistance Bay. Your sledges will be each provisioned for 10 days; and in addition, you will carry eight empty half-hogsheads.

On your arrival you will secure the bread (at present buried in bags) in these empty casks, as well as all other provisions which are liable to receive damage by exposure or by the attacks of bears.

Lieutenant Cheyne will also be directed to deposit 2 casks, making 1 in all.

You will not detain Mr. Pym at Assistance Bay, but direct him to return immediately to me, remaining yourself to secure the depôt; and you will perform this service with all the despatch in your power, returning to "North Star" in readiness to accompany the division of sledges to Her Majesty's Ship "Assistance."

Given under my hand, on board the "North Star," at Beechey Island, this 26th day of April 1854.

(Signed) GEO. HENRY RICHARDS, Commander, Her Majesty's Ship "Assistance."

Left the "North Star" at 9h. P.M., in company with the "Reward," Mr. Pym. On rounding Beechey Island, observed two sledge parties. 10h. communicated with Commander M'Clure, who was on his way to the "North Star." Midnight, lunched. Reached and passed the hummocks at 2h. A.M. Pitched the tent; had supper.

Breakfasted and started at 6h. P.M.; made sail. Midnight, lunched.

3h. A.M. pitched, and had supper.

6h. 30m. packed and started. Mr. May arrived with sledge party, en route to the "North Star." 11h. halted for lunch. Proceeded again at 11h. 30m. under sail; weather bad, blowing fresh, with heavy snow drift. Pitched at 2h. A.M.

6h. 30m. packed and started. 11h. lunched, and again proceeded at 11h. 30m.; snow falling.

4h. pitched, and had supper.

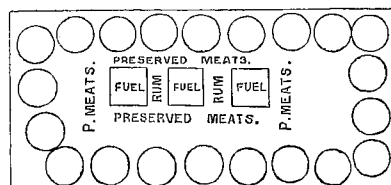
Started at 5h. 30m. P.M. Reached the depôt, pitched, and lunched, at 2h. A.M.; in consequence of the cold, made the men get into their bags.

Noon, dug the depôts out, brought them all to one spot, and sorted them for stowage in casks; deposited 8 rations complete from Mr. Pym's sledge; blowing fresh from the N.W., very squally. 9h. 30m. Mr. Jenkins and party arrived from "North Star," en route for the "Resolute," and pitched alongside of us. 11h. had breakfast.

Employed stowing the bread in casks, and also small stores, such as tea, sugar, potatoes, &c. &c. Managed to get all the bread into the casks, with the exception of four bags of bread; these, however, I had put into the best bags I had, and had them stowed between the row of casks and on the top of the fuel and meats, so as to protect them from any damp arising out of the ground or snow melting. Made a most excellent and secure depôt, by placing all the casks ("Resolute's" and ours included, mustering in all 24) on end in a large square hole, two feet deep, so as to form a square.

April 26th. Wind S.E. 1. c.o. Distance, 6 miles. Hours travelled, 4h. 40m. Lunch, 0h. 20m.
April 27th. Wind S.S.E. 5. c.o. Distance, 10 miles. Hours travelled, 8h. 30m. Lunch, 0h. 30m.
April 28th. Wind S.S.E. 6. to 7. o.m.s. Distance, 10 miles. Hours travelled, 7. Lunch, 0h. 30m.
April 29th. Wind W. 1. o.m.s. Distance, 10 miles. Hours travelled, 9. Lunch, 0h. 30m.
April 30th. Wind, variable. Distance, 7 miles. Hours travelled, 6.
May 1st.

May 2d.



May 2d and 3d.

Wind N.E., 7. to 9. c.q.m.
Distance, 8 miles.
Hours travelled, 6.
Lunch, 0h. 40m.

May 3d and 4th.

Wind N.W. 7. to 9. c.m.q.
Distance, 12 miles.
Hours travelled, 7h. 30m.
Lunch, 0h. 30m.

May 4th and 5th.

Wind N.W. 5. to 9. c. q.
Distance, 11 miles.
Hours travelled, 7h. 30m.
Lunch, 0h. 30m.

May 5th and 6th.

Wind N.W. 5. c. q.
Distance, 10 miles.
Hours travelled, 8.
Lunch, 0h. 30m

May 6th.

Wind S.E. 8. to 9. o.m.q.s.
Distance, 11 miles.
Hours travelled, 5.
Lunch, did not stop.

May 9th.

Wind N.E. 2. to 4. o.m.s.
Distance, 14 miles.
Hours travelled, 10h. 30m.
Lunch, 0h. 30m.

May 10th.

Wind N.W. 1. to 3. o.m.s.
Distance, 12 miles.
Hours travelled, 8.
Lunch, 0h. 30m.

May 11th.

Wind N.E. 1. o.m.s.
Distance, 21 miles.
Hours travelled, 10h. 30m.
Lunch, 2h. 45m.

Filled this up with gravel; placed the pemmican and bacon tins on top of the casks; and on top of all four large cases of bread, containing 224 lbs. each; and placed on top of this a staff and flag. 6h. had supper.

7h. packed the sledge; parted company with Mr. Jenkins, having previously given him 11 rations of everything. 11h. 30m. lunched, blowing very fresh, with heavy snow drift. Proceeded at midnight, but compelled to pitch at 1h. 30m. A.M.

6h. packed the sledge, and started. 7h. communicated with Lieutenant Pim, at Cape Hotham; blowing very heavy, with snow drift. Rejoined the sledges at midnight. 1h. "Reward" carried away both masts; took her in tow, and proceeded, steering to Beechey Island. 2h. pitched, and had supper. 3h. 20m. Mr. Court and party arrived with a boat, bound for Cape Hotham, and pitched alongside of us.

Started at 7h. P.M.; blowing very fresh, with heavy drift; took the "Reward" in tow. 11h. pitched the tent, and rigged a pair of spurs for the "Reward," with tent pikes. Lunched; cast off the "Reward," she making sail. 3h. pitched; had supper.

6h. 30m. started under sail. 11h. lunched, and pitched at 3h. A.M. on Beechey Island, abreast of the "North Star;" had supper. Went on board the "North Star" at 10h. A.M. and reported the arrival of the sledge party.

STATEMENTS OF WEIGHTS, &c.

| | |
|---|--|
| From Beechey Island to Assistance Bay : | Number of days out, $4\frac{1}{2}$. |
| Mean weight, 1,499 lbs. | Number of days back, 4. |
| Effective force, 9 men. | Total number of hours travelled, 65. |
| Mean weight per man, 167 lbs. | " " for luncheon, 4. |
| Number of days provisioned for, 11 | Estimated distance travelled, 83 m. |
| days; 110 rations. | Mean travelling daily, $9\frac{2}{7}$ miles. |

9h. left the "North Star," in company with "Reliance," Lieutenant May, "Reward," Mr. Pym. 9h. 15m. made sail; wind from the S.E., accompanied with heavy drift. Midnight, shortened sail, in consequence of the heavy old floe in Erebus and Terror Bay. 2h. pitched on Point Innes. 3h. had supper.

5h. packed the sledges and started; after clearing the hummocks off Point Innes, made sail. 11h. lunched. 11h. 30h. proceeded. At 1h. observed a marquee pitched off Cape Bowden; communicated with Mr. Allard, on his way to the "North Star." 4h. pitched on the floe a quarter of a mile from Cape Bowden.

7h. packed and started, steering for Cape Bowden; halted alongside the ground hummocks, and took the tent gear and cooking apparatus on shore, pitched the tent, and left Henry Jones, A.B., and Walter Marshall in charge of stores, with ten days provisions—20 rations. 8h. 30m. proceeded. Midnight, lunched. 4h. 15. Halted, and rigged a tent with sails, between Mr. May's and Mr. Pym's; had supper.

10h. 30m. packed and started, Mr. May leaving his tent and gear behind. 4h. stopped the sledges, and went on shore to lunch in the tent that Mr. Herbert had left. 6h. 45m. Started, having left our bags in this tent. 10h. 30m. saw the ships. 11h. 30. arrived on board Her Majesty's Ship "Assistance."

STATEMENT OF WEIGHTS.

| | |
|------------------------------------|--|
| From "North Star" to Assistance : | Number of days out, $4\frac{1}{2}$. |
| Mean weight, 1,044 lbs. | Total number of hours travelled, 34. |
| Mean weight per man, 104lbs. | " " for luncheon, 3h. 45m. |
| Number of days provisioned for, 70 | Estimated distance travelled, 58 m. |
| rations. | Mean of travelling daily, $14\frac{1}{2}$ miles. |

OBSERVATIONS on the State of the Ice in the Wellington Channel.

The floe between Beechey Island and Assistance Bay appears to be young ice, with the exception of a large piece of old floe, about two miles long, in the middle of the Wellington Channel. Heavy ground hummocks extend from Cape Hotham to Assistance Bay, with tidal cracks.

Did not see any open water.

Enclosure No. 56. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Allard.

EDWARD BELCHER, Knight, C.B., to Mr. ALLARD, Master, (Additional,) Her Majesty's Ship "Assistance."

"A COPY of the Orders of Her Majesty's Sledge "Enterprize."

By Captain Sir EDWARD BELCHER, C.B., commanding the Arctic Squadron.

You are hereby directed to proceed with all dispatch in command of the sledge "Enterprize," stopping at the different fixed rendezvous; or proceeding 12 miles; if nothing should be noticed beyond the first, in such case using your marquee.

Your first stage will only advance you to the first tent, where you will rest or not, as the weather may appear propitious or otherwise, and your crew in a fit condition.

On arrival at "North Star" you will deliver the letters entrusted to you, as directed, take receipts for all you deposit, sign for all supplies, and after 24 hours rest return to the "Assistance," by which time Lieutenant May will have completed the chain of tents.

Should you meet the sledge in which Mellish is you are to exchange him for one of my crew (Smith), and take him back, as a bad character, to the "North Star," bringing back on your return the cooper.

You will specially examine all cracks in your progress, and inform me of any traces of motion, particularly on the in-shore ice, on your return.

Given under my hand, on board Her Majesty's Ship "Assistance" this 7th day of May 1854.

(Signed) EDWARD BELCHER, Captain,
Commanding Arctic Squadron.

LIST of Equipment for Sledges with their Weights.— Her Majesty's Sledge "Enterprize."

| No. | | lbs. |
|-----|--|-----------------------------|
| 1. | Tent and brush; spare line for lashing, do. | 142 |
| 2. | Sleeping bags | 77 |
| 3. | Buffalo robe and cover | |
| 4. | Waterproof and canvas bottoms | |
| 5. | Cooking apparatus complete | 20 |
| 6. | Axe | |
| 7. | Pick | |
| 8. | Spade | |
| 9. | Boat-hook | |
| 10. | Tin cylinders for cairn | |
| 11. | Sundry bag | |
| 12. | Ammunition bag | 10 |
| 13. | Medicine box | 7 |
| 14. | Knapsacks, clothes, washing traps, spectacles, and crape | 250 |
| 16. | Instruments and journal | |
| 17. | Sledge and wooden bottom | 210 |
| 18. | Boarding pikes for tent, bamboos, and pemmican axe | 30 |
| | Provisions for 7 days | 231 |
| | 1 Double barrel gun | 10 |
| | 1 Single, Hudson Bay | 10 |
| | | <hr/> 997 |
| | Weights on sledge—plank | 40 |
| | Cases, Nos. 4, 5, 6, 7 | 515 |
| | Bag containing boots | 70 |
| | Small case | 40 |
| | | <hr/> Total weights - 1,662 |

Proceedings of
Mr. Allard.

CREW of Her Majesty's Sledge "Enterprize."

| Names. | Rank or Rating. | Age. |
|-----------------------|--|------|
| Mr. J. H. Allard - - | Master - - - - | 30 |
| Joseph Abbott - - | Ice Quar.-Master, Captain of Sledge - - - | 40 |
| Charles Smith - - | A.B. - - - - | 24 |
| James Graham - - | " - - - - | 27 |
| Cornelius Fielder - - | " - - - - | 28 |
| James McCartney - - | " - - - - | 27 |
| Robert M'Cormick - - | Private, R.M. - - | 29 |
| Robert Urquhart - - | " " - - - - | 28 |
| Simon Dix - - - | " " - - - - | 23 |
| Henry Deller - - - | Ship's Cook - - - | 34 |
| John Clark - - - | Gun-room Steward - - | 38 |

EXCHANGES.

Charles Smith from "Enterprize" to "John Barrow."
Thomas Mellish from "John Barrow" to "Enterprize."

Mr. J. H. ALLARD, Master, to Sir EDWARD BELCHER, Knight, C.B.

Ordered at 10 A.M. 19th May } 9 ho
Delivered at 7 P.M. " }

H.M. Steam Vessel "Pioneer," Wellington Channel,
May 19th, 1854.

Sir,

I have the honour to report my arrival on board Her Majesty's steam vessel "Pioneer," and also to report the proceedings of Her Majesty's sledge "Enterprize," under my charge, between the 7th and 17th days of May, 1854.

On Sunday afternoon, about 3 o'clock, I left Her Majesty's ship "Assistance," and proceeded to the southward, towards the encampment south of Cape Osborn; weather overcast with snow, with a moderate breeze from the southward. On my arrival at the first encampment I found a tent, two tent keepers, and 11 blanket bags; I added two bags which I had on my sledge, making in all 13. Here I arrived at about 9h. P.M., and started towards Cape Grinnell, the next day, Monday 8th, at noon, taking with me 11 blanket bags for the use of my sledge crew; passed through two or three small patches of pack, following a sledge track through; at 5h. P.M. lunched; 9h. 30m. passed Cape Grinnell, looked carefully for a tent there, but observing none proceeded on until 10h., and encamped about a mile south of it, raising the marquee which I had on sledge. The wind during this day's march was S. to E.S.E., force 4 to 6, overcast with snow. Number of hours travelled, 9½; distance, 12 miles. Tuesday 9th., breakfasted and away at noon; wind northerly, 1 b. m. s. Winding our way through a patch of pack, two or three miles wide, after which, for the remainder of the day, we had a good floe. 5h. P.M. stopped half an hour to lunch. Wind S.E. 2 c. m. Proceeded on until 10h., when we encamped nearly a mile south of Cape Bowden, having first ascertained there was no tent on the point for us. Wind east, 3 c.; hours travelling, 9½; distance made, 13 miles. About 3h. 30m. A.M. Wednesday, 10th, Lieutenant May came to my tent on his way to Her Majesty's Ship "Assistance," and informed me he was in pursuance of his orders going to complete the chain of tents; I reported there was a tent a little to the southward of Cape Osborn, but that I had taken bags for my own party from it, and he would find only two there, which were for the tent keepers. Charles Smith was exchanged, and I took Thomas Mellish in his place, as directed in the orders I received before leaving Her Majesty's Ship "Assistance." Having breakfasted, we started at noon this day (Wednesday 10th), with a fresh breeze from the N.W., sledge under canvas, and going with but little exertion to the crew; floe very good; stopped half an hour to lunch at 5h. P.M., and then proceeded towards Point Innes; wind moderating; at 7h. commenced moving among the hummocks of ice, keeping as close in shore as possible; 9h. landed on Point Innes, after a

very heavy drag over the snow bank on the point. Encamped at 9h. 30m. having been travelling 9 hours, and made 15 to 16 miles in distance.

Thursday, 11th, I was again away at noon. Whilst getting under weigh, Mr. Osborn (Her Majesty's Ship "North Star,") passed, and informed me he was proceeding to place a tent on Point Innes. I proceeded on towards, and kept close under Cape Spencer, after passing which I kept close to the land for some distance; stopped about 10 minutes to lunch; crossed Union Bay, and arrived on board "North Star" about 5h. P.M.; delivered the despatches entrusted to my care; wind N.W., 4. o. m. s.; travelled $4\frac{1}{2}$ h. and made 7 to 8 miles.

Friday 12th, unloaded sledge, drew 44 rations from the "North Star," and prepared for leaving on my return to the "Assistance," that evening, but was unable to do so, in consequence of suffering from snow blindness. Dr. Ricards applied some vinum opii.

On Saturday evening, the 13th, my eyes were sufficiently well to enable me to leave for "Assistance;" at 8h. 30m. P.M., left the "North Star;" wind N.W. 5. b. c. m.; lunched at 11h., and arrived at Point Innes about 1h. A.M., Sunday; found a tent there; two tent keepers; all gear correct, except blanket bags, of which there was but 4; my party did not require the use of the bags belonging to this encampment, as we still retained those we had used going to the southward; travelled 4 hours, and made about 8 miles in distance.

At 5h. P.M. Sunday 14th, left Point Innes, on my way to Cape Bowden; found the ice off the point much better for travelling over, since it had been levelled; 10h. lunched; proceeded, and arrived at the Cape Bowden encampment at 2h. A.M. on Monday; found two tent keepers, and tent gear all correct, except bags, at which place I left 11 bags that I had taken from the encampment south of Cape Osborn, on my way to the southward; wind N. to W. 4 to 1 b. c.; $8\frac{1}{2}$ hours travelling, and made about 16 miles.

Left Cape Bowden on Monday 15th, at 5h. 30m. P.M.; and at about 6h. 30m. I met Mr. Herbert, proceeding towards the encampment I had lately occupied; we exchanged sledges, as he said his worked, and he was afraid of its breaking down. He showed me his orders relative to exchanging Simon Dix, private, R.M., and taking one of the men from the Cape Bowden encampment, in his place; sending the former man to the Serjeant's encampment at Little Cape Bowden. I waited until Walter Marshall, A.B., joined me from the encampment I had lately left; Mr. Herbert also informed me that the two tent keepers, viz., Thomas Marshall and William Evans, who were at Cape Grinnell, were to return to the "Assistance" with me. On arriving at Cape Grinnell at 2h. 30m. Tuesday morning, I found a tent, and 12 blanket bags; wind N.W. 2 to 6 b. c. q; travelled $8\frac{1}{2}$ hours, and made 12 miles.

Tuesday, 16th, Lieutenant May and Doctor Lyall arrived at Cape Grinnell this evening, before I started, at 4h. 30m.; shortly after which I passed his sledge. From this encampment Thomas Marshall and William Evans joined my sledge; I also took from this encampment the 12 blanket bags, as Lieutenant May told me he had brought on with him the bags that were at the Cape Osborn encampment, which he intended leaving at Cape Grinnell; at 10h. lunched; arrived at the Cape Osborn encampment about 11. o'clock on Wednesday morning the 17th; wind northerly, 1 to 2 b. c. m.; travelled 8 hours, and made about 11 miles.

Wednesday, 17th, at 11h. 30m. started for the "Assistance;" wind S.W. 2. b. c.; and arrived alongside about 3h. P.M., having travelled $3\frac{1}{2}$ hours, and made about 7 to 8 miles.

At this last encampment I left 12 bags, which I brought on from Cape Grinnell.

The ice the whole distance between the "Assistance" and "North Star," over which I travelled, appears to be perfectly safe, neither holes nor water to be seen on the floe, nor any symptom rendering it unsafe for a loaded sledge to pass over; the snow is much softer than it was 10 days since; but in no place did I find any signs of water on or making its way through the floe.

Proceedings of
Mr. Allard.

A bear passed whilst we were encamped at Cape Bowden; one ball was fired at it, when it made off; the wolf has also been in company with us.

| | | | |
|---|---|---|------------------|
| Number of hours travelling to the southward | - | - | 38½ |
| " " " to the northward | - | - | 24½ |
| Total | | | - - - 63 hours. |
| Number of miles out | - | - | 55 |
| " " returning | - | - | 55 |
| Total | | | - - - 110 miles. |

I have, &c.

(Signed) J. H. ALLARD, Master
and Officer of Sledge.

Mr. J. H. ALLARD, Master, and Officer of Sledge, to Sir EDWARD
BELCHER, Knight, C.B.

An ACCOUNT of the PROCEEDINGS of Her Majesty's Sledge "Enter-
prize," between Sunday May 7th, and Wednesday 17th, 1854.

Mr. Allard returned 4h. P.M. May 17th } 42½ hours.
Report delivered 10h. 5m. A.M. May 19th }

Report ordered to be delivered in 12 or *at extreme* in 24 hours.

Wind, 3h. P.M. S., 4. o. s.
8h. P.M. S., 4. o. s.
No. of hours travelling, 6h.
Estimated distance travelled, 8
miles.

Monday, 8th May.

Wind, noon, S. 6. o. s.
6h. P.M. S.E. 4. o. m.
9h. P.M. E.S.E. 2. o. m.
Hours travelling, 9½.
Estimated distance, 12 miles.

Tuesday 9th.

Wind, noon, N., 1. b. m. s.
6h. P.M. S.E. 2. o. m.
9h. P.M. east, 3. c.
Hours travelling, 9½.
Estimated distance, 13 miles.

Wednesday 10th.

Wind, noon, N.W. 7. o. m. s.
6h. P.M. 5. o. m.
9h. P.M. 4. o. m. s.
Hours travelling, 9.
Estimated distance, 15 to 16
miles.

Thursday 11th.

Wind, noon, N.W. 4. o. m. s.
4h. P.M. W.N.W. 4. o. m. s.
Hours travelled, 4½.
Estimated distance, 7 to 8
miles.
Total number of miles out, 55.

Left Her Majesty's Ship "Assistance" at 3h. P.M., and proceeded towards Beechey Island; arrived at the encampment south of Cape Osborn at 9h. P.M., where we found tent and gear all correct for 11 men; added two sleeping bags for the tent keepers.

Noon, having breakfasted, packed up and proceeded to the southward towards Cape Grinnell; much snow drift; passed through two or three small patches of pack, following a sledge track through. 5h. P.M. lunched. 9h. 30m. passed Cape Grinnell, looked carefully for a tent, but observing none there, proceeded on until 10h., and encamped about a mile south, raising a marquee which I had on the sledge; had supper, tea, &c., making use of 11 sleeping bags which I had taken from the first encampment.

Called the cook at 9h. 30m., breakfasted and away at noon; wending our way through a patch of pack about 2 to 3 miles in breadth, after which for the remainder of the day we had a good floe; 5h. P.M. stopped half an hour to lunch, after which we proceeded, and encamped at 10h., nearly a mile south of Cape Bowden, having first ascertained there was no tent on the point for us; had supper, &c.

About 3h. 30m. A.M. Lieutenant May came to my tent on his way to Her Majesty's Ship "Assistance," and informed me, he was in pursuance of his orders, going to complete the chain of tents; I reported there was a tent a little to the southward of Cape Osborn, but that I had taken bags for my own party from it, and he would find only two there, which, were for the tent keepers. Charles Smith (A.B.) was exchanged, and I took Thomas Mellish in his place, *vide orders*.* At 9h. 30m. called the cook, and was away at noon; sledge under canvas and going with but little exertion to the crew, floe very good. 5h. P.M. lunched, wind moderating. 7h. commenced moving among the hummocks off Point Innes, keeping as close in shore as possible, which road I found the best. 9h. landed on Point Innes after a very heavy drag over the snow bank on the point. 9h. 30m. encamped about half a mile beyond it; supper, tea, &c.

11h. 30m. A.M. breakfasted, and away at noon; whilst getting under weigh, Mr. Osborn (Her Majesty's Ship "North Star") passed, and informed me he was proceeding to place a tent on Point Innes. I proceeded on and kept close in under Cape Spencer, after which I kept close to the

* Most officers would say, "In compliance with your orders."

land for some distance; stopped about 10 minutes to lunch, crossed Union Bay, the Spit, and arrived on board "North Star" about 5h. P.M.; delivered despatches entrusted to my care; myself and crew rested that night on board.

Unloaded sledge; drew 44 rations from the "North Star," and prepared for leaving on my return to the "Assistance" that evening, but was unable to do so, in consequence of suffering from snow blindness. Dr. Ricards applied some vinum opii.

My eyes were sufficiently well to enable me to leave for Her Majesty's Ship "Assistance." 8h. 30m. P.M. left the "North Star." 11h. lunched, and 1h. A.M. Sunday morning arrived at Point Innes; found a tent there, two tent keepers, all gear correct, except blanket bags, of which there were but 4; had supper, &c.

2h. 30m. P.M. called the cook. 4h. 30m. breakfasted. 5h. proceeded to the northward; found the ice much better for travelling over since it had been levelled. 10h. lunched; arrived at Cape Bowden at 2h. A.M.; found two tent keepers and tent; in this tent I deposited the 11 sleeping bags I had been using since I left the ship ("Assistance") on my way to the southward; had supper, &c.

2h. 30m. P.M. called the cook; breakfasted; left Cape Bowden. At 5h. 30m. met Mr. Herbert (mate). At 6h. 30m. exchanged sledges, as he said his worked, and he was afraid of its breaking down; he showed me his orders relative to exchanges, &c., and informed me that Walter Marshall, A.B., was to return with me from Cape Bowden to the ship, and that Simon Dix (P.R.M.) was to join the serjeant at Little Cape Bowden, and that Thomas Marshall, A.B., and William Evans, A.B., tent keepers at Cape Grinnell, were to return to the ship also with me. I waited for Walter Marshall to join, and sent Simon Dix to the serjeant's encampment. 10h. lunched. 2h. 30m. A.M. arrived at Cape Grinnell; found tent and gear and 12 sleeping bags; had supper, &c., and turned in.

Lieutenant May and Dr. Lyall arrived at where I was encamped (Cape Grinnell). 4 P.M. breakfasted. 4h. 30m. proceeded to the northward, taking Thomas Marshall and William Evans (A.B.) and 12 sleeping bags with me, to replace those brought on by Lieutenant May from the Cape Osborn encampment, which he intended leaving at Cape Grinnell. 10h. lunched, and arrived at Cape Osborn encampment about 1 A.M.; from Cape Grinnell to Cape Osborn I found the snow very soft; had supper &c. 9h. A.M. called the cook. 11h. breakfasted. 11h. 30m. proceeded towards the ship, and arrived on board Her Majesty's ship "Assistance" at about 3h. P.M. The ice the whole distance between the "Assistance" and "North Star," over which I travelled, appears to be perfectly safe, neither holes or water to be seen on the floe, or any symptom rendering it unsafe for a loaded sledge to pass over. The snow is much softer than it was 10 days since, but in no place did I find any signs of water on, or making its way through the floe.

(Signed) J. H. ALLARD, Master,
and Officer of Sledge.

Proceedings
Mr. Allard

Friday 12th.
Left Thomas Mellish, A.B. an brought on the cooper, *vide orders.*

Saturday 13th, and Sunday 14th.
9h. P.M. Wind N.W. 5. b. c. m.
Midnight, N.W. 4. o. m.
3h. A.M. 4. o. m.
Hours travelled, 4.
Estimated distance, 8 miles.

Sunday 14th and Monday 15th.
5h. P.M. Wind N., 4. b. c.
Midnight, W., 2. b. c. m.
3h. A., 1. b. c. m.
Hours travelled, 8½.
Estimated distance, 16 miles.

Monday 15th and Tuesday 16.
5h. P.M. Wind, N. 2. to 6. b. c.
Midnight, 2. to 4. c. b. g.
3h. A.M. N. 2. to 5. b. c. q.
Hours travelled, 8½.
Estimated distance, 12 miles.

Tuesday 16th, Wednesday 17th
5h. P.M. Wind, N. 2. b. c.
Midnight, 2 b.c.
1h. A.M., N. 1. o. m.
Hours travelled, 8½.
Estimated distance, 11 miles.
P.M. Wednesday.
1h. Wind, S.W. 1. and 2. b. c.
Hours travelled, 3½.
Estimated distance, 7 to 8 miles
Total distance returning, 55 miles.

An Account of the Receipt and Consumption of Provisions.

| | | | |
|--|-----------|-------|----------|
| Received from "Assistance" | - - - - - | 77 | rations. |
| ,, "North Star" | - - - - - | 44 | ,, |
| | | <hr/> | |
| | Total | - 121 | ,, |
| By the victualling of 111 persons at a man's rations | - | 111 | ,, |
| | | <hr/> | |
| | Returned | - 10 | ,, |
| | | <hr/> | |

Proceedings of
Mr. Allard.

Mr. J. H. ALLARD, Master, and Officer of Sledge, to Sir EDWARD
BELCHER, Knight, C.B.

H. M.'s Steam Vessel "Pioneer," Wellington Channel,
May 19th, 1854.

Sir,

I have the honour to reply to your queries in rotation as follows:

I started from the "Assistance" with 2 bags on the sledge, and I took 11 on with me from the first tent; It was fortunate I did so, for I was entirely without blankets throughout the downward journey.

The orders referred to are throughout those of Captain Sir Edward Belcher, C.B.

I did not know for certain that there were but four blanket bags at the Cape Innes tent, until my return.

Eleven bags which I left at the Cape Bowden encampment are the only ones there.

The exchange of sledges with Mr. Herbert was necessary, owing to his having shown signs of weakness.

Lieutenant May's party reached Cape Grinnell after I started (on Tuesday evening); neither party was incommoded. Thomas Marshall was brought on from the Cape Grinnell encampment, agreeably to orders communicated to me by Mr. Herbert.

| | | | | |
|---|---|---|-------|-----|
| Number of hours travelling to the southward | - | - | - | 38½ |
| To the northward | - | - | - | 24½ |
| | | | Total | 60 |
| Number of miles out | - | - | - | 55 |
| Returning | - | - | - | 55 |
| | | | Total | 110 |

I have, &c.

(Signed) J. H. ALLARD, Master,
and Officer of Sledge.

Proceedings of
Dr. Domville.

Enclosure No. 57. of Sir Edward Belcher's Letter.

Captain KELLETT to Dr. W. T. DOMVILLE, Surgeon, Her Majesty's Ship
"Resolute."

Whereas the time has arrived that it is necessary to remove the invalids from Her Majesty's Ship under my command to Beechey Island—

You will take the general superintendence of the parties proceeding on that service.

The officer whom I have directed to perform the executive duty, has instructions to follow your wishes for the benefit of the men placed in your charge.

Given under my hand, on board Her Majesty's ship "Resolute," in Barrow Strait, 8th May 1854.

(Signed) HENRY KELLETT, Captain.

ABSTRACT FROM MEMORANDUM.

Should Morgan reach Cape Cockburn, it will be for Dr. Domville to consider whether it would be more for the man's benefit to push on.

(Signed) HENRY KELLETT.

Dr. DOMVILLE to Commander W. J. S. PULLEN.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
May 19th, 1854.

I have the honour to enclose a copy of orders received from Captain Henry Kellett, C.B., of Her Majesty's Ship "Resolute," in pursuance of which I left that ship on the evening of the 8th instant, in company with M. De Bray, *Enseigne de Vaisseau*, and the invalids alluded to.

On the morning of the 15th the condition of one of them, Thomas Morgan, A.B., late of "Investigator," becoming hourly more precarious. I deemed it imperative to detach the ambulance sledge and proceed with all despatch in accordance with the memorandum to that effect. To accomplish this I had the services of two men and four dogs, a less force than which would not have been sufficient for the purposes of traction and attendance upon the sufferer.

The floe being good, we made rapid progress, arriving at Assistance Harbour midnight of the 17th, where we completed our deficient provisions from the depôt there established, and on the morning of the 18th arrived at Cape Hotham. There, with much regret, I found Lieutenant Pim suffering from the effects of a severe wound of the thumb, from the bursting of his gun, while firing at a bear about four hours previous.

On my arrival he was upon his sledge, ready for returning to the ship; after dressing the wound with such appliances as the medicine box afforded, I advised him to continue his intention of proceeding on board, purposing to follow as soon as the period for rest had expired, of which both men and dogs stood in need; one of the former, George Butler, from his assiduous attention to the invalid, being affected with vomiting and purging, had not retained any food in the stomach for two days.

On the afternoon of the 18th, we commenced our transit across Wellington Channel, which we had hoped to accomplish in one march, but two of the dogs being seized with fits, we were again necessitated to encamp about ten miles from Beechey Island, until an early hour of the 19th, when we again proceeded, arriving on board Her Majesty's ship "North Star," under your command, shortly after noon.

I parted company from M. De Bray at Moore Island, and when last seen was under sail with a fair wind; from the average rate of travelling, he may be expected in five days from this.

As his crew is composed entirely of invalids, I would suggest the expediency of affording him assistance at Cape Hotham.

I have, &c.

(Signed) W. T. DOMVILLE, Surgeon.

Enclosure No. 58. of Sir Edward Belcher's Letter.

Sir EDWARD BELCHER, Knight, C.B., to Lieut. MAY, Sledge "Reliance."

By Captain Sir Edward Belcher, C.B., Commanding the Arctic Searching Squadron.

You are hereby required to proceed with the sledge "Reliance," with the articles enumerated in the accompanying document; and accompanied by Dr. Lyall to the depôt, at Beechey Island, reporting yourself to the senior officer there, whose orders you will obey.

I must beg leave to impress on your mind a more attentive compliance with the spirit and intent of my orders Nos. 27-31, and 33.

Given under my hand, on board Her Majesty's ship "Assistance," this 14th day of May, 1854.

(Signed) EDWARD BELCHER.

If you should meet with Mr. Allard between this and No. 1 tent, you will not leave that tent until 6 A.M. to-morrow morning, when the dog sledge may possibly overtake you, if I have any reply to send.

(Signed) E. B.

Proceedings of
Lieut. May.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.,

Her Majesty's Ship "Assistance," Winter Quarters,
May 24th, 1854.

Sir,

I have the honour to inform you that in compliance with your orders I left this ship with the sledge "Reliance," carrying the weights as per enclosed list; and accompanied by Dr. Lyall, on the morning of the 15th of May, proceeded to the tent under Cape Osborn, where I remained for the night, leaving it on the following morning about 7h. 30m. A.M., and arriving at Cape Grinnell at 3h. 30m. P.M.

Wednesday, 17th.—Left the tent at Cape Grinnell at 8 A.M., on my march for Cape Bowden, where I arrived at 5 P.M., having met the sergeant abreast of Baring rendezvous, and given him two bags marked sergeant's provisions, and one containing *lignum vitæ*.

Left Cape Bowden on the 18th at 7 A.M., and arrived at Point Innes at 5 P.M. After the usual rest, proceeded on for the "North Star," arriving there at 11 A.M. on the 19th. On delivering up your letter to Commander M'Clure (senior officer at Beechey), I was ordered by him to give the same to Commander Pullen, which I did; and after 24 hours rest left the "North Star" on my return to this ship, at 10h. P.M. of the 20th (with orders from Commander Pullen, a copy of which I beg to enclose); accompanied by Dr. Ricards, and assisted by four dogs, having exchanged Thos. Copeland (A.B.), left behind sick, for Thos. Bond (ice quarter-master, lately recovered). I arrived at the tent at Point Innes (which had been shifted two or three miles north of its former position) at about 2h. 30m. A.M. of the 21st; here I found two buffalo robes and seven blanket bags, with the rest of the equipment complete; the rough road in the vicinity of this point has been improved by parties from the "North Star." Leaving this tent at 8h. P.M. on the 21st, I arrived at Cape Bowden at 1h. A.M. on the 22d, and found the equipment complete, with 12 blanket bags.

At 6h. 30m. P.M. of 22d I left Cape Bowden, arriving at Cape Grinnell at 11h. 30m. where I found equipment complete, with 10 bags; here I halted for rest, until 6h. 30m. P.M. of 23d, when I proceeded on for Cape Osborn, which I reached at 10h. P.M.; but finding the tent occupied by Mr. Grove and the crew of the Sledge "Rendlesham," I only remained there sufficient time to refresh my men, and proceeded at 1h. A.M. on the 24th for the ship, where I arrived at 4h. 40m.

During my journey down to the "North Star," the weather remained fine, with light and variable winds, but on the 20th we had a fresh gale from the S.E., which shifted to the northward on the night of the 21st; since that period the weather has continued fine, with the wind generally from the northward.

Between Cape Osborn and Cape Grinnell I found numerous fresh cracks in the ice across the channel, and one off Cape Osborn about a foot wide. Otherwise I observed no difference in the floes, with the exception of the snow getting softer, and a few tidal cracks along shore.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant.

Lieutenant May will make himself fully acquainted with the Instructions addressed to officers in general, which can be mastered in less than one hour; and he will specially obey Articles 1, 3, 9, 16, and not send me *copies* of the orders of any other officer. *Copies* only apply to testimonials, &c., unless at a distance from a commander-in-chief. But whatever reading other officers may *assume*, it is my order that the original shall, in obedience to Article 9, be presented to me.

The service ordered required an hour for the report before me, instead of 17 working hours, which has detained Lieutenant May from duty. The sledge equipment is not signed.

I am unable to approve.

(Signed) EDWARD BELCHER.

Enclosure No. 59, of Sir Edward Belcher's Letter.

Proceedings of
Mr. Herbert.

Mr. F. B. HERBERT, Mate, to SIR EDWARD BELCHER, C.B.

Sir,

Her Majesty's Ship "Assistance," Wellington Channel,
May 24th, 1854.

I have the honour to report the arrival of the sledge under my command, on board this ship yesterday, the 23d instant, from Beechey Island.

I left the "Assistance" on the morning of the 13th instant, in pursuance of your orders, and encamped at the first tent on Cape Osborn, at 2h. P.M., despatching the two men there back to the ships. At this tent I found all the equipment, and 10 bags.

At 6h. A.M. on the morning of the 14th, I started for Cape Grinnell, where I arrived at 4 P.M.; the equipment of this tent was complete, with 11 bags. The two tent keepers I warned to be ready to return with Mr. Allard, taking from them 10 rations (their spare provisions).

Leaving Cape Grinnell I landed the sergeant at Baring rendezvous at 3h. P.M. on the 15th, secured the tent with the depôt and fuel, and leaving with him the 10 rations taken from Cape Grinnell. On the summit of this bluff I found a small cairn, with a notice from Mr. M'Cormick, of which I enclose a copy.

Off the bluff the pack extends for about 1½ miles, and the soft snow drift between the hummocks renders it inconvenient for heavy sledges to get in there.

No such difficulty off Cape
Bowden.

At 7h. P.M. I met Mr. Allard, with the Sledge "Enterprize," and showed him your direction for Simon Dix, P.R.M., to join the sergeant, which was carried into effect; I also requested Mr. Allard to exchange sledges with me, as mine showed signs of weakness, which he acceded to. At Cape Bowden I arrived at 9 P.M., finding the equipment and bags, 11 in number, correct. Henry Jones (A.B.), one of the tent keepers, I retained, sending the other, Walter Marshall (A.B.), to join Mr. Allard. At 8h. A.M. on the 16th, I left Cape Bowden, arriving at the "North Star's" tent about 2 miles below Point Innes at 11h. P.M. There I found two tent keepers, two buffalo robes, and four bags, and cooking gear complete; the road here has been much improved since I passed up before, by a party from the "North Star."

The next morning at 10h. A.M. I proceeded, taking with me the two tent keepers, arriving on board the "North Star" at 5h. P.M. I reported myself to Commander M'Clure, delivered to him your despatches, and showed him my orders.

During the passage down the weather was favourable, with fresh northerly winds; for the last two days of the journey Richard Bex, R.M., was unable to drag from snow blindness.

The only difference I observed in the state of the ice, was that there were some tide cracks crossing the channel, and that the snow was softer than when last I travelled over it.

I was detained on board the "North Star" until the evening of the 19th, in consequence of the illness of Thomas Bond (ice quarter-master) and John Simmonds (A.B.), who eventually remained behind, and were replaced by William Glass (A.B.), and Charles Warn (A.B.), from the "North Star."

At 9h. P.M. on the 19th, having received five days' provisions from the "North Star," I left. Lieutenant Haswell had that morning shifted the tent below Point Innes to two miles north of it, and had completed the bags to seven. I encamped there at 3h. A.M. on the 20th; leaving at 5h. P.M. on the 20th, arrived at Cape Bowden at 1h. A.M. of the 21st. After resting here 12 hours I revisited the sergeant, taking to him 10 rations (the provisions left by the two tent keepers at Cape Bowden), and 200 lbs. of lignum vitæ, from the "North Star." From the sergeant I received one ptarmigan. At midnight of the 21st I arrived at Cape Grinnell, and found Mr. Taylor there, having just arrived; after supping with my crew, and resting five or six hours in the tent, he breakfasted, and then started on his return, taking with him the despatches and the game received from the sergeant.

Leaving Cape Grinnell at 4h. P.M., I arrived at Cape Osborn at midnight; from thence, having rested the usual time, I proceeded on to the

Proceedings of
Mr. Herbert.

ship, met Mr. Grove an hour's march from the tent, and arrived on board at 7 P.M. On leaving the "North Star," we carried fresh southerly winds to Cape Osborn, when it changed to north, and continued so.

I have the honour to enclose a list of my weights, also a copy of the orders under which I have been acting, as specified below.

I have, &c.
(Signed) F. B. HERBERT, Mate.

Sir EDWARD BELCHER, Knight, C.B., to Mr. HERBERT, Mate, Her Majesty's Sledge "Success."

By Captain Sir Edward Belcher, C.B., Her Majesty's Ship "Assistance," Commanding Arctic Expedition.

Having mustered on your sledge the articles enumerated in the accompanying list, you will proceed to Beechey Island, reporting yourself to the senior officer there, and obtaining receipts for the articles deposited.

After 24 hours delay, or as directed by the senior officer, you will return to this ship, taking to Cape Bowden depôt such stores as may be furnished to you from the depôt at Beechey Island.

Given under my hand, on board Her Majesty's Ship "Assistance," in the Wellington Channel, this 12th day of May, 1854.

(Signed) EDWARD BELCHER.

I beg to call your attention to the Memorandums Nos. 27, 28, in the orders to the officers in general of this expedition.

You will instruct any men left in No. 2. tent from hence to return with next up-sledge; and you will also take on with you any men left in charge of No. 4. tent (North Star). The tents to be well secured and left ready for occupation.

(Signed) E. B.

WEIGHTS from Her Majesty's Ship "Assistance" to Baring Depôt.

| | | | | |
|-----------------|---|---|---|-----------|
| Total weight | - | - | - | 1980 lbs. |
| Effective force | - | - | - | 10 men. |
| Weight per man | - | - | - | 198 lbs. |

From Baring Depôt to "North Star."

| | | | | |
|-----------------|---|---|---|-----------|
| Total weight | - | - | - | 1393 lbs. |
| Effective force | - | - | - | 9 men. |
| Weight per man | - | - | - | 154½ lbs. |

From "North Star" to Baring Depôt.

| | | | | |
|-----------------|---|---|---|----------|
| Total weight | - | - | - | 554 lbs. |
| Effective force | - | - | - | 9 men. |
| Weight per man | - | - | - | 61½ lbs. |

From Baring Depôt up.

| | | | | |
|-----------------|---|---|---|----------|
| Total weight | - | - | - | 288 lbs. |
| Effective force | - | - | - | 9 men. |
| Weight per man | - | - | - | 32 lbs. |

COPY of NOTICE found in Cairn on summit of Baring Depôt.

August 21st, 1852, 6 A.M.

Memo.—Found a notice deposited here by Mr. John Stuart, of the "Lady Franklin," dated 13th of May, 1851, stating that a depôt of 60lbs. of bread and 40 lbs of pemmican had been left by him for emergencies on the north point of this bay.

(Signed) R. M'CORMICK,
Her Majesty's Ship "North Star," Beechey Island,
Commanding a Boat Expedition up Wellington
Channel, in search of Sir John Franklin.

Enclosure No. 60. of Sir Edward Belcher's Letter.

Captain HENRY KELLETT, C.B., to Mr. E. DE BRAY, Her Majesty's Ship
"Resolute."

Proceedings of
M. De Bray,
of the French Navy.

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship
"Resolute."

Taking charge and fulfilling the executive duties of the parties which are about to leave this ship on Monday evening the 8th May, for the removal to Beechey Island of invalids under the superintendence of Dr. Domville—

You will follow his wishes, and use every exertion in your power that there may be a successful issue to your journey.

Given under my hand, on board Her Majesty's Ship "Resolute,"
in Barrow Strait, 6th May, 1854.

(Signed) HENRY KELLETT, Captain.

Mr. E. F. DE BRAY, Enseigne de Vaisseau, to Commander PULLEN, Her
Majesty's Ship "North Star."

Sir,

Her Majesty's Ship "North Star," Beechey Island,
May 28th, 1854.

I have the honour to report that, in compliance with my orders, I left the "Resolute" the 8th of May, at 8h. P.M., proceeding to Beechey Island, accompanied by Dr. Domville, and having in charge 9 men, all of them invalids, 8 dogs and 2 sledges. One of the sledges was loaded with provisions and travelling gear, the other was fitted with a cot to transport Thomas Morgan.

The distance from the "Resolute" to Cape Cockburn was accomplished in four days, the floe being bad and obliging me often to take one sledge after the other to pass over the hummocks.

The second day after leaving the ship I met Messrs. Cheyne and Shel-labear, and two days afterwards Mr. Jenkins, all of them proceeding on board the "Resolute."

From Cape Cockburn, the good state of the snow on the land was very favourable to us, and we made rapid progress.

The 14th of May I pitched the tent near Moore Island. There Dr. Domville, judging that the state of Thomas Morgan required a rapid removal to Beechey Island, left me on the morning of the 15th, accompanied by two men and four dogs, with six days provisions. Although my party was greatly reduced by this, having had the good fortune of a fine breeze from the W.N.W., I kept during two days in sight of Dr. Domville, but soon after lost sight of him.

The 17th I pitched two miles west of Browne Island. Saw there two ducks and one raven.

The men were then very tired, and one of them, J. Bailey, was very often obliged to go on the sledge. The dogs, fortunately in good condition, were for us a great help.

The 21st I arrived at Assistance Harbour. Being short of fuel, I tried to go to the depôt with the sledge, but the state of the floe prevented me, and I was obliged to leave the sledge outside the hummocks, and walked with two men to the depôt. I found the provisions much damaged by the bears, and made all I could to secure the depôt, having taken about ten pounds of fuel.

The 22d I arrived at the station of Cape Hotham at the same moment when Mr. Court was coming from the "North Star." Very fortunately I found there a small quantity of bear's meat, which came just in time for the dogs, who were beginning to show some symptoms of weakness. Mr. Court gave me also two of his men, and the next day, 23d of May, I proceeded to Beechey Island, and arrived on board the "North Star" on the 25th at 6h. A.M.

Proceedings of
M. De Bray,
of the French Navy.

The only appearance of water seen was at Cape Hotham, where I crossed a crack, extending in the direction of the S.E., of two feet in breadth, and in which water could be seen.

I am happy to say, that all the men placed under my orders gave me great satisfaction by their zeal and good conduct.

I have, &c.,
(Signed) E. F. DE BRAY, Enseigne de Vaisseau.

Enclosure No. 61. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Jenkins.

REPORT OF PROCEEDINGS OF Her Majesty's sledge "Cardigan."—
Motto—"En grace affie."

Her Majesty's Ship, "North Star,"
Erebus Bay, Beechey Island, April 18th, 1854.

April 8th, Saturday.
Noon, wind light N.W.
8h. P.M. Ther. — 19°.
Tent + 1°.

At 9h. 15m. A.M., left the ship, provisioned for 30 days, to deposit a depôt in Assistance Bay. Reaching the western point of Beechey Island shortly after ten o'clock, we struck off into the former tracks amongst the hummocks, and found the road much cleared, except in two or three places heavily banked up with snow drift. At 1h. 45m. P.M. reached the level floe. 4h. 30m. saw a sledge to the westward. 5h. communicated with Mr. Herbert (mate), in charge of H. M. sledge "Success." 5h. 15m. encamped.

April 9th, Sunday.
8h. A.M. Ther. — 15°.
Tent. + 0°.
7h. P.M. Ther. — 9°.
Tent. + 1°.
Wind light N.W.
April 10th, Monday.
8h. A.M. Ther. — 9°.
Tent. + 1°.
7h. P.M. Ther. — 10°.
Tent. + 1°.
Calm.

9h. packed and proceeded. Continued the whole day on a level floe. 5h. encamped; very mild.

April 11th, Tuesday.
8h. A.M. Ther. — 16°.
Wind light S.E.
7h. P.M. Ther. — 10°.
Tent. — 4°.
April 12th, Wednesday.
8h. A.M. Ther. — 11°.
Tent. + 0°.
Wind fresh N.W.
P.M. Ther. — 5°.
Wind fresh S.E.
April 13th, Thursday.
8h. A.M. Ther. — 2°.
Tent. + 10°.

8h. 30m. packed and proceeded. 10h. communicated with Mr. Shellabear (Second Master), in command of H.M. sledge "Steadfast." At 1h P.M. passed the carcass of a bear; took off ditto about 5 lbs. of fuel. 6h. encamped.

7h. P.M. Ther. + 4°.

8h. 30m. proceeded, occasionally under sail. At 5h. 45m. P.M. rounded Cape Hotham and encamped.

April 14th, Friday.
8h. A.M. Ther. — 5°.
Tent. + 11°.

Wind fresh from N.W. with snow drift. 8h. 45m. packed and proceeded. 9h. 15m. communicated with Lieutenant May, in charge of H.M. sledge "Reliance," *en route* from Cape Walker to Beechey Island. Shortly after noon, the wind having veered round to the S.E., by the assistance of the sail, encamped at 6h. 15m. P.M., about two miles from the east point of Assistance Bay. Weather thick and gloomy, but very mild.

8h. P.M. Ther. — 10°.
Tent. + 1°.

During the night blowing a fresh gale from the south-eastward, but towards morning it gradually drew round to the S.W., and having moderated at 8h. 30m. proceeded. At 10h. closed the eastern point of Assistance Bay, and crossed a heavy ridge of hummocks. 10h. 45m., in consequence of the gale having increased, with a considerable quantity of snow drift, pitched. 12h. 30m. weather having moderated, proceeded along the beach of Assistance Bay. At 1h. 45m. P.M. reached the depôt and deposited 160 rations, with an official list, as received from the Clerk in charge of Her Majesty's Ship "North Star," also a letter for Commander Richards. At 3h. depôt being secured, proceeded under sail for Beechey Island. 5h. encamped; weather very thick, gloomy, and trying to the eyes.

April 15th, Saturday.
8h. A.M. Ther. — 9°.
7h. P.M. Ther. — 4°.

Wind fresh from N.W. with much snow drift, but clear over head. 8h. 30m. packed, and proceeded under sail. Noon, rounded Dungeness Point; wind coming off shore in heavy squalls, and objects at a very short distance obscured with snow drift. At 2h. 30m. P.M. reached the boat near Cape Hotham, and found depôt secure. 3h. 45m. stopped off Commander Richard's depôt at Cape Hotham, deposited a letter, as per order. Found depôt broken into by bears, and about ten yards from it, an empty bag much torn, supposed to have contained pork. 4h. 15m. proceeded. 5h. 30m. encamped; very mild.

Wind fresh from S.W. with snow drift. 8h. packed and proceeded under sail. Shortly after noon the wind veered round to the eastward. At 4h. pitched.

At 9h. A.M. saw three sledges to the eastward. 9h. 15m. communicated with Her Majesty's sledges "John Barrow," "Dauntless," and "Reward."

in charge of Messrs. Cheyne, Grove, and Pym, *en route* to the westward. April 16th, Sunday.
9h. 30m. proceeded under sail. 5h. 30m. encamped outside of the hummocks off the western point of Beechey Island. 8h. A.M. Ther. + 4°.
Tent. + 11°.

At 7h. 30m. packed and proceeded. Wind light S.E.; weather very thick, gloomy, and trying to the eyes. 11 15m. landed on the western point of Beechey Island. Communicated with Her Majesty's sledge "Success," Mr. Herbert (mate) in command, *en route* to the westward. 7h. P.M. Ther. + 5°.
April 17th, Monday.
7h. A.M. Ther. + 9°.
Tent. + 19°.

12h. 30m. arrived on board; crew all well.

(Signed) ROBT. JENKINS, Mate,
Commanding Her Majesty's Sledge "Cardigan."

Enclosure No. 62. of Sir Edward Belcher's Letter.

Lieutenant CHEYNE to Commander W. J. S. PULLEN.

REPORT of Sledge "John Dyer."

Proceedings
of Lieut. Cheyne.

Her Majesty's Ship "North Star," Erebus Bay, Beechey Island,
May 30th, 1854.

Sir,

I have the honour to report to you, for the information of Captain Sir Edward Belcher, the proceedings of Her Majesty's sledge, "John Dyer," on travelling service to Her Majesty's ship "Resolute," and back to this ship.

On the 26th April, at 9 P.M. (per order of Commander Richards) we left this ship with six men, and provisioned for 13 days. On striking off from Beechey Island, met Captain M'Clure with the remainder of the "Investigator's" ship's company.

On the 28th touched at Assistance Bay, and deposited 3 empty casks for securing the depôt.

On the 5th May arrived up with Mr. Shellabear at Moore Island, and proceeded in company to Her Majesty's ship "Resolute," where we arrived at 2h. 45m. P.M. on the 9th. Reported myself to Captain Kellett.

Remained on board until the 13th, when, at 7h. P.M., we started on our return to this ship, with the sledge "Cardigan," in company (Mr. Shellabear accompanying me down); weighted at 215 lbs. per man, and provisioned for 15 days, under the following order from Captain Kellett:—

"By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship 'Resolute.'

"Having command of the sledge 'John Dyer,' the crew of which has been increased to ten persons in all, you will direct Mr. Jenkins, mate, who has command of the sledge "Cardigan," which sledge has also received a similar increase to her crew, to proceed in company with you to the depôt 8 miles east of Cape Cockburn, where you will deposit the provisions and fuel with which you are charged to increase that depôt.

"This service being performed, you will receive on the 'John Dyer' a case for Lieutenant Mecham, and on the 'Cardigan' a portmanteau, which has already been placed there, and proceed direct to Beechey Island, reporting yourself to the senior officer there.

"Given under my hand, on board Her Majesty's Ship 'Resolute,' in Barrow Strait, 12th May 1854.

(Signed) HENRY KELLETT, Captain."

On the 18th at 11h. 15m. P.M. we reached the depôt near Allison's Inlet, and deposited the things ordered, bringing on others (as per instructions).

The length of time that elapsed between our starting from the "Resolute" and arriving at this depôt was owing to the caution given to me by Captain Kellett, not to run the slightest risk of any accident to the sledges among the hummocks to Cape Cockburn; so we cut and prepared the road as we proceeded. As we left the depôt, Captain Kellett arrived there with five sledges.

On the 23d we passed the south point of Brown Island abreast of Captain Kellett's division of sledges.

On the 25th at 8h. 45m. P.M. we arrived at Assistance Bay; taking from the depôt ten rations for the "John Dyer," the "Cardigan" taking the same quantity. Captain Kellett arrived here about two hours after us.

Proceedings
of Lieut. Cheyne.

On the 26th we passed Cape Hotham ; Mr. Court, who was stationed there, communicated with us ; stopped five minutes to speak him, and proceeded. Crossed a crack two feet wide, running apparently from Ragged Bluff in a south-easterly direction as far as we could see.

On Sunday the 28th at 1h. A.M. arrived on board this ship, and at 11h. 45m. A.M. the "Cardigan" arrived also, all well, excepting some of the crews suffering with their eyes. We returned one day's provisions to the ship, having expended fifteen.

I am unable to insert my orders from Captain Richards to proceed to the "Resolute," as they are in the possession of Captain Kellett.

I have, &c.
(Signed) JOHN P. CHEYNE, Lieutenant.

Game shot : 1 hare, 9 ptarmigan.
Five deer seen on Baker Island.

J. P. C.

Enclosure No. 63. of Sir Edward Belcher's Letter.

MR. W. B. SHELLABEAR to Commander PULLEN.

Proceedings
of Mr. Shellabear.

Her Majesty's Ship "North Star," Erebus Bay,
May 31st, 1854.

Sir,

On the receipt of your orders dated April 22d, I left the ship with 7 men and 30 days' provisions, 20 days of which were secured in casks and cases for depôt, in company with Lieutenant May. At midnight, on the 23d, Commander M'Clintock overtook us, and gave me orders to go on to the "Resolute." In the passage across the channel, we met all the "Investigator's" sledges, which we visited, to see if we could be of any assistance.

We arrived at Cape Hotham on the evening of the 25th, and at Assistance Bay on the following day. At the latter place I left the depôt, enclosed in the cairn with Mr. May's, taking 10 days' more provisions with me. I remained here till 5 in the evening, and then commenced to travel by night. Owing to the thick weather, I could not continue on the track, and went to the northward of Browne Island, where my progress was much delayed by hummocks and soft snow. On May 1st, being about 6 miles to the eastward of Baker Island, I was detained by a heavy gale of wind from the N.W. a day and a half, and again on the 4th for half a day by a gale from the westward.

On the morning of the 5th, Mr. Cheyne came up to us after we had been encamped five or six hours two miles eastward of Moore Island. At a distance of two miles from Allison's Inlet, he again came up, and we went on in company, going over the low land to Cape Cockburn. From the hill on Cape Cockburn, we struck off through the hummocks, and arrived on board the "Intrepid" on Tuesday, May 9th ; here myself and sledge crew remained during our stay. On the arrival of Mr. Jenkins on the 11th, Captain Kellett broke up my party, to complete the other two. I therefore left the whole of my sledge equipment behind, and returned to this ship with Mr. Cheyne's sledge. We left the "Resolute" on Saturday, the 13th, and arrived on board on the morning of May 28th.

I have, &c.
(Signed) W. B. SHELLABEAR, Second Master,
Late in charge of "Steadfast" Sledge.

LIST of EQUIPMENT left on board H.M.S. "Intrepid."

| | | | | | | | | |
|-----------------------------------|---|---|--------------|------------------|---|---|---|--------------|
| Sledge, 10 men | - | - | 1 in number. | Pickaxe | - | - | - | 1 in number. |
| Bottom and lashing, &c. complete. | | | | Shovel | - | - | - | 1 " |
| Tent | - | - | 1 " | Small axe | - | - | - | 1 " |
| Macintosh cloth | - | - | 1 " | Large knife | - | - | - | 1 " |
| Waterproof blanket | - | - | 1 " | Lever knife | - | - | - | 1 " |
| Fearnought | - | - | 1 " | Hammer | - | - | - | 1 " |
| Buffalo skin | - | - | 1 " | Sail and yard | - | - | - | 1 " |
| Pikes | - | - | 5 " | Rifle | - | - | - | 1 " |
| Lance (bear) | - | - | 1 " | Tins for spirits | - | - | - | 2 " |
| Saw | - | - | 1 " | | | | | |

(Signed) W. B. SHELLABEAR, Second Master.

LIST of PROVISIONS deposited in Assistance Bay by the Sledge "Steadfast," on April 26th, 1845.

| | |
|---|--|
| Rum - - - - - 2 gallons. | Chocolate paste - - - 7 ³ / ₄ lbs. |
| Biscuit - - - - - 80 lbs. | Pepper - - - - - ⁶ / ₇ " |
| Pemmican - - - - - 40 " | Salt - - - - - 1 ² / ₇ " |
| Preserved meats - - - 40 " | Tobacco - - - - - 2 ⁴ / ₇ " |
| Boiled bacon - - - - 10 " | Onion Powder - - - - ¹² / ₇ " |
| " pork - - - - - 10 " | Small cask - - - - - 1 in number. |
| Preserved potato - - - 10 " | Metal case - - - - - 1 " |
| Tea - - - - - 1 ⁴ / ₁₆ " | Iron hoops - - - - - 6 " |
| Sugar - - - - - 3 ¹² / ₁₆ " | |

(Signed) W. B. SHELLABEAR, Second Master.

Proceedings
of Mr. Shellabear.

Provisions in
Assistance Bay.

Enclosure No. 64. of Sir Edward Belcher's Letter.

An ACCOUNT of PROVISIONS and VICTUALLING STORES placed in Depôt by Sledge Parties belonging to Her Majesty's Ship "North Star," in March and April 1854.

At Cape Hotham, Wellington Channel, deposited March 27th, 1854, by Mr. R. P. Jenkins, Mate.

Stores and Provisions
at Cape Hotham.

PRESENT REMAINS.

| | |
|---|---|
| Biscuit - - - - - 190 lbs. | Mustard - - - - - 1 ¹⁵³ / ₁₆ lbs. |
| Rum, concentrated - - 3 ²⁸³ / ₁₆ gallons. | Salt - - - - - 3 ¹ / ₁₆ " |
| Preserved meats - - - 66 lbs. | Cayenne pepper - - - ⁵³ / ₁₆ " |
| Pemmican - - - - - 38 " | Tobacco - - - - - 9 ² / ₁₆ " |
| Boiled bacon and pork - 108 ³ / ₄ " | Onion Powder - - - - ⁵³ / ₁₆ " |
| Preserved potato - - - 43 " | Fat for fuel - - - - - 50* " |
| Tea - - - - - 10 " | Cases, wood - - - - - 1 in number |
| Sugar - - - - - 29 ¹¹ / ₁₆ " | Biscuit bags - - - - - 2 " |
| Pepper - - - - - ¹²³ / ₁₆ " | |

* Reported to have been eaten by bears.

At Cape Bunny, Barrow's Straits, deposited April 3d, 1854, by Mr. W. B. Shellabear, Second Master.

| | |
|---|---|
| Biscuit - - - - - 296 lbs. | Mustard - - - - - 1 ¹²³ / ₁₆ lbs. |
| Rum, concentrated - - 7 ¹²³ / ₁₆ gallons. | Salt - - - - - 3 ⁷ / ₁₆ " |
| Preserved meats - - - 98 lbs. | Cayenne pepper - - - ⁴³ / ₁₆ " |
| Pemmican - - - - - 148 ¹ / ₂ " | Tobacco - - - - - 10 ²³ / ₁₆ " |
| Boiled bacon and pork - 129 ³ / ₄ " | Onion Powder - - - - - ⁵ / ₁₆ " |
| Preserved potatoes - - 49 ¹ / ₂ " | Barricoes, 6 gallons (6 } 1 in number. |
| Chocolate paste - - - 37 ² / ₁₆ " | hoops) - - - - - } |
| Tea - - - - - 6 ³ / ₁₆ " | Cases, wood - - - - - 1 " |
| Sugar - - - - - 18 ⁹ / ₁₆ " | " metal - - - - - 5 " |
| Pepper - - - - - ¹⁴³ / ₁₆ " | |

At Assistance Bay, Barrow's Straits, 160 Rations, deposited April 13th, 1854, by Mr. R. P. Jenkins, Mate.

| | |
|--|---|
| Biscuit - - - - - 160 lbs. | Mustard - - - - - ¹¹³ / ₁₆ lbs. |
| Rum, concentrated - - 3 ²⁰ / ₁₆ gallons. | Salt - - - - - 1 ⁷ / ₁₆ " |
| Preserved meats - - - 160 lbs. | Cayenne pepper - - - ² / ₁₆ " |
| Boiled bacon and pork - 59 ³ / ₄ " | Tobacco - - - - - 4 ¹¹ / ₁₆ " |
| Preserved potato - - - 20 " | Onion powder - - - - - ³ / ₁₆ " |
| Tea - - - - - 5 " | Cases, wood - - - - - 1 in number. |
| Sugar - - - - - 12 ⁸ / ₁₆ " | " metal - - - - - 2 " |
| Pepper - - - - - ⁵³ / ₁₆ " | |

At Assistance Bay, Barrow's Straits, 60 Rations, deposited April 26th, 1854, by Mr. W. B. Shellabear, Second Master.

PRESENT REMAINS.

| | |
|--|--|
| Biscuit - - - - - 60 lbs. | Chocolate paste - - - 5 lbs. |
| Pemmican - - - - - 60 " | Pepper - - - - - ⁴³ / ₁₆ " |
| Preserved meats } - - - 60 " | Salt - - - - - ¹³ / ₁₆ " |
| Boiled bacon - - - - 7 ¹ / ₂ " | Tobacco - - - - - 1 ⁹ / ₁₆ " |
| " pork - - - - - 7 ¹ / ₂ " | Onion Powder - - - - ⁹³ / ₁₆ " |
| Preserved potato - - - 7 ¹ / ₂ " | Small casks - - - - - 1 in number. |
| Rum, concentrated - - 1 ¹⁸ / ₁₆ gallons. | Metal Cases - - - - - 2 " |
| Tea - - - - - ¹⁵ / ₁₆ lbs. | Iron hoops - - - - - 6 " |
| Sugar - - - - - 2 ¹³ / ₁₆ " | |

(Signed) W. J. S. PULLEN, Commander.

Proceedings of
Captain Kellett, C.B.

Enclosure No. 65. of Sir Edward Belcher's Letter.

Captain KELLETT, to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Beechey Island, May 31st, 1854.

I beg to transmit a report of my proceedings since the receipt of your orders on the 28th April, 1854.

Their Lordships having desired that clear information should be left at Melville Island that supplies of provisions would be found at Beechey, on the evening of the 8th May I despatched Lieutenant Hamilton with five dogs and one man to Dealy Island to deposit there full information, also to take orders for Lieutenant Mecham and Mr. Krabbé to return direct to Beechey without attempting to visit the ships. This will expedite their return and make it safe, doing away with the necessity of leaving Commander M'Clintock and party to await their arrival; I also left for them a twelve day depôt at Cape Cockburn and my ice boat, sending their clothes to Beechey by the auxiliary sledges you ordered to assist me.

On the same day I despatched Dr. Domville and M. De Bray with my weakly men; one of these poor men, Thomas Morgan, A.B., late of "Investigator," who has been confined to his bed all the winter, I was obliged to send down in a cot; he reached Beechey apparently not worse, but died two days after. By the post mortem it was found that he could not have lived.

I have formed a noble depôt at Cape Cockburn, thoroughly secured, by placing everything in casks but a few "preserved meats and boiled bacon." It was impossible for me to place a depôt at Cape Capel or Point Frazer with my force; even could I have taken the provisions there, I could not possibly have secured them.

This service being performed, and having stowed the ships with equal proportions of provisions, and secured everything on board, putting steam engines in perfect working order, and in condition to be under steam in two hours, in fact, the vessels being, as expressed in your order, ready for re-occupation, I thoroughly caulked the hatches, &c. down, and left with my whole crew, numbering forty-two persons, on Monday, 15th May, at 7h. P.M., for Beechey Island.

On the afternoon of the 25th I reached the depôt at Assistance Bay, which I found insecure, and on the afternoon of the 26th passed Cape Hotham, where I found Mr. Court endeavouring to repair the boat I ordered to be sent there; I sent my carpenter in to look at her; he reported it impracticable to repair her without plank; she has, besides both garboards, three streaks above them on each side out.

On Sunday, 28th instant, at 6h. 30m. P.M., I arrived on board "North Star."

I trust, Sir, that although I have deviated a little from your orders, the manner in which I have carried out the spirit of them will meet with your approbation.

I am, &c.
(Signed) HENRY KELLETT, Captain.

Enclosure No. 66. of Sir Edward Belcher's Letter.

Sir EDWARD BELCHER, C.B. to Mr. B. GROVE, Mate, commanding H. M. Sledge "Rendlesham."

By Captain Sir Edward Belcher, C.B., commanding the Arctic Squadron.

You will proceed with all convenient despatch with the invalids and party to Beechey Island, delivering to the *senior officer* there the letters entrusted to you.

You will attend to my memorandum of verbal orders lent to you, and on your return, having copied them, return them to me.

You will receive any further instructions for your return from Commander M'Clure.

Given under my hand, on board H. M. Ship "Assistance," this 22d of May, 1854.

(Signed) EDWARD BELCHER.

Captain KELLETT, to Mr. J. B. GROVE, Mate, H. M. Ship "Assistance."

Proceedings of
Mr. Blair Grove.

By Henry Kellett, Esquire, C.B., Captain H.M. Ship "Resolute,"
and Senior Officer at Beechey Island."

The sledge "Rendlesham," in your charge, manned with thirteen men and provisioned for three days, is to receive the provisions and fuel named in the margin (for which you will give receipts to the "Clerk in charge" of the "North Star."

Boiled bacon, 12 lb. 6 oz.
Biscuit, 33 lb.
Essence, coffee, 1 bottle.
Lignum vitae, 100 lbs.
Oak staves (in 9-inch lengths)
a proportion.

Being in all respects ready, you will proceed to H.M. Ship "Assistance," reporting yourself to Captain Sir Edward Belcher, Knight, C.B., in command of the Arctic Squadron.

The articles above mentioned you will deposit at Baring Rendezvous, in charge of the sergeant of the "Assistance," who will countersign the receipt for them, which receipt you will deliver to the senior officer on your arrival.

Given under my hand on board H.M. Ship "North Star," at Beechey Island, the 30th May, 1854.

(Signed) HENRY KELLETT, Captain.

MEMORANDA of Verbal Orders given to Mr. Grove.

1. You will make easy journies, that is, you can take longer rests at night, starting later each day, but be on your guard against too long a rest at luncheon; the eating, drinking, and smoking at that period goes more to weary than refresh your crew.

2. Be as frugal as possible with your fuel; you may yet in your own case have to feel its want, and the instant the meal is cooked put out the fire. Let this find a place in your journal.

3. The journal itself, comprising all interesting matters, may or may not be read by me for weeks; therefore your official report of proceedings (to be copied from your diary) must be before me at the earliest moment after arrival. Forget not that the expedition and style of performing this essential part of your duty is read by me as a volunteer, and readiness for immediate further service, and I select those spirits which can work with me. Censure is painful, and robs me of that night's rest, but the opportunity to approve is grateful.

4. You will remark on everything connected with each tent you visit; state its wants, or if complete, how the sergeant and his men get on, and (confidentially) if they seem to wish for temporary relief to go to Beechey Island or return here. If either of them should wish to make the trip to Beechey Island, you will take him on and bring him back, leaving a proper person to do his duty. If the sergeant leave, or, on your return, should the sergeant wish for temporary relief you will learn from him *going down*, and Captain Kellett will appoint a trustworthy relief, to take charge of the Baring rendezvous; but he must be a *responsible* petty officer, otherwise Humphries must remain until relieved from hence.

5. Your stay at Beechey Island depôt must depend on the senior officer there; but the heavy (salt) articles of provision in profusion there, fuel, &c., must be brought up by your sledge to Baring rendezvous, and all the blanket bags must be collected there. If there should be any "*difficulty*" (a word not in my vocabulary) in the approach to the rendezvous, let it be *demolished* by pick-axes and spades. Verbum sat. Sixteen men and two officers should upset the Pole. I have understood that it is the practice to halt and cook, &c. short of the "North Star;" this occasions undue expenditure of time. You will obviate this by timing your starting from No. 4 tent, so as to *insure* your *arrival* at the depôt, Beechey Island, at an hour when your provisions can be cooked there, and comfortable quarters secured. I shall send special orders to meet this matter.

Should you meet the dogs, and they have food to sustain them here, they will come on; otherwise, you will carry them on to the "North Star."

You will deliver my letter to Captain Kellett, if present; otherwise, to Commander M'Clure (the senior commander present).

(Signed) EDWARD BELCHER.

To be returned to me.

Mr. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
June 5th, 1854.

Sir,

I have the honour to forward you a letter of proceedings of H.M. sledge "Rendlesham."

May 23d.—Left the "Assistance," and proceeded for Cape Osborn. 3h. P.M. met Mr. Herbert and party. 4h. 30m. arrived and pitched at Cape Osborn. 9h. 30. P.M. Mr. May and Dr. Ricards arrived. 10h. 15m. the sledge crew arrived, made room for them in the tent; after having supper and tea they left at 1 A.M. Received four dogs from Mr. May.

24th.—Started at 11h. 30m. A.M.; pitched on Cape Grinnell at 6h. 30m. P.M. Both Richard and John Hayles felt much fatigued during the day; after lunch they walked alongside the sledge.

25th.—Started at 1h. P.M., with a fair wind; found the dogs a great assistance, as both the Hayles were unable to drag. 8h. P.M. communicated with the sergeant; unloaded the sledge, leaving all the gear on the floe, with the exception of the depôt and tent, and proceeded over the hummocks for the tent. 9h. arrived at the sergeant's tent; gave him the depôt and pitched the tent.

26th. Started at 1h. P.M. 1h. 30m. reached the gear on the floe and packed the sledge. 3h. 30m. P.M. reached Cape Bowden; pitched; shot a hare.

27th.—Started at 7h. A.M. 4h. 30m. arrived at Point Innes; left the sledge outside of the hummocks, and walked to the tent, which is situated on top or brow of the hill. Arrived and pitched the tent at 5h. 30m. P.M.; both the Hayles much fatigued.

28th.—Started at 7h. A.M. 1h. 15m. P.M. arrived on board the "North Star."

Thursday, 30th.—9h. P.M. received my orders from Captain Kellett.

31st.—Started from the "North Star" at 6h. 30m. A.M. Reached the tents on Point Innes at 2h. 35m. P.M.; blowing very fresh from the southward, with heavy snow drift. 12h. 20m. A.M. Mr. Cheyne and party arrived, and proceeded again for Cape Bowden. 2h. 40m. Mr. May arrived; called the cook, breakfasted, and started at 4h. 30m., as his party arrived. 1h. 30m. P.M. arrived at Cape Bowden, pitched small tent, and sent the rest of the men into the sergeant's tent, Mr. Cheyne and party occupying the other. 11h. P.M. Mr. Cheyne and party left, and Mr. Nares and party arrived at the same time, leaving again at 3h. A.M.; received 22 rations.

2d.—Started at noon; thick weather; wind from the northward, accompanied with rain and sleet. 5h. 20m. passed Mr. Nares' tent. 8h. P.M. met Thompson and the dogs. 8h. 3m. Thompson proceeded again. 8h. 20m. Arrived at the tent; found Mr. Cheyne and party in it; pitched small tent; had supper in it. 11h. Mr. Cheyne left; took possession of the tent; during the day two mollimok flew close to the sledge.

3d.—2h. P.M. started. Six ducks and an ivory gull passed the sledge, flying to the northward. 8h. 30m. arrived at the tents on Cape Osborn; found them occupied by Mr. Cheyne, and Mr. Nares pitched alongside of him. Pitched small tent; had supper in it. 11h. Mr. Cheyne and Mr. Nares left; passed several cracks in the floe varying from one to two feet; snow very soft.

4th.—11h. 30m. started, and arrived on board the "Assistance" at 4h. P.M.

I also beg to enclose you the receipts of provisions, &c. that I received on board the "North Star," with the exception of 22 rations I received from the sergeant at Cape Bowden. The gear in all the tents is complete, and cooking apparatus in good order. I left three bags at Cape Osborn, making fourteen at that tent; with the sergeant I left four, making sixteen at Cape Bowden; there are eleven in all the rest. The sergeant and S. Dix were in good health; neither of them wished relieving. The cracks in the floe appear to be getting rapidly wider, and water nearly on a level

with the floe in them. The floe is also very heavy for travelling, owing to the soft snow.

Proceedings of
Mr. Blair Grove.

STATEMENT of WEIGHTS.

| | |
|---|---------|
| From "Assistance" to "North Star" - - - - - | lbs. |
| Mean weight per man - - - - - | 2,461 |
| Effective force - - - - - | 154 |
| | 16 men. |

| | |
|---|---------|
| From "North Star" to "Assistance" - - - - - | lbs. |
| Mean weight per man - - - - - | 1,047 |
| Effective force - - - - - | 80 |
| | 13 men. |

| | |
|--------------------------------------|------------|
| Number of hours travelling - - - - - | 73h. 30m. |
| Distance made good - - - - - | 114 miles. |
| Casualties - - - - - | none. |

I am, &c.

(Signed) JAS. BLAIR GROVE, Mate,
Her Majesty's Ship "Assistance."

Enclosure No. 67. of Sir Edward Belcher's Letter.

Captain KELLETT, C. B., to Mr. STEPHEN COURT, Acting Master,
late Her Majesty's Ship "Investigator."

Proceedings of
Mr. Stephen Court.

By Henry Kellett, Esq., C. B., Captain, Her Majesty's Ship
"Resolute," and Senior Officer at Beechey Island.

Taking command of the sledge "Intrepid," manned with ten men, and provisioned for eight days :

You will proceed to Cape Hotham, where you will leave the three carpenters that form a portion of your crew, for the purpose of repairing the boat there, materials for which you will be supplied.

Jno. Silvey.
Jas. Savage.
W. Mumford.
Jos. Gibson.
Thos. St. Croix.
Will. Griffith.
Thos. Wilson.
Jno. Halloran.
Will. Hannan.
Jno. Cogblin.

You will then proceed to Assistance Harbour for the purpose of securing the depôt there. This is a duty to which too much attention cannot be given. The rum is to be started from the tin cans into a cask, which you will take with you, and you will be supplied with such stores as will enable you to complete the security of the depôt against the depredations of animals, or the effects of water at the approaching thaw. This is not the occupation of an hour or two : care and attention must be given, so that you will leave the depôt with the full conviction that any distressed party visiting it at any future period may be certain of obtaining ample relief.

On your return you will call at Cape Hotham for the carpenters, and on your arrival on board this ship you will give me, as early as possible, a clear statement of the manner in which you have performed this service, for the information of Sir Edward Belcher.

Given under my hand, on board H. M. ship "North Star," at
Beechey Island, the 30th day of May, 1854.

(Signed) HENRY KELLETT, Capain.

The accompanying record to be deposited at the depôt.

Mr. STEPHEN COURT, Acting Master, to Captain HENRY KELLETT, C. B.,
Senior Officer at Beechey Island.

Sir,

"Her Majesty's Ship, "North Star," Beechey Island,
June 9th, 1854.

In compliance with your orders, I left this ship on the 30th May, and arrived at the depôt at Assistance Bay on the morning of 2d June, having left the carpenters to repair the boats at Cape Hotham.

During the night of the 2d the whole party were employed securing and restoring the various articles according to the accompanying plan.

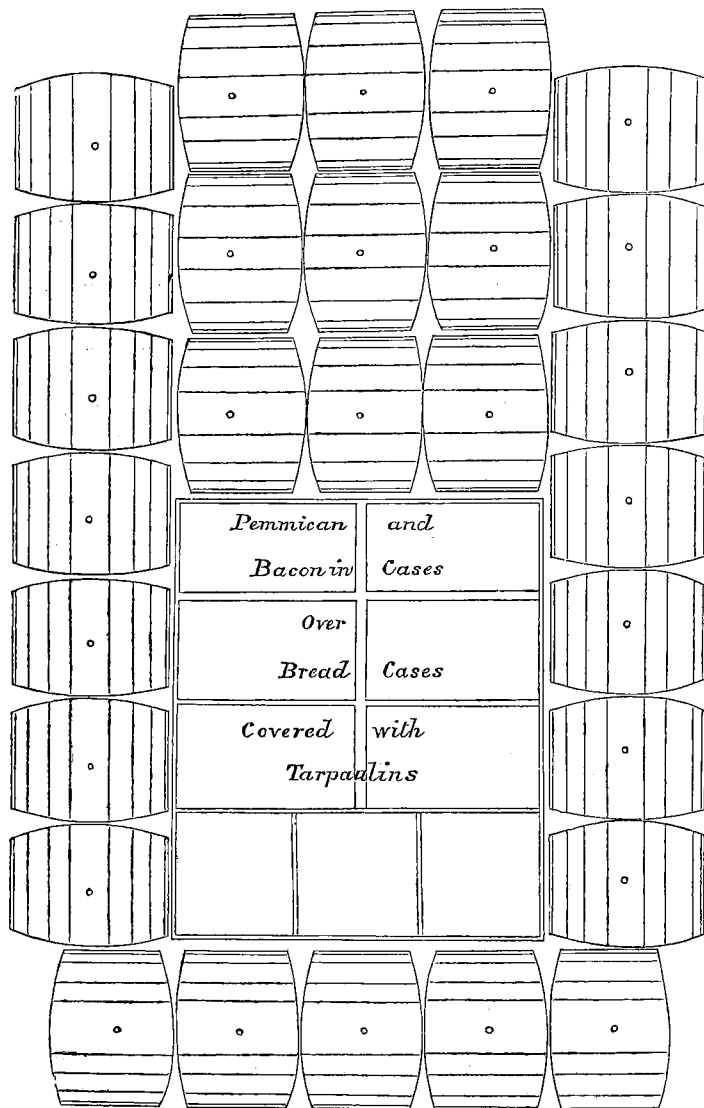
Having completed this service, and feeling convinced that everything was secure both from the depredations of animals and the effects of damp or wet weather, I left for Cape Hotham on the evening of the 3d, and

Proceedings of
Mr. Stephen Court.

remained there until the boats were finished and depôt secured. This gave employment until the night of the 5th, when, all being secure, I left for the ship, and arrived on board at 5h. 30m. A.M., June 8th.

I have, &c.

(Signed) STEPHEN COURT, Acting Master.



The whole depôt, covered with sand and gravel, and stowed according to the above plan, consists of thirty casks, all numbered with black paint on their outer ends, from 1 to 30.

Four cases, stowed immediately under the pemmican and bacon cases shown in plan; one of these containing bread, the others containing depôts in potato tins, and preserved meats in tins, the whole being covered with tarpaulins to preserve them from wet.

Under the above four cases is a ground tier of preserved meat tins.

This depôt, therefore, consists of three casks, numbered 1, 2, and 3, containing rum.

Seventeen casks, numbered from 4 to 21 inclusive, and 1 bread case numbered 2, containing bread.

Two casks, numbered 22 and 23, containing tea, sugar, and all small stores, in paper parcels.

One cask, No. 24, containing pork.

One cask, No. 25, containing biscuit, $81\frac{1}{4}$ lbs.; potato, $6\frac{1}{4}$ lbs.

Two casks, Nos. 26 and 27, containing fat for fuel.

One cask, No. 28, containing flour.

Two small casks, Nos. 29 and 30 (stowed as riders), containing sixteen tins of preserved meat (tins damaged), and some damaged sugar.

One bread case, No. 1, containing one potato tin full of pemmican, and 66 tins of preserved meat.

One bread case, No. 3, containing 2 depôts secured in potato tins, 22 pieces of pork, and 24 tins of preserved meat.

One wooden case, No. 4, (small,) containing a depôt.
 Nine tins, not numbered, containing bacon.
 Three tins, not numbered, containing pemmican.
 One hundred and thirty-five tins of preserved meat, stowed in the
 ground tier.
 One stone jar, containing tea.
 One tin can, containing spirits of wine.

(Signed) STEPHEN COURT, Acting Master.

Proceedings of
 Mr. Stephen Court.

Enclosure No. 68. of Sir Edward Belcher's Letter.

Lieutenant MAY to SIR EDWARD BELCHER, Knight, C.B.

Proceedings of
 Lieut. May.

Her Majesty's Ship "Assistance," Winter Quarters,
 June 10th, 1854.

Sir,

I have the honour to inform you that, in pursuance of your order, I left the "Assistance" on the evening of the 27th May, in charge of the sledge "Reliance," laden with the articles enumerated in your printed and written memorandum.

Rested at the tents at Cape Osborn and Grinnell on the 28th and 29th, arriving at Cape Bowden on the morning of the 30th, carrying out your orders relative to the serjeant's tent, which I shifted to Cape Bowden; and, as it took seven and a half hours to execute this duty, I remained at the tent there afterwards until the evening of the 31st.

Between Cape Bowden and Point Innes I met Mr. Dean, carpenter of "Resolute," with the "Dog" sledge; also the parties under Lieutenant Cheyne and Mr. Nares (mate), all on their way to the "Assistance;" and on my arrival at the tent on Point Innes, I found Mr. Grove and party just on the point of starting for Cape Bowden.

Having rested at this tent, started next evening for the "North Star" (shot a bear in Union Bay, which Captain Kellett had brought in for the dogs), and arrived on board at 7h. 30m. A.M., June 2d. Delivered your despatches to Captain Kellett, together with the articles addressed to him.

On Monday morning, June the 5th, having received my orders from Captain Kellett (of which I beg to enclose a copy), I left the "North Star" at noon, arriving at Point Innes at 6h. 30m. P.M., and completed the blanket bags to twelve in number, leaving the tent on the following morning at 7h. 15m. A.M., and arriving at Cape Bowden at 4h. 15m. P.M.

Wednesday, the 7th.—Previous to our starting, Lieutenant Cheyne arrived, asking for our assistance to bring his sledge in, as the invalids were suffering from the march, which I gave him, and also, at his request, left the petty officer and two men to assist them as far as Point Innes. The serjeant and Simon Dix also volunteered their services for half the distance. I then packed, and proceeded on for Cape Grinnell at eleven, arriving there at 6h. 30m. P.M. Resting at that tent until the following morning, when we again started at 9h. 30m., reaching Cape Osborn at 6h. P.M., leaving it at 9h. 30m. on the 9th, and arriving on board at 2h. 30m. P.M.

I also left in each tent three rations for the party, sent to assist the invalid sledge under Lieutenant Cheyne.

The weather has been for the last fortnight generally overcast, and until my arrival at the "North Star," we had fresh southerly winds. From Saturday evening, June 3d, until Monday morning, at Beechey Island, it blew a strong gale from the N.W. The wind has continued since then from the northward. The floes are now very heavy, owing to the late fall of snow; and on my return journey, it has taken me nearly the same time to come from tent to tent, with a light sledge, as we before took with a heavy one. There is one crack in the floe, about three feet wide, two miles south of Cape Bowden; and also two cracks, one of which is about four feet wide, between Cape Osborn and Grinnell. At the edge of these cracks I saw eight seals. I also saw a bear and two cubs off Point Bellôt, and a flock of Brent geese; shot during my journey up and down nine ptarmigan.

I beg to subjoin an account of the receipt and disposal of provisions, &c. during the period of this service.

Proceedings of
Lieut. May.

RECEIPTS—RATIONS.

| | | | |
|-----------------------------------|---|-----|--|
| Original from H.M.S. "Assistance" | - | 55 | complete. |
| For Cape Baring depôt | - | 66 | except biscuit and bacon. |
| From H.M.S. "North Star" | - | 33 | and rum. |
| | - | 6 | also 66 of biscuit and bacon for the journey back. |
| Total | - | 160 | |

DISPOSAL—RATIONS.

| | | | |
|---|---|-----|---------------------------|
| Left at Baring depôt | - | 33 | except biscuit and bacon. |
| By the victualling of 104 persons, 28th May—9th June, 1854 | - | 104 | complete. |
| Used in excess on the journey down, by changing day into night | - | 12 | " |
| Left in addition with the three men sent to the invalid sledge | - | 9 | " |
| Returned, on arrival, to H.M.S. "Assistance" | - | 2 | " |
| Total | - | 160 | |

I also received on the journey up 18 lbs. of lignum vitæ from Cape Baring depôt, to complete us in fuel, for which I gave a demand to the serjeant in charge, as also one hare and three ptarmigan for conveyance to the ship.

I have, &c.
(Signed) WALTER W. MAY, Lieutenant.

Captain KELLETT to Lieutenant MAY, Her Majesty's Ship "Assistance."
By Henry Kellett, Esquire, C.B., Captain of Her Majesty's Ship
"Resolute," and Senior Officer at Beechey Island.

The crew of the sledge "Reliance," under your charge, is to be provisioned for five days.

Four letters. One package marked "Paymasters Instructions." Addressed to Captain Sir Edw. Belcher, C.B., Commanding Arctic Squadron. One small note addressed to Secretary of the Admiralty—marked *secret*.

You will then proceed with them to Her Majesty's Ship "Assistance" with the letters and package noted on the margin, which you will deliver to Captain Sir Edward Belcher, C.B., to whom you are to report yourself.

You will leave this place to-morrow, the 5th June, at 6h. A.M.

Given under my hand, at Beechey Island, the 4th June 1854.

(Signed) HENRY KELLETT, Captain.

Enclosure No. 69. of Sir Edward Belcher's Letter.

Proceedings
of Lieut. Cheyne.

Captain KELLETT to Lieutenant CHEYNE, Her Majesty's Ship "Assistance."

COPY OF ORDERS from Captain Kellett, C.B.

By Henry Kellett, Esquire, C.B., Captain, Her Majesty's Ship
"Resolute," Senior Officer at Beechey Island.

Taking command of the "John Dyer" sledge, manned with ten men, and provisioned for five days,

Biscuit 231 lbs., in packages of 33 lbs. each.
Oak staves (in 9-inch lengths) a proportion.

You will receive for conveyance to the Baring rendezvous the provisions and fuel named on the margin, and proceed to Her Majesty's Ship "Assistance," off Cape Osborn, reporting yourself to Captain Sir Edward Belcher, K.C.B., from whom you will receive further directions.

On arriving at the above-named rendezvous you will deposit the stores, leaving them in charge of the serjeant of the "Assistance," who will countersign the receipt for them; this receipt you will deliver to the senior officer on your arrival.

You are not to interfere in any way with Mr. Nares, or the party under his charge.

Given under my hand, on board Her Majesty's Ship "North Star," at Beechey Island, the 31st day of May 1854.

(Signed) HENRY KELLETT, Captain.

Proceedings
of Lieut. Cheyne.

Sir EDWARD BELCHER, Knight, C.B., to Lieutenant CHEYNE.

COPY of ORDERS from Sir Edward Belcher, C.B.

By Captain Sir Edward Belcher, C.B.

You will proceed to Baring rendezvous, obtain the signature of the serjeant, as ordered by Captain Kellett, and proceed to Beechey Island, where you will obey the orders of the senior officer, presenting to him these orders and the completed receipt.

Given under my hand, on board Her Majesty's Ship "Assistance," this 4th day of June 1854.

(Signed) EDWARD BELCHER.

Lieutenant CHEYNE to Captain KELLETT, C.B., Senior Officer, Beechey Island.

REPORT of Her Majesty's Sledges "John Dyer" and "John Barrow."

Her Majesty's Ship "North Star," Beechey Island,
June 10th, 1854.

Sir,

I have the honour to report to you, for the information of Captain Sir Edward Belcher, my proceedings en route from Beechey Island to Her Majesty's ship "Assistance," and on my return to this ship, as follows:—

At 7h. P.M. started for Her Majesty's ship "Assistance," in charge of the sledge "John Dyer" and a party of ten men from Her Majesty's ship "North Star" (Mr. Nares, of Her Majesty's ship "Resolute," in company, with a like party).

May 31st, Wednesday.

The "John Dyer" was provisioned for five days, taking also 231 lbs. biscuit, and 24 staves of casks as fuel to Cape Bowden.

At 1h. A.M. arrived at the tent on Point Innes; found Mr. Grove's party there, also en route to Her Majesty's ship "Assistance." As they refused giving up the tent, we re-packed the sledge, and proceeded on for Cape Bowden. Issued an extra day's provisions in consequence of making two marches in one (perforce). At 2h. A.M. met Lieutenant May, with a party from "Assistance." At 3h. A.M. arrived up with Mr. Nares (who had headed us from Point Innes); pitched on the floe. About five miles south of Cape Bowden passed a crack of two feet width, running across channel. At 8h. 15m. A.M. arrived at Cape Bowden. At 1h. P.M. Mr. Grove arrived. At 10h. 30m. P.M. Mr. Nares arrived. At 11h. 30m. P.M. we started, having left the before-mentioned stores with the serjeant who is stationed there.

June 1st, Thursday

About 8h. 30m. A.M. arrived at Cape Grinnell. Travelling very heavy from the late fall of soft snow. At 8h. 45m. P.M. Mr. Grove arrived, and at the same time the dog sledge passed en route to "North Star." At 11h. P.M. proceeded, leaving Mr. Grove in possession of the tent. Mr. Nares came up as we left, and we proceeded in company.

June 2d, Friday.

At 1h. A.M. Mr. Nares stopped to have four hours' rest; passed several cracks of about one foot in width, and at 6h. A.M. arrived at the tent two miles south of Cape Osborn. At 10h. A.M. Mr. Nares arrived and pitched alongside of us. At 9h. P.M. Mr. Grove arrived, and at midnight Mr. Nares and myself proceeded in company.

June 3d, Saturday.

Passing three or four more cracks off Cape Osborn, we arrived on board the "Assistance" at 5h. 30m. A.M. At 8h. P.M., having received a party of eight invalids, along with the sledge "John Barrow," weighted to 105 lbs. per man, and provisioned for five days, I left the "Assistance" for "North Star."

June 4th, Sunday.

About 4h. A.M. arrived at the first tent very tired. About 7h. 30m. P.M. started for Cape Grinnell.

June 5th, Monday.

About 5h. 30m. A.M. arrived at the tent at Cape Grinnell, the sledge crew being quite fagged out, and one man not able to pull. At midnight we started for Cape Bowden.

June 6th, Tuesday

Proceedings
of Lieut. Cheyne.

June 7th, Wednesday.

After getting through the hummocks just south of Cape Grinnell, the sledge crew being already tired, I left them and walked on for Cape Bowden, for the purpose of sending the two hands stationed there to assist them in. On arriving found Lieutenant May's party pitched there, on their journey to "Assistance." Applied to him for three of his men to go on with me to Point Innes next march. In the meantime he sent his whole party and the two men stationed at Cape Bowden to bring them in. At 9h. A.M. they arrived; the invalids were perfectly used up, some of them feeling very ill. At about 10h. A.M. Lieutenant May left for Cape Grinnell, leaving three men behind to assist our party. At about 9h. P.M. started for Point Innes, taking on the three aforesaid men, besides the two hands stationed at Cape Bowden. When nearly halfway to Point Innes the two men returned to their station at Cape Bowden.

June 8th, Thursday.

At 2h. 15m. A.M. met Mr. Purchass, Engineer of "Intrepid," en route to Her Majesty's ship "Assistance," with a party of eleven men from "North Star." Christopher Allen obliged to get on the sledge, his strength having entirely left him. About 4h. 30m. A.M. arrived at the tent at Point Innes, the invalids being completely exhausted. Having seen them bagged and had some supper, I left them to rest, and walked on to the "North Star" to get a party sent out to their assistance. At 11h. 30m. A.M. I arrived on board, and reported myself (per order) to Captain Kellett, delivering Sir Edward Belcher's despatches.

At 6h. P.M. a party went out under Mr. Scott, assistant surgeon of "Intrepid," and, meeting the sledge off Point Innes (they having just started), returned to Her Majesty's ship "North Star" at 2h. A.M. on Friday the 9th June. Enclosed are the orders received by me.

I have, &c.

(Signed) JOHN P. CHEYNE, Lieutenant.

Enclosure No. 70. of Sir Edward Belcher's Letter.

Proceedings
of Lieut. Meham.

Lieutenant MEHAM to Captain KELLETT, C.B., Beechey Island.

Her Majesty's Ship "North Star," Beechey Island,
June 14th, 1854.

Sir,

I have the honour to inform you that I left the ship on April 3d, in command of the sledge "Discovery," having under my orders Mr. Krabbé, with sledge "Newton." On the fatigue party leaving us, shaped our course to the W.N.W., and travelled over heavy hummocks of pressed up young ice, following the best leads to the northward until the 5th, when we gained a perfectly level floe, about 30 miles N.W. of the ship. Passed one mile south of Cape Gillman, and arrived at Melville Island on the 8th, and the Sailors' Home, Dealy Island, on the 12th. Off Point Griffiths we remained a day encamped on account of the disabled state of several men from snow blindness, sore feet and ankles.

The house we found in perfect condition, well banked up with snow on the outside, but the interior perfectly free from drift. The upper part of the bread in No. 1 tank was slightly damaged, and one rum cask about one quarter empty. After provisioning our sledges we proceeded on the 13th to the westward. Deposited a record on the stone in Winter Harbour, crossed over Point Hearne, and travelled about 3 miles off shore towards Cape Providence. On the 18th shaped our course for Cape Russell on Baring Island, and gradually changed to night travelling. About 8 miles south of Cape Providence entered the first range of heavy hummocks, composed of young ice; through this we travelled about 5 miles, when we met the old floes, generally surrounded by heavy ridges of pressed up young ice. About the centre of the straits we found the floes old and of larger extent, and as we neared the southern shore, we were constantly entangled during dense fogs among most intricate hummocks and deep snow, which made the travelling most laborious. On the 24th April the land was indistinctly seen with a glass about six miles distant, and soon after, on the weather clearing, found that we had passed the old ice, and a large extent of pressed up young floes lay before us. On the 25th encamped off a low

point at the entrance of an inlet, which I supposed to be Cape Russell, as the high land near Cape Providence was distinctly seen bearing N. $\frac{3}{4}$ E. Here I deposited 11 days' provisions in depôt, and dispatched Mr. Krabbé to the westward in execution of your orders; I also directed him, on his return to Dealy Island, to examine the bread and remove as much of the damaged part as possible. After leaving the depôt the land trended to the S.S.W., along which we steered. On the 26th, during a heavy northerly breeze, we came to very old ice, deeply covered with snow, most unlike that described in Prince of Wales Straits. The high land on each side terminates abruptly, beyond which there appeared to be an extensive plain swelling across the bottom. This mistake obliged us to go upon half allowance of provisions, pick up our depôt, and follow the land to the westward. In two journies we opened the Prince of Wales Straits; this, together with the bearings of Melville Island, satisfied me that the land must be laid down too far to the eastward. When south of Cape Russell, I deposited our depôt, and proceeded to the south-westward, about 2 miles off shore. Although the ice was considerably pressed up, the snow was hard, and travelling tolerably good. Landed occasionally to obtain drift wood, which was in great abundance about the low points. On the 4th May, at midnight, arrived at the Princess Royal Islands, and at the cairn found a document stating that Her Majesty's ship "Enterprise" had, in 1851, passed up the straits to Point Peel, returned, and after following the west coast of Baring Island to lat. $72^{\circ} 55' N.$, had wintered in 1851 and 1852, in lat $71^{\circ} 35' N.$, $117^{\circ} 40' W.$, also that information of her movements would be found upon an islet in lat. $71^{\circ} 36' N.$, $119^{\circ} W.$ Provisioned the sledge for 10 days, and started that night to the southward in quest of further traces. After passing Point Garden, found the beach thickly strewn with the traces of Esquimaux encampments. On the 9th arrived at the islet, and after several hours found records, 10 feet magnetic north of a small cairn built upon the summit. These stated that the "Enterprise's" parties had visited Point Hearne on Melville Island, and had examined the north and south shores of Prince Albert's Land. Upon her leaving this on 27th August 1852, intended to pursue a channel between Wollaston and Prince Albert's Land. For particulars I beg to refer you to the accompanying records. Rebuilt the cairn, deposited charts and every information connected with our proceedings, also records of depôts, &c. Taking into consideration the date of these notices and my remaining resources, I determined to return with all despatch to the ship. Arrived at the islands on the 13th, provisioned the sledge, and deposited records, &c. The whale boat I found in perfect condition, but the sugar and two cases of potatoes soddened with the wet; the cocoa also damaged. These I removed to the rise above the depôt. After leaving the islands, despatched the sledge along the south shore of the straits, and travelled along north side, accompanied by one man, with the small one. Deposited records at Point Russell, and rejoined the sledge on the 17th; found them all ready to start; having built a cairn, deposited records, and having no fuel of any kind, had collected sufficient drift wood to last us to Dealy Island. On May 19th we cleared the straits and travelled direct for Cape Providence. The ice for 10 miles off Cape Russell we found of last year's formation without a crack. After crossing a barrier of very heavy old hummocks, came to a level, but old floe, over which we travelled 15 miles, and then entered heavy hummocks of young ice, mixed with small floes of heavy old ice; through these we travelled 30 miles, and on the 23d cleared them about 7 miles S.E. of Cape Providence. Very heavy falls of snow and strong easterly winds checked our progress very much, and caused snow blindness throughout the party. On the 27th arrived at the Sailors' Home, Dealy Island, and found orders to proceed to Beechey Island; also that Mr. Krabbé had left on the 26th, and Lieutenant Hamilton on the 21st. The heaps of letters, papers, and news of all kinds, which our shipmates had contributed added much to our pleasure, but little to our rest. Deposited records, notices, &c., of our proceedings, and after provisioning and securing the house, started at midnight to the eastward. Walked overland to Skene Bay, but found no traces of large game. The light rain and warm weather softened the snow very much, and pools of water were seen on the land about Point Ross. On the 30th overtook

Proceedings
of Lieut. Meecham.

Mr. Krabbé near Point Griffiths. Travelled together and reached most intricate hummocks 20 miles east of Cape Gillman, which were most tiresome, owing to the sloppy state of the snow. The weather then became much colder, which checked the thaw, and improved the travelling. On June 5th arrived at Cape Cockburn depôt. Finding that I was somewhat lighter than Mr. Krabbé, together with the importance of reaching the ship as soon as possible, I informed him of my intention to travel independently. Left everything secure at the depôt and proceeded on our journey. Passed over very decayed ice inside Moore Island, and overtook Mr. Hamilton off Cape Capel. His dogs were much fagged, but I hoped by giving them a few good feeds of damaged pemmican to enable him to push on a day in advance of me to the ship, but the favourable winds allowed us to keep well up, and on the 11th June we encamped together near Cape Hotham. During the last three journies we crossed several cracks open in the ice, varying from 6 to 12 feet in width. On the evening of the 11th, the dogs being fresh, I left Lieutenant Hamilton in charge of my sledge, proceeded with the dogs across Wellington Channel, and arrived on board the "North Star" at 4h. 30m. A.M., of the 12th, kindly welcomed by all hands. For the detail of the journey I beg to refer you to my journal, &c.

Throughout the journey we have all enjoyed good health, but the men are much reduced by their exertions, and all complain of sore ankles and feet, &c. Although travelling along land well known by us as being stocked with animals, we have only seen 6 reindeer and 7 musk oxen, besides small game, and have only procured 1 reindeer, 3 hares, and 30 ptarmigan, which obliged us to be content with one meal a day.

In conclusion, allow me to bring before your notice the most excellent behaviour of the men. Circumstances have obliged us frequently to travel upon reduced rations, but throughout I have never heard a murmur; and they have evinced such spirit and zeal in the performance of their work, that in spite of the tedium connected with travelling, they have voluntarily performed distances which, under ordinary circumstances, I would not have ordered them.

I have, &c.
(Signed) G. F. MECCHAM, Lieutenant.

ABSTRACT of JOURNEY.

| | | | | | |
|---|---|---|---|-------------|-------------|
| Number of days on outward journey | - | - | - | - | 37 |
| Ditto homeward journey | - | - | - | - | 33 |
| | | | | | 70 |
| Number of journeys lost by detentions | - | - | - | - | 8½ |
| | | | | | 61½ |
| Number of complete journeys made | - | - | - | - | 61½ |
| | | | | | 61½ |
| Distance travelled by large sledge | - | - | - | Miles. Geo. | Miles. Eng. |
| | | | | 1,107 | = 1,279 |
| Ditto small sledge | - | - | - | 50 | |
| | | | | 1,157 | = 1,336.5 |
| Average distance of each journey made by large sledge | | | | 18 | = 20 |
| Total distance by 61½ (number of journeys) | | | | 18.8 | = 21.7 |
| Ditto ÷ by 70 (number of days absent) | | | | 16.5 | = 19 |
| Records deposited | - | - | - | - | 7 |
| Charts of discoveries, positions of depôts, &c. | - | - | - | - | 4 |
| | | | | | 7 |
| | | | | | 4 |

(Signed) G. F. MECCHAM, Lieutenant.

Enclosure No. 71. of Sir Edward Belcher's Letter.

Mr. F. J. KRABBÉ to Captain H. KELLETT, C.B., Beechey Island.

Her Majesty's Ship "North Star," Beechey Island,
June 14th, 1854.

Sir,

In compliance with your orders of 27th March 1854, I took charge of the sledge "Newton," manned with seven men from "Intrepid," and pro-

Proceedings
of Mr. Krabbé.

ceeded from Her Majesty's ship "Resolute," under your command, in company with Lieutenant Meham, on 3d April 1854, towards Dealy Island; at which place we arrived on the 12th April. The house and cairn were found to be in perfect order, with very little drift or frost either inside or out the former. One of the tanks of biscuit was, however, slightly damp and mildewed in one corner, apparently caused by the waste-valve having admitted damp. We completed our provisions at this depôt to 22 days, with an additional 11 days for the "Discovery," as a depôt, and proceeded westward on the 13th, still in company, passing near Cape Providence, and thence towards Cape Russell. At the former place it was found necessary to change into night travelling as quickly as possible, as several men at both sledges were suffering from snow blindness. Hitherto the floc had been good for travelling, nearly all being last year's ice; but about 10' southward of Cape Providence heavy pack of old and new ice was met, and continued with us until arriving within a few miles of the opposite land.

The difficulty of steering through this pack in continuous thick weather threw us eastward of our course, so that on making Point Peel in thick weather it was mistaken for Point Parker, and the depôt deposited 16' eastward of it on the night of the 25th April, when I parted company with Lieutenant Meham, and proceeded along the beach westward; but at 6h. A.M. 27", the weather being still very thick, and the coast line not agreeing with the chart, I waited for it to clear, and placed the crew on two-thirds provisions. The next day I saw we were on Prince Albert Land, when I proceeded north-westward at once for Cape Russell, and thence, with new ice nearly all the way, to the Bay of Mercy; and finally arrived on board the "Investigator" at 10h. 30m. P.M. of the 5th of May.

I saw the ship from Point Back, and when within four or five miles could plainly see with naked eye the stacked spars on the beach, but the cairn I could not see so quickly; the former, however, will always be efficient marks for the depôt.

The tattered remains of the ensign and pendant were still flying, and an accumulation of drift on the northern side of the ship, sufficient to enable me to walk in over her gunwale; there was a good deal on her decks also, but not to prevent our easily getting at the fore hatchway.

The ship's head was N. 30° W. (true), her cable hanging slack under her bow. She was heeled about 10° to starboard, and slightly by the head. There were no signs of pressure about her, although the oakum was hanging very loosely out of most of the seams. She was S. 12° E. 1,400 yards from the cairn, and 426 yards from nearest point of beach, her stern being in 11 fathoms of water.

On going below I found all things in good order, and the lower deck pretty free from frost, but overhead on orlop decks there were great accumulations.

On examining the holds I found she had leaked during the preceding summer so much that she was now full to the orlop beams forward, and within 10 inches of them abaft with solid ice.

I, therefore, at once determined on clearing her of all useful stores, in compliance with your orders; and for this purpose, as also to repair kettles, dry tent furniture, &c., I brought my crew on board.

I commenced work on 6th May, and completed landing by the 9th, as per Enclosure No. 1, the stores and provisions, leaving, however, all the spirits, wine, coals, and, according to accounts, 3,300 lbs. of preserved meats, firmly frozen in in the holds. The ullages of slops and 18½ cwt. of biscuit I placed in lower deck cabins, as also small ullages of provisions. On the 9th I packed 16 days' provisions for my own sledge. During this time I had personally packed the medicines, as per list given with your orders, as also a few botanical and zoological specimens, thermometers, &c. The medicines were eventually left at Dealy Island House. On the 10th I was employed in clearing the ship, securing holds, &c.; and the crew were allowed a few hours for repairing their own clothes.

I deposited the records you gave me in the cairn, with an additional one of my own, a copy of which I enclose (No. 2); and at 6h. P.M. of 11th May I left the ship on my return, having secured the hatches and seen the ship

Proceedings
of Mr. Krabbé.
Points Providence and Back,
and headlands of Mercy Bay.

in every respect precisely as I found her. Both in entering and on leaving the bay I paid marked attention to the state of the ice in it, and am confident that there was no water made inside a line from Point Providence to Point Back during 1853, but that there was open water during that season along the whole line, and which finally met and arrested pieces from the pack around the neighbourhood of Cape Hamilton. Along the cliffs of Banks' Land also there was a belt of new ice, from 2' to 4' wide, terminating in heavy pressure on Point Parker. The pack from 5' north of Cape Hamilton to within 10' of Melville Island was somewhat heavier and older than found in crossing further eastward.

I arrived at Melville Island, a little westward of Cape Dundas, on 19th May, and after passing over nothing but new ice, arrived at Dealy House at 0h. 30m. A.M., 26th May, where I received your orders to proceed to Beechey Island at once. I re-examined the biscuit tank, in accordance with Lieutenant Meham's orders, but did not think it advisable to clear it, as the waste that would be incurred would be more than the loss of the few pounds damaged. The valve-hole I carefully greased inside. On P.M. 26th I took 12 days' provisions, reduced to the scale given in your last orders, and at 9h. 30m. proceeded with all possible dispatch for Beechey Island. When off Point Griffiths at 4h. 30m. A.M. I was joined company by Lieutenant Meham and his party, and from thence we proceeded together to Cape Cockburn dépôt, where we arrived at 2 A.M., 5th June, and picked up our provisions. By this time the thaw had fairly come on, having begun almost suddenly with drizzling rain on 31st May.

The men's feet were, of course, very tender, but with the aid of flannel bandages we were prevented having any serious cases.

In consequence of a communication from Lieutenant Meham we proceeded independently towards Beechey Island. At 8h. P.M., 6th June, we overtook Lieutenant Hamilton and his dog party 5' eastward of Moore Island, and finally arrived on board this vessel at 5h. 30m. A.M., 13th June.

Note.—Too early to see much.

Although most anxious to procure game, and having been to both the places generally considered as having the greatest abundance, one musk ox, one hare, and nineteen ptarmigan comprise the list of those shot. Three deer and four musk oxen were seen near Cape Hamilton, and three of the latter at Cape Providence.

In conclusion, I cannot but speak with the highest satisfaction of the conduct of my crew, who have all suffered more or less painfully from snow blindness and sore feet, but still continued their work as heartily as I could have wished.

I have, &c.
(Signed) FREDERICK J. KRABBÉ, Master,
and in charge of the Party

A LIST of RECORDS deposited.

“Resolute's” records, chart, and one from myself, in cairn in the Bay of Mercy; record in a cairn built on Cape Hamilton; record in box in Dealy Island House.

ABSTRACT of TRAVELLING.

| | | |
|----------------------------------|-------------|-------------|
| Total number of days absent | - | 71 |
| Employed on board “Investigator” | - | 5½ |
| All other detentions | - | 8 |
| | | — 13·5 |
| Total number of marches | - | 57·5 |
| | | — |
| Total distance travelled | Miles, Geo. | Miles, Eng. |
| | - 866 | - 1,001 |
| Average length of marches | - 15 | - 17·4 |
| | — | — |

(Signed) FREDERICK J. KRABBÉ.

No. 1.

Proceedings
of Mr. Krabbé.

A LIST of PROVISIONS and STORES landed in the Bay of Mercy from Her Majesty's Ship "Investigator," May 1854.

| | | |
|---|-------|----------------------------------|
| Biscuit | - - | 1,232 lbs. in 12 casks. |
| Salt beef | - - | 304 " " 1 " |
| Salt pork | - - | 200 " " harness cask. |
| Suet | - - | 112 " " 1 cask. |
| Flour | - - - | 720 " " 3 " |
| Tobacco | - - | 750 " " 5 cases. |
| Sugar | - - - | 475 " " 1 cask. |
| Tea | - - | 50 (?) ullage in a cask. |
| Preserved meats | - | 1,150 lbs. stowed between casks. |
| Flannel | - - | 230 yards in 1 bale. |
| Duck | - - - | 70 " " 1 ullage bale. |
| Serge | - - | 80 " " 1 bale. |
| Mitts | - - | 100 pairs " 1 bale. |
| Flushing jackets | - | 15 (?) in an ullage bale. |
| Tent gear (contents unknown) | | ditto. |
| Main deck and fore-castle housing cloths. | | |
| One main course. | | |
| One royal. | | |

(Signed) FREDERICK J. KRABBÉ, Master,
in charge of Party.

No. 2.

COPY of a RECORD deposited in Cairn in Bay of Mercy.

The party which deposited this arrived here on the 5th May 1854 from Her Majesty's ship "Resolute," Captain H. Kellett, C.B., and will leave to rejoin her on 11th May. On visiting the ship she was found to have moved a little from her former position (probably 400 yards south-eastward). Her head was N. 30° W., true, heeling 10° to starboard. She was S. 12° E. 1,400 yards from this cairn, and 426 yards from nearest point of beach, with 11 fathoms of water under her stern. The water was frozen in solid fore and aft below to the height of the orlop deck. The available stores were, therefore, all landed, as per list on other side of this. The remaining biscuit, ullages of slops and provisions, were all put in lower deck cabins. There are probably buried in the two meat rooms 3,300 lbs. of preserved meats: the rum, wine, and coals are also buried. A cask of flour and a cwt. tin of preserved potatoes could not be found.

The depôt at Dealy Island House was found in excellent order, except a little biscuit spoiled by damp; and no one had visited it since August 1853.

The crew of "Investigator" wintered on board "Resolute" and "Intrepid" 1853-4. They were to leave for Beechey Island in April 1854.

The "Enterprise" has not been seen or heard of by us since leaving Hong Kong in 1851.

[A list of the provisions taken and landed as per Enclosures Nos. 1 and 3.]

(Signed) FREDERICK J. KRABBÉ,
Master of Her Majesty's Ship "Intrepid,"
in charge of the Party.

No. 3.

Proceedings
of Mr. Krabbé.

A LIST of PROVISIONS taken from Depôts by the Sledge "Newton," Mr. F. Krabbé,
Master, in charge of Party.

| ARTICLES. | FROM WHAT DEPÔT. | | | | |
|----------------------------------|--|--|--|---------------------------------|---|
| | April 12th, 1854, Dealy House, 20 days, 8 men. | April 12th, 11 days for "Discovery." | "Investigator," 16 days for 8 men. | Consumed whilst on board. | May 26th, 1854, Dealy House, 12 days. |
| Biscuit - - | 160 lbs. | 88 lbs. | 128 lbs. | 56 lbs. | 96 lbs. |
| Preserved meats - | 132 " | 64 " | 96 lbs. | 56 " | 48 " |
| Boiled bacon - | 64 " | 44 " | - - - | - - - | 48 " |
| Raw pork - - | - - - | - - - | 110 " (= 64 boiled.) | 20 " | - |
| Preserved potatoes | 20 " | 11 " | 16 " | 7 " | 12 " |
| Chocolate - - | 10 " | 2½ " | 8 " | 3 " | 6 " |
| Tea - - - | 1¼ " | 1¼ " | 2 " | 14 oz. | 12 oz. |
| Sugar - - - | 12½ " | 5¼ " | 12 " | 8 lbs. | 7½ lbs. |
| Oil for fuel - | 20 " | 16 " | 20 " | - | - |
| Rum for fuel and drinking - - | 5½ gallons | 1 gallon | 6½ gallons for all (from shore depôt.) | | |
| Flour - - - | - - - | - - - | - - - | 30 lbs. | - |
| Suet - - - | - - - | - - - | - - - | 5 " | - |

(Signed) FREDERICK J. KRABBE,
Master of Her Majesty's Ship "Intrepid,"
in charge of Party.

Enclosure No. 72. of Sir Edward Belcher's Letter.

Lieutenant HAMILTON to Captain KELLETT, C.B., Her Majesty's Ship
"North Star."

Sir,

Her Majesty's Ship "North Star," Beechey Island,
June 14th, 1854.

Proceedings of
Lieutenant Hamilton.

I have the honour to inform you that in pursuance of your orders, I left Her Majesty's ship "Resolute" at 7h. P.M. May 8th. Till within 12' of Byam Martin Island the ice was very hummocky, obliging us frequently to make two trips with our load; the misty state of the weather and northerly trend of the leads obliged me to make the land near Point Langley, where I arrived on the morning of the 11th. Here I left a depôt of four days' provisions, and all our spare gear, in order to lighten the sledge as much as possible. A northerly gale detained me till 1h. A.M. of the 13th. I arrived at Point Griffiths at 4h. A.M. on the 14th. I remained here till 10h. P.M. of the 15th. Our hunting was completely unsuccessful; not a track of any animal was seen, and only eight ptarmigan. At the depôt I found about two gallons of rum, which I conveyed to Dealy Island, for the use of the western parties, arriving there at 4h. A.M. of the 18th. Our journey from Point Griffiths was made principally across the land, and although the splendid hunting ground (of last year) about Skeene Bay and Beverly Inlet were well examined, not a solitary track was seen; 22 ptarmigan were, however, shot. Everything about the depôt was in as good order as when the ship left. From the top of the cairn I had a good view of the surrounding plains, but as I could not see a musk ox, I proceeded to Cape Bounty, where I was fortunate enough to shoot two musk oxen and a few ptarmigan. I remained here 48 hours, to rest and feed the dogs, who had been without food for two days; the hunting grounds were walked over, but

only two tracks were seen (probably those we had shot). I finally left Dealy Island at 11h. P.M. of the 21st, having left the supplies, &c. for the western parties at the house; as our provisions were nearly expended, I took from the depôt 8 lbs. of bread, 4 lbs. of bacon, and 3 oz. of tea. I left Point Griffiths on the 24th, and arrived at my depôt on Byam Martin Island on the 27th, and left the same evening; two of the dogs were now quite useless; the work was consequently very heavy for the other three during our passage across the Austin Channel. The weather was also very bad for three days; we had almost constant heavy drizzle, and at last the snow was so saturated with wet, that for the last two days we were frequently sinking up to our hips in the sludge; in this the dogs had but little power, and our progress was very slow, generally about a mile an hour. Expecting to find good ice to the northward, I had gone considerably out of the direct course, and was much disappointed at finding the hummocks were much heavier than they were further south; with the exception of this channel, the ice from Dealy Island to Beechey Island is good. I arrived at the depôt near Cape Cockburn at 11h. A.M., June 3d, having for the last four days been without any provisions but meat, of which we fortunately had more than enough. Two of the dogs had been left behind during the last march; one of them rejoined, the other probably got bewildered and lost himself, as we never saw him again. I left the depôt at 10h. P.M. of June 4th, having taken from it 5 lbs. of bread, a piece of pork from the cask, 12oz. of sugar, and 6 oz. of tea, to complete my provisions to 8 days, as it was impossible I could reach the "North Star" sooner. Off Moore Island several large holes of water were seen; in one of these a bear had apparently been bathing—numerous tracks of these animals were seen, but although I was very anxious to procure one for the dogs, none were seen; a solitary deer was seen proceeding from Moore Island to the main. On the following evening Lieutenant Mecham and Mr. Krabbé overtook me, and we camped together that evening. Lieutenant Mecham being very anxious to send you the intelligence of the "Enterprise" as quickly as possible, supplied me with pemmican for the dogs, and also lightened my load; finding, however, I was unable to keep sufficiently ahead to get in much before him, we proceeded in company till the last march, when he pushed on with the dogs, and I arrived on board this ship with the man sledge at noon of the 12th. Four bears only were seen during my journey, and none of these came within shot; and, notwithstanding my local knowledge of the hunting grounds of Melville Island, and the time I was enabled to devote to shooting, not more than 300 lbs. of meat was procured, and I should have found great difficulty in supporting my small party of one man and five dogs on the much talked of resources of the country.

I have, &c.

(Signed) R. V. HAMILTON, Lieutenant.

Proceedings of
Lieutenant Hamilton.

Enclosure No. 73. of Sir Edward Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B.

Enclosing Lieutenant Haswell's Journal and a Copy of his Orders.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
June 17th, 1854.

Enclosed herewith I have the honour to forward a letter of proceedings from Lieutenant Haswell; also a copy of his orders while detached from Her Majesty's ship under my command for the whale boat left at Cape Grinnell last autumn.

I am, &c.

(Signed) W. J. S. PULLEN, Commander.

Proceedings of
Lieutenant Haswell.

Proceedings of
Lieutenant Haswell.

Commander PULLEN to Lieutenant W. H. HASWELL, late of Her Majesty's Ship "Investigator."

By William J. S. Pullen, Esquire, Commander, Her Majesty's Ship "North Star."

A party of ten men, provisioned for five days, and fully equipped, is placed under your command for the purpose of bringing back the boat belonging to this ship left at Cape Grinnell, Wellington Channel, last September.

It is therefore my direction that you proceed with all speed in the execution of this service, using your best judgment as to the manner of conveyance to insure the boat sustaining no damage.

On your return you will deliver to me a journal of your proceedings for the information of Captain Sir Edward Belcher, Knight, C.B.

Given under my hand, on board "North Star," Beechey Island, this
9th June, 1854.

(Signed) W. J. S. PULLEN.

Lieutenant HASWELL to W. J. S. PULLEN, Esquire, commanding Her Majesty's Ship "North Star."

Her Majesty's Ship "North Star," Beechey Island.
June 14th, 1854.

Sir,

In compliance with your order of the 9th June, I have to acquaint you, for the information of Sir Edward Belcher, Knight, C.B., that I proceeded to Cape Grinnell, with a party of ten men and a sledge, for the "whale boat;" and after searching and probing the snow with pikes in the three small bays formed by four headlands between the "Assistance's" tent on Capes Grinnell and Bowden, I succeeded in finding the boat, nearly covered with snow. I secured her on the sledge, and returned on board this day; boat and gear in good order, but tent and sail much torn, apparently by bears. I observed two cracks in the ice, one three the other five miles south of Cape Bowden, about three feet wide, apparently extending across the channel east and west. I also saw and shot two ptarmigan.

I am, &c.,
(Signed) W. H. HASWELL, Lieutenant.

Enclosure No. 74. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Jenkins.

Mr. JENKINS, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
June 18th, 1854.

Sir,

In compliance with orders from Captain Kellett, C.B., I left Her Majesty's ship "North Star," on the evening of the 14th instant, in charge of the sledge "Newton," of Her Majesty's ship "Resolute," and proceeded for this ship.

On the following morning, whilst encamped near Point Innes, Lieutenant May came up, and encamped at No. 4 tent.

On the morning of the 16th I communicated with Mr. De Bray, about 2 miles to the southward of Cape Bowden, and shortly afterwards with Sergeant Jefferies, at the Cape.

At 10h. 30m. on the 17th instant I met Mr. Purchass (acting assistant engineer, 1st class) in charge of a boat sledge, who represented to me the inability of his crew (in consequence of the soft snow over which they had to travel, and the attack of several by snow blindness) to drag the boat to

its destination without assistance. I accordingly sent to him James Savage (A.B.) and William Hannan (P.R.M.) from the sledge under my command.

Proceedings of
Mr. Jenkins.

Again proceeding, I arrived on board this ship at 1h. 15m. P.M., to-day.

I beg leave to add that I have conveyed from Her Majesty's ship "North Star" to this ship nine shovels and three spades.

I am, &c.

(Signed) ROBERT JENKINS, Mate.

Captain KELLETT to Mr. R. P. JENKINS, Mate, Her Majesty's Ship
"North Star."

COPY of ORDERS from Captain Kellett.

By Henry Kellett, Esq., C.B., Captain, Her Majesty's Ship "Resolute," and Senior Officer at Beechey Island.

Orders to Mr. Jenkins.

Taking charge of Her Majesty's sledge "Newton," manned with eight men and provisioned for four days,—

You will leave Her Majesty's ship "North Star" this evening at 7 o'clock (weather permitting), and proceed to Her Majesty's ship "Assistance," reporting yourself to Captain Sir Edward Belcher, C.B., on your arrival.

Given under my hand, at Beechey Island, 14th June, 1854.

(Signed) HENRY KELLETT, Captain.

Memo.—On meeting Lieutenant Haswell, you will render him all the assistance in your power should he require your services.

(Signed) H. K.

Enclosure No. 75. of Sir Edward Belcher's Letter.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
June 20th, 1854.

Proceedings
of Lieutenant May.

Sir,

I have the honour to inform you that, in compliance with your order, I left the "Assistance" on Sunday evening, June 11th, in charge of the sledge "Reliance," and arrived at Cape Osborn tent at 3h. A.M. From thence, on the following day, to Cape Grinnell, where I met M. De Bray with the dog sledge, on his way to the "Assistance." Started from that tent at 7h. 25m. on the evening of the 13th, arriving at Cape Bowden at 4h. 30m. A.M. Rested there until 8h. 30m. P.M. 14th, when I continued my journey on to Point Innes, where I arrived at 6h. 30m. A.M. Saw Mr. Jenkins (mate) and party encamped off this point. 9h. P.M., left the tent, and proceeded on for the "North Star," arriving at 5h. 30m. A.M. 15th, and delivered your despatches, at the same time placing myself, according to your order, under Captain Kellett's directions.

On my journey down, I had the wind continually from the northward, with cloudy and cold weather, causing the floe to be in a much better travelling condition than on my last journey up. The cracks off Cape Osborn have widened to about four feet, and the one south of Cape Bowden to about three.

Fortunately I shot at, in the vicinity of Cape Osborn, fifteen doves, which I served to my crew; otherwise, for the last marches from that point, we should have suffered greatly from hunger, as the salt beef, supplied to me at 29½ lbs. (by supply note), on arrival on board the "North Star," was weighed, and found to be 10½ lbs., not having been touched by my crew.

With respect to undue expenditure of provisions, I beg leave to state,

Proceedings
of Lieutenant May.

that I made eleven marches on my last journey from the "Assistance" to the "North Star" and back, and expended eleven days' provisions; and I can only regret that my exertions to procure a fresh meal for my crew (by shooting nine ptarmigan), should meet with your displeasure.

I have, &c.

(Signed) W. W. MAY, Lieutenant.

Enclosure No. 76. of Sir Edward Belcher's Letter.

Proceedings of Mr. Loney.

Sir EDWARD BELCHER, Knight, C.B. to Mr. J. F. LONEY, Master,
Her Majesty's Ship "Assistance."

By Captain Sir Edward Belcher, C.B., &c.

You are hereby directed to assume the command of my sledge "The Londesborough," and proceed to-morrow morning for Cape Innes, where you will place the staff for the signal-post on the outer brow of the hill of that cape, but clearly in sight of Capes Grinnell and Bowden; and if it can be so managed, as a secondary object, also in sight of some of the heights of Cape Bowden.

Having executed this service, you will move on for Cape Bowden (Baring Rendezvous), leaving the implements, ladder, pickaxe, and shovels, on some conspicuous hummock, to enable the downward party to bring them to the ship; and,

At Cape Bowden you will erect a second staff for the serjeant in charge there, in sight of Cape Grinnell, as well as your last position, Cape Innes.

You will meet there the sledges, &c. sent down by Commander Richards; and having given the downward party all the requisite information of your proceedings, return with them to Cape Grinnell, where, having fixed upon a proper position for that station, move onward to the ship, reporting your proceedings, for my information, to Commander Richards.

In compliance with my general orders, no one is to interfere with you, my sledge, or crew, or the duty with which you are charged.

Given under my hand, at the depôt, Beechey Island, this 20th day of July, 1854.

(Signed) EDWARD BELCHER.

Mr. LONEY, Master, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Disaster Bay,
July 25th, 1854.

Sir,

I have the honour to inform you that I left Her Majesty's Ship "North Star" on the 21st ult., with two sledges, one small boat, and twenty-four men, in execution of your orders (a copy of which I beg to enclose), and proceeded to Point Innes, where I found the tent had been shifted to a convenient and conspicuous position, about one mile eastward of where it originally stood, near to the tent on the outline of the hill. I erected the flag-staff clearly in sight of Capes Spencer and Bowden, and left the ensign supplied to me for that purpose. On the following morning I proceeded to Cape Bowden, where I found Lieutenant May with two sledges, and parties from the "North Star," waiting the arrival of the boats from the "Assistance." Here I erected the second staff, and delivered your letter to the serjeant in charge of the station. He perfectly understood your orders, and I pointed out to him the staff on Point Innes, then clearly in sight, as well as the probable position of the one to be placed on Cape Grinnell. The parties from the "Assistance" arrived during the night under Messrs. Grove and Pym. On the following morning, having received the provisions deposited here on the downward journey, and one man, Edwin Hodge (A.B.), from the "North Star's" parties (as I was directed by Commander Pullen), I proceeded to Cape Grinnell, leaving the shovels, pickaxes, &c. to be returned to the "North Star." On my arrival at Cape Grinnell I selected the most eligible position for the staff, and built a small cairn over the spot. On the following day I proceeded to Cape Osborn; and on Tuesday the 25th arrived on board the "Assistance" at

11h. A.M. I found the floe very much the same as on the downward journey as regards cracks, but very much drained of water. There is no difficulty at present in getting from the floe to the tents; but at a more advanced season I think the overland journey would be preferable.

I have, &c.

(Signed) JOHN F. LONEY, Master.

Proceedings
of Mr. Loney.

ACCOUNT of the Receipt and Expenditure of Provisions during this Service.

| | | | | | |
|--|-----------|-----|---------|------|----------|
| Rations remaining from the downward journey | - - - - - | 99 | | 36½ | spirits. |
| Received from "North Star" | - - - - - | 46 | | 123 | " |
| | | | | | |
| Total | - - - - - | 145 | | 159½ | " |
| | | | | | |
| Issued to 25 men (two days) | - - - - - | 50 | rations | 50 | spirits. |
| " 27 " (three days) Lieut. May and Edwin Hodge added | - - - - - | 81 | " | 81 | " |
| | | | | | |
| | | 131 | | | |
| Returned on board "Assistance" | - - - - - | 14 | " | 28½ | " |
| | | | | | |
| Total | - - - - - | 145 | " | 159½ | " |

Enclosure No. 77. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant PIM, Her Majesty's Ship "Resolute."

COPY of ORDERS.

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," Senior Officer, Beechey Island.

In accordance with instructions received from Sir Edward Belcher, it is my direction that you proceed with the sledge to Cape Hotham, establishing yourself on the spot occupied by the whale boat of the "Resolute," where you will set up a marquee.

Your general duty will be to aid any parties that may require your assistance, and to carry out any instructions that you may from time to time receive from Sir Edward Belcher, Captain Kellett, or any other your superior officer, and you will remain on this service until released by proper authority.

Given under my hand, on board Her Majesty's Ship "North Star," this 27th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Proceedings
of Lieutenant Pim.

Lieutenant PIM to Captain H. KELLETT, C.B., Her Majesty's Ship "North Star."

Her Majesty's Ship "North Star," Beechey Island,
July 26th, 1854.

LIST of MEN comprising the Cape Hotham Party:

| | | |
|-------------------------------|--------------------|-------------------|
| William Grimstead, sailmaker, | Her Majesty's ship | "North Star." |
| John Jackson, | A.B. | " |
| J. Coglein, | A.B. | " "Resolute." |
| Samuel M'Kensie, | A.B. | " "Investigator." |
| John Keefe, | A.B. | " |
| Elias Bow, | P.R.M. | " |

Issued to the sledge crew under my command, tea 3 oz., sugar 6 oz., as an extra supply while crossing Wellington Channel, May 18th and 19th, 1854.

(Signed) W. B. PIM, Lieutenant.

Lieutenant PIM to Captain H. KELLETT, C.B., Her Majesty's Ship
"North Star."

Her Majesty's Ship "North Star," Beechey Island,
July 26th, 1854.

Sir,

I have the honour to acquaint you, for the information of the Senior Officer, that, in accordance with orders received from Commander Richards (a copy of which I enclose, No. 1), I left this ship on the evening of the 28th April, and proceeded direct to Cape Hotham, which place was reached on the evening of the 1st of May without the occurrence of any incident worthy of notice. Upon my arrival I repaired to the boat left by Her Majesty's ship "Resolute." It was surrounded by a deep snow drift, and nearly covered; a little digging, however, released the marquee and depôt, which were stowed in midships, and had not been disturbed since Mr. Shellabear's visit. The marquee was pitched, and proved a most comfortable habitation; the boat, also, was dug out and placed alongside it. Her sides bore evidence of the teeth and claws of bears, one large piece of the bilge being completely torn off.

On the 5th of May, Mr. Court arrived, bringing with him a cutter from the "North Star." The boat was much injured during the passage across Wellington Channel, but was repaired as well as the means at our disposal would admit. On the evening of the 6th Mr. Court started on his return.

The most extensive excursions inland and along the beach failed in obtaining game of any description. No living creature except a raven and snow bunting was seen. The weather was boisterous in the extreme; gales of wind from the northward, with heavy drift, following each other in rapid succession. Being entirely without employment, and finding the monotony most irksome, I set the men to work to erect a cairn on the summit of Cape Hotham. Its dimensions would have been, diameter 14 feet, height 18 feet, gradually tapering towards the top. My unfortunate accident, however, prevented its completion, and when I left it was not more than 6 or 8 feet above the ground.

Having been informed of the existence of a depôt at Barlow Inlet, and told by Commander Richards that it would be judicious to ascertain its safety or otherwise, I took an early opportunity of making an excursion in that direction, and upon the place indicated found a large heap of gravel thrown up in the form of a cairn, which I take to be the covering of the depôt. It has not been disturbed, and I, therefore, conclude the contents are quite safe. I was unable to satisfy myself of the fact, being unprovided with pickaxe or shovel.

On the morning of the 18th we were awakened by a bear devouring the whale blubber which served us for fuel. The animal was close to the door, which I opened, and, firing at him, inflicted a mortal wound. He made an effort to escape down the bank, but I pursued, discharging the second barrel, which, unfortunately, burst, severely shattering my left hand. Upon examination I found the thumb bone was exposed nearly its length, and apparently broken. I therefore bandaged it as well as circumstances would permit, and prepared to return to the ship; but just as we were about to depart a party was observed coming from the westward, for the arrival of which I determined to wait. At 10h. Dr. Domville came up, examined my wound, and advised me to get on board as quickly as possible, at the same time regretting that he had not his instruments with him to perform at once the amputation, which he feared was necessary. Having been placed on the sledge I was conveyed to the "North Star," the crew performing the journey in one march of 18 hours' duration. It is needless to make any comment upon the exertions necessary to drag a sledge so long a distance in so short a time: every man did his utmost, and I may add, that during the entire period they have been under my command their conduct has been, without exception, excellent. While crossing Wellington Channel I considered it necessary to issue an extra quantity of tea, the amount of which, together with a list of the men forming my crew, is contained in enclosure No. 2.

Since my arrival on board my wound has progressed most favourably; but, as there appears no immediate probability of its recovery, and my consequent release from the sick-list, I think it advisable to forward the customary letter of proceedings without further delay.

Proceedings
of Lieutenant Pim.

I have, &c.
(Signed) W. H. PIM, Lieutenant.

Enclosure No. 78. of Sir Edward Belcher's Letter.

Mr. COURT, Acting Master, to Sir EDWARD BELCHER, Knight, C.B.

Proceedings of Mr. Court.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
August 18th, 1854.

In pursuance of your orders I left the ship at 1h. 45m. P.M. of August 7th, with a party of six men and the small ice boat, victualled for ten days.

Having reached a short distance beyond Cape Riley the starboard runner of the boat became so much crippled as to cause me to send to the ship for a sledge. At 0h. 30m. A.M. on the 8th the large boat arrived with two additional hands for my party, and I started with her at 9h. A.M., arriving at Cape Ricketts at 6h. P.M., with the starboard runner of the boat broken completely off.

Two ice boats damaged in succession.—E. B.

Travelled the same ground 24 hours later—no difficulty with my gig.—E. B.

On the morning of the 9th, seeing no prospect of proceeding with the boat, I started with one man to examine the shores of Radstock Bay, leaving the remaining seven to remove the boat into a more secure position. I returned to the boat at 1h. A.M. of the 10th, and found she had been placed according to my wishes.

At 3h. P.M. I proceeded with the whole party towards Cape Hurd, and on the 11th at noon found a notice left by Mr. John Stuart, dated 23d May 1851.

At 7h. A.M. 12th instant arrived at Cape Hurd, and found notices of the under-mentioned visits, viz. :—

- Captain Pullen's, dated 30th August, 1852.
- Lieutenant Cator's, ,, 21st ,, 1850.
- Sir E. Belcher's, ,, 11th ,, "
- Mr. John Stuart's, ,, 23d May, 1851.

At 11h. P.M. of the 12th arrived at our farthest from the ship in a small bay on the western side of Maxwell Bay, about 10 miles eastward from Cape Hurd.

During the forenoon of the 13th I walked around the shores of this small bay to a distance of about 5 miles from the party, and found traces of a tent having been pitched here before; also the remains of a tree of drift wood, much charred with fire; the head of a wooden mallet, with the handle broken short off; and a piece of wood, supposed to be a part of a stave of a cask.

At 5h. P.M. of the 13th I commenced my return, and arrived at the boat at Cape Ricketts at 10h. P.M. of the 15th, and at Cape Riley at 5h. 30m. P.M. of the 16th; here the ice prevented our coming to the ship until the next morning, when we arrived on board at 8h. 45m. A.M., having found no other traces of any parties than those above mentioned, which I have already forwarded to you.

Traces of Esquimaux huts were discernible at various places along the coast, but none of them apparently of a recent date.

During my outward progress the ice in the offing appeared to be moving slowly to the eastward, but too close for a vessel to penetrate.

From a hill near my farthest the ice from Cape Fellfoot to Cape Hurd appeared slack, with several holes of water among it; and in a direction from Cape Fellfoot towards Leopold Island was a large space of open water, with no ice visible over it in many places.

Proceedings of Mr. Court.

On the night of the 13th the wind shifted, and the weather became too thick for the state of the ice in the offing to be seen, but the few slack places along the land were fast filling up with ice from the westward.

At noon on the 16th from the eastern point of Gascoigne Inlet the ice was moving rapidly to the eastward, but had not broken out of the entrance of the inlet.

At 5h. A.M. of the 17th from Cape Riley there was a large space of water extending along the land as far as could be seen, and to the distance of about 3 to 4 miles off shore.

I have, &c.

(Signed) STEPHEN COURT, Acting Master,
Her Majesty's Ship "Investigator."

The result is, simply, no search made beyond a resting-place of Commander Pullen in 1852.

(Signed) E. BELCHER, Captain.

Enclosure No. 79. of Sir Edward Belcher's Letter.

COPIES OF SKETCHES, PLANS, DIAGRAMS, &c., by SHERARD OSBORN, Commander, H.M.S.V. "PIONEER," taken whilst in charge of the Sledge
"JOHN BARROW," during the SEARCHING OPERATIONS of 1853, Westward of NORTHUMBERLAND SOUND.

II

Bay of Promise, now Wetherall Bay, Melville Island, North Coast, seen from the eastern extremity.

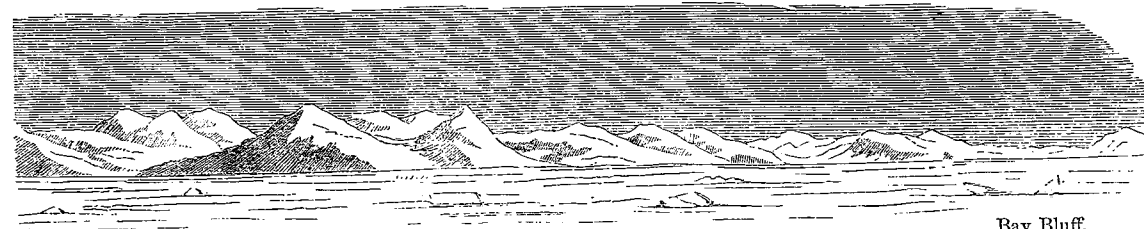


White Cliff.

Remarkable Bluff.

(continued.)

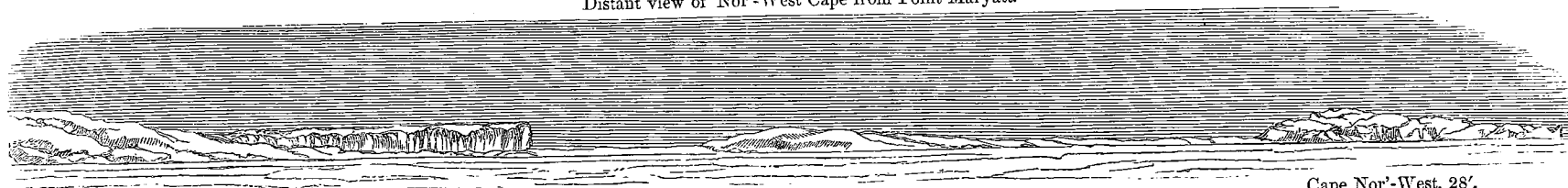
3 L



Observation Peak.

Bay Bluff.

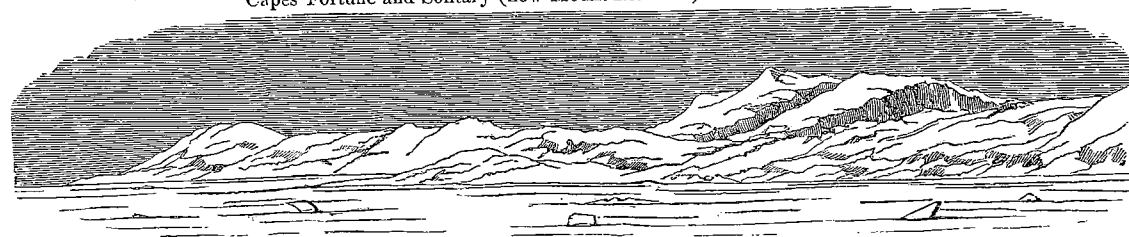
Distant view of Nor'-West Cape from Point Maryatt.

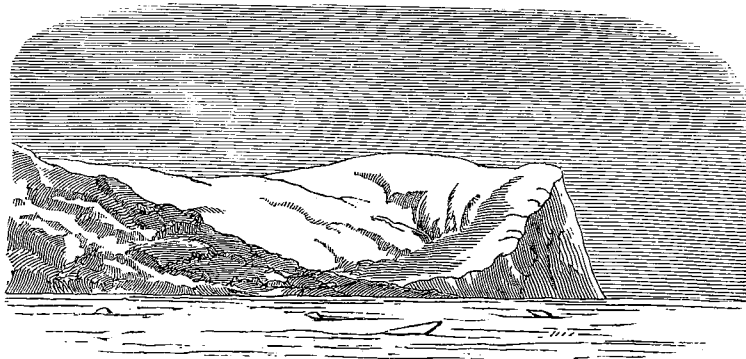


Barrow Range.

Cape Nor'-West, 28'.

Capes Fortune and Solitary (now Mount Richards) seen from the westward.





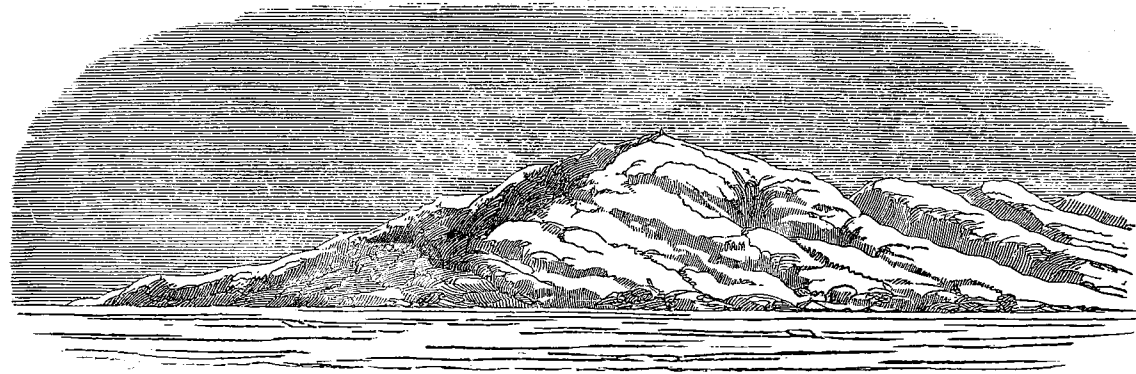
Cape Smart, or S.W. Bluff, S. 56°, E. 10'. Lat. 76° 34' N. Long. 102° 35' W.



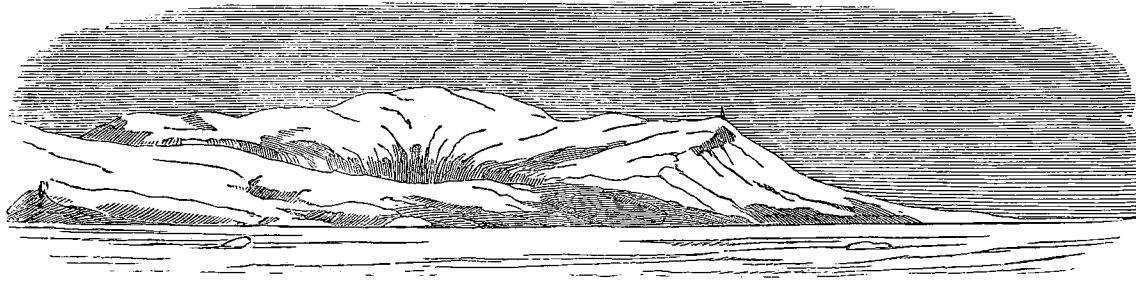
An Island, discovered April 29, 1853, now called Patterson Island.



Cape North West, Melville Island, now Colquhoun. N. 11°, W. 10'.



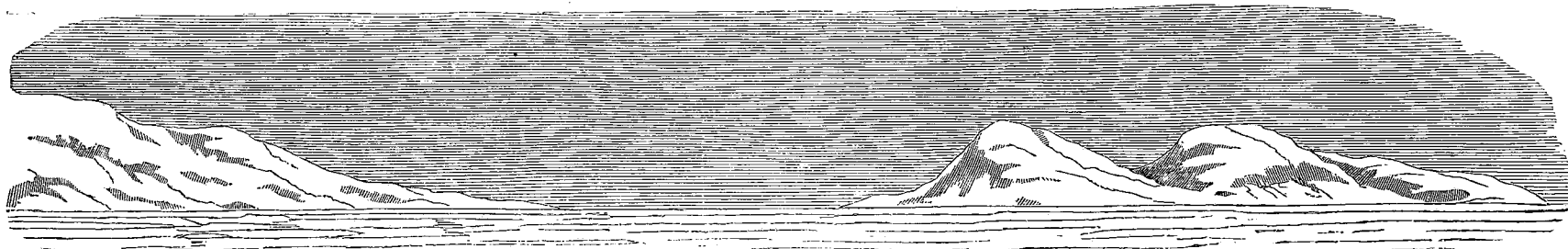
Cape Clarke, or (Fortune) S. 65°, W. 4'. N. coast of Bathurst Land. Mag. Merd.



Cape Success and Rendezvous Cairn, S.S.E. 2½°. N.W. ex. of Bathurst Land.

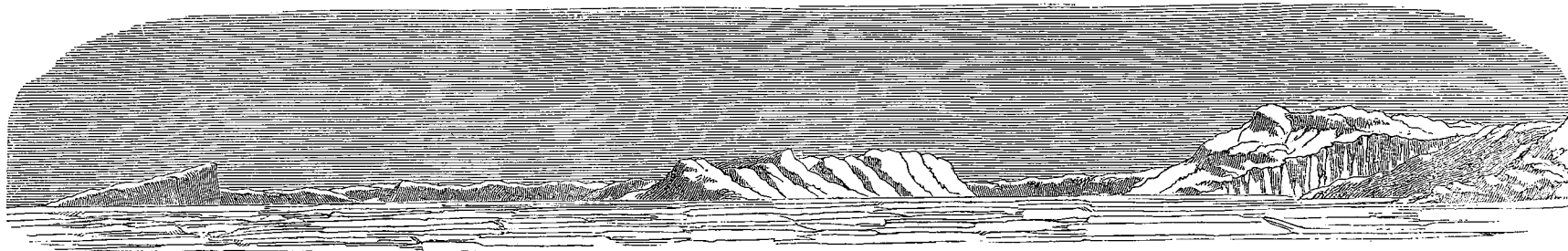


S.E. ex. of Helen Island, Sir Wm. Parker Channel.



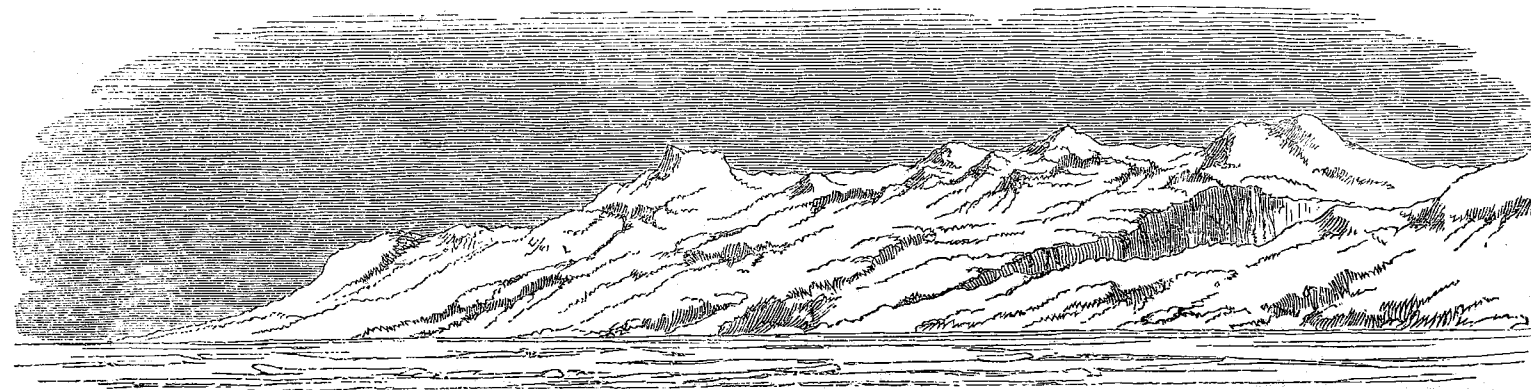
Point Halkett, N.E. ex. of Western Deception, or Helen Island.

Sisters' Islands.



West shore of May Inlet.

Bathurst Land.



Rugged Point, or Cape Morshead, N. 70°, E. 2'.

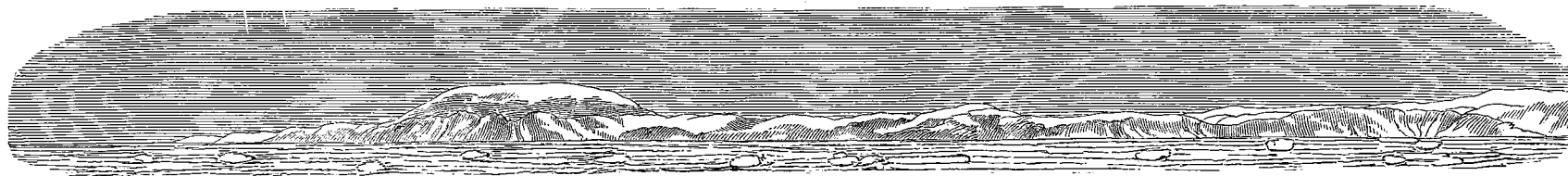
West Coast of Queen's Channel from Saffron Hill. Cape Lady Franklin.



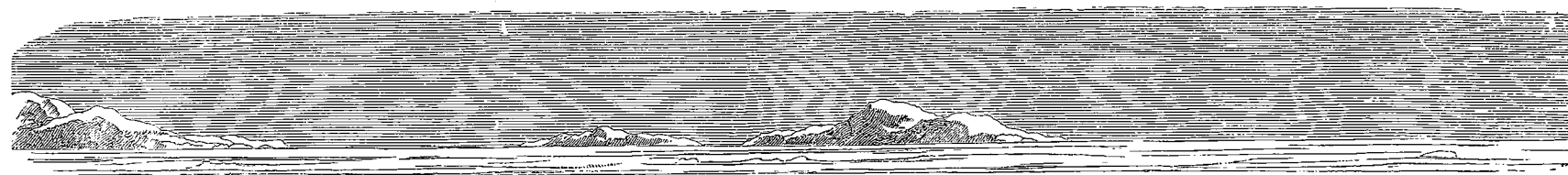
Eider, now Hooker Islands.

Mount Joy, Loney Island.

Table Hill (?) Wood Island. The farthest land seen to the southward in Queen's Channel, July 6, 1853.



The northern entrance of the Queen's Channel from Point Pleasure, Loney Island.



South extremity, Cape Lady Franklin.

Eider Islands.

(contin. a.)

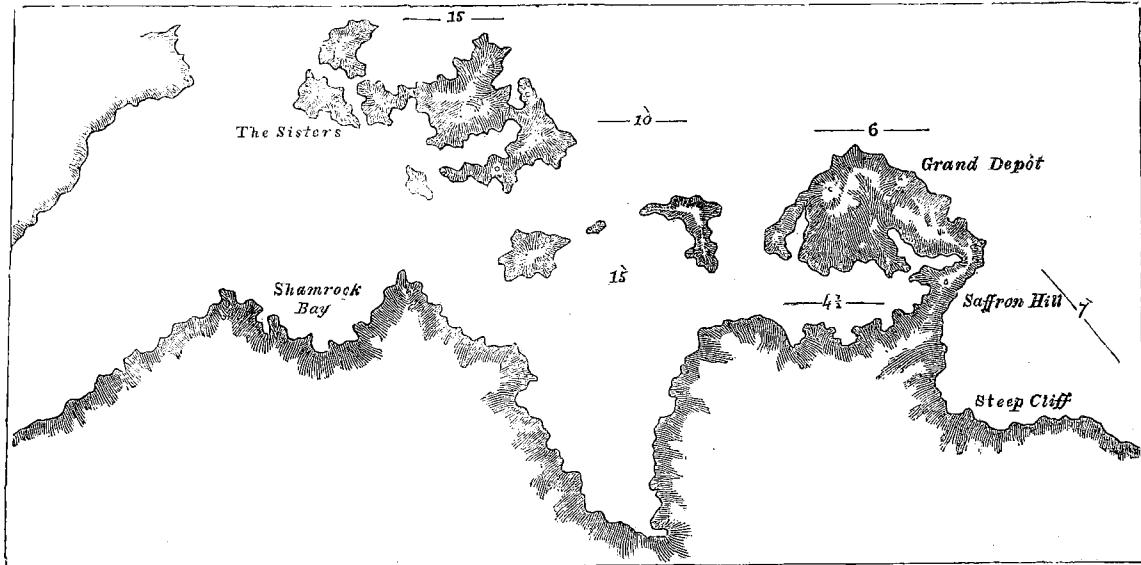


Crescent Island.

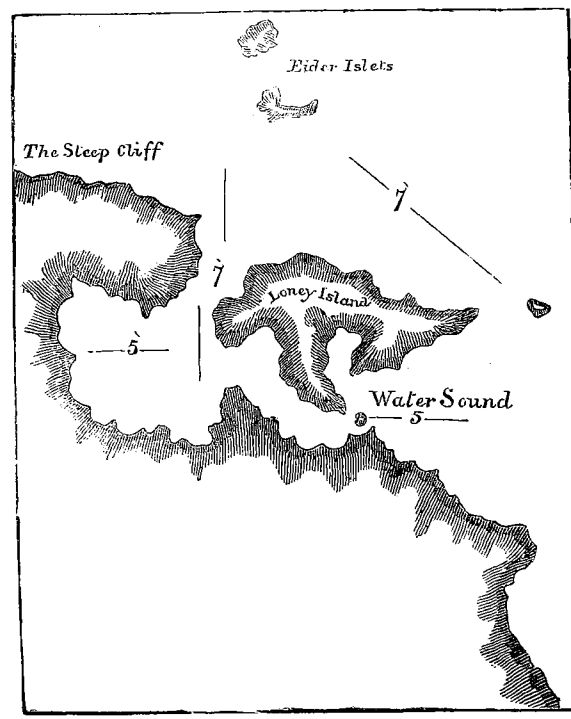
Pioneer Island.

Spit Island.

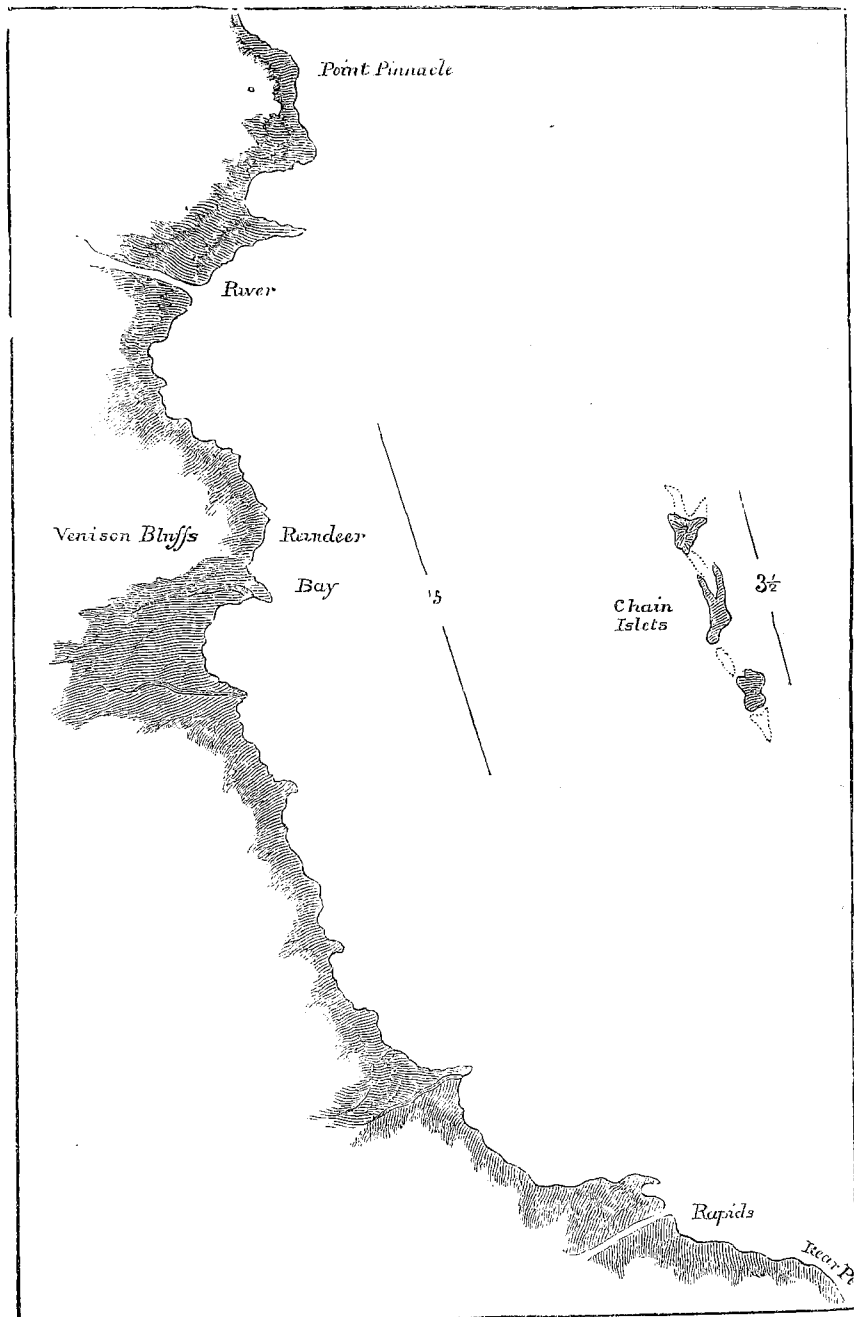
Britannia Mount.



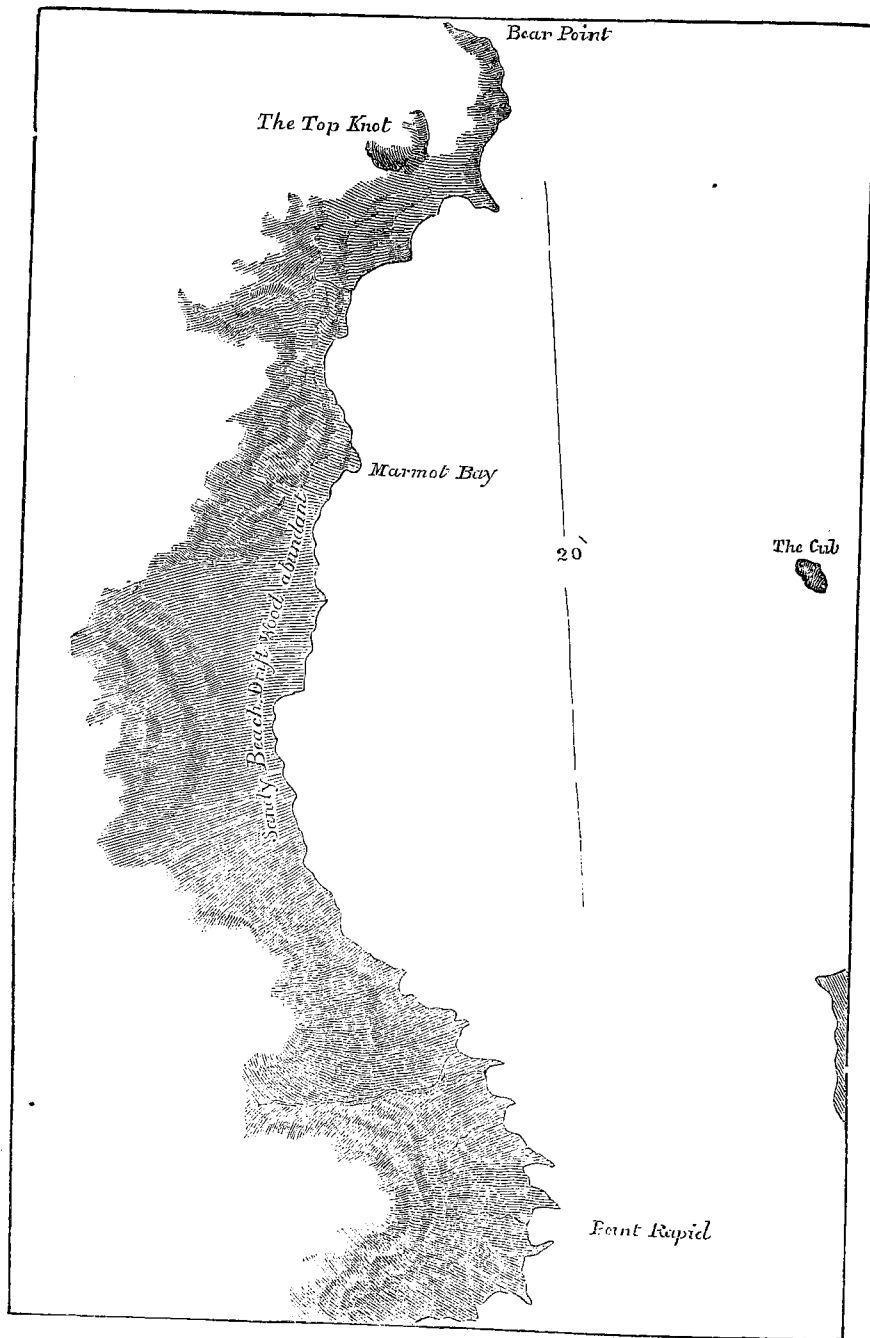
Sketch of Lady Franklin Peninsula and Isles to the westward.



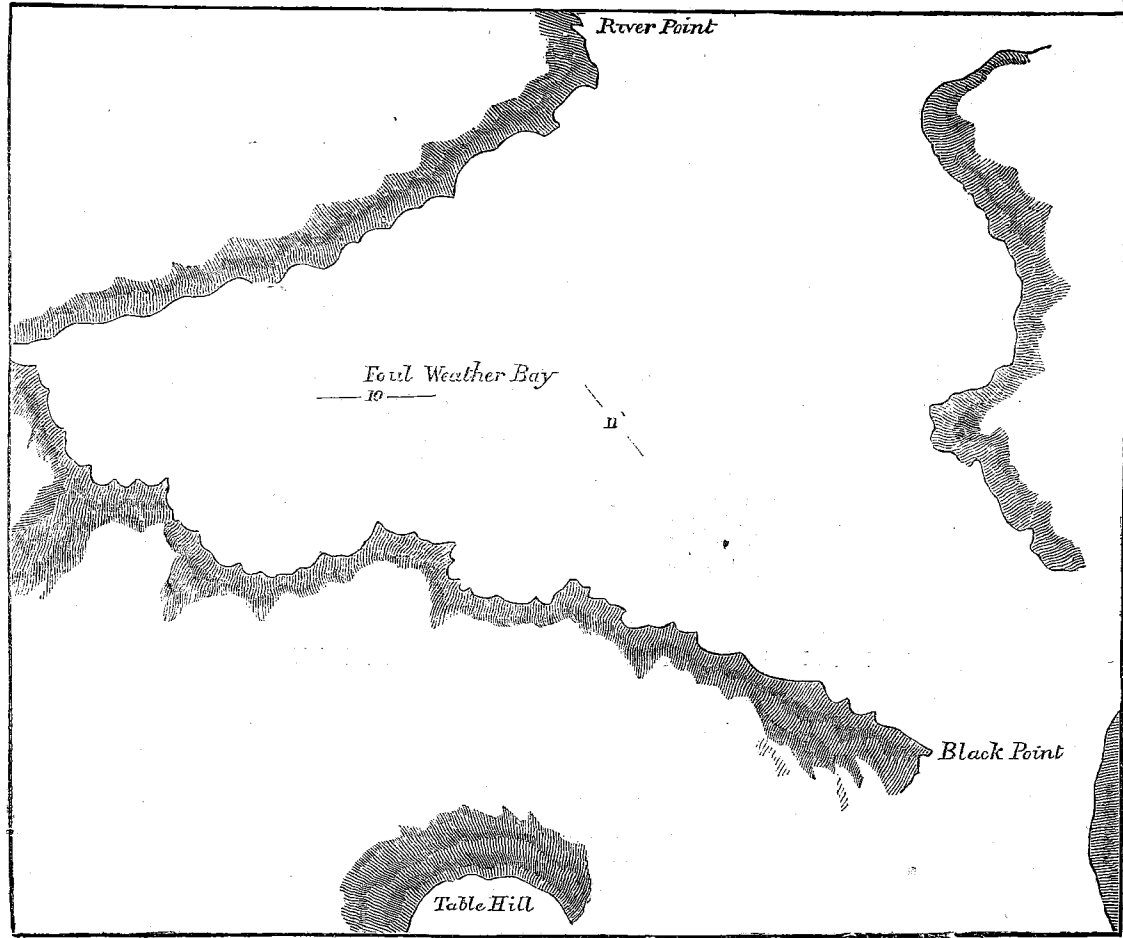
Sketch of Water Sound, West shore of "The Queen's Channel."



West coast of the Queen's Channel. (Eye sketch.)



West Coast of the Queen's Channel.—(Eye sketch.)



South-west extreme of the Queen's Channel. Eye sketch.

II

3 M

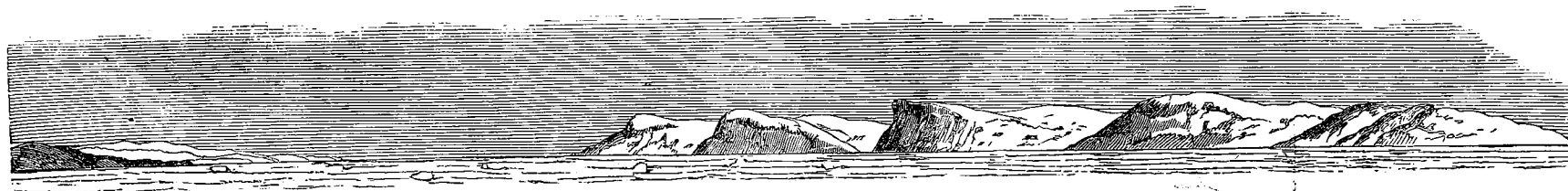
Enclosure No. 80. of Sir E. Belcher's Letter.

SKETCHES BY LIEUTENANT MAY.

WELLINGTON CHANNEL, Sunday, August 15th, 1852



C. Bowden, S.W. $\frac{1}{2}$ W. (cont.)

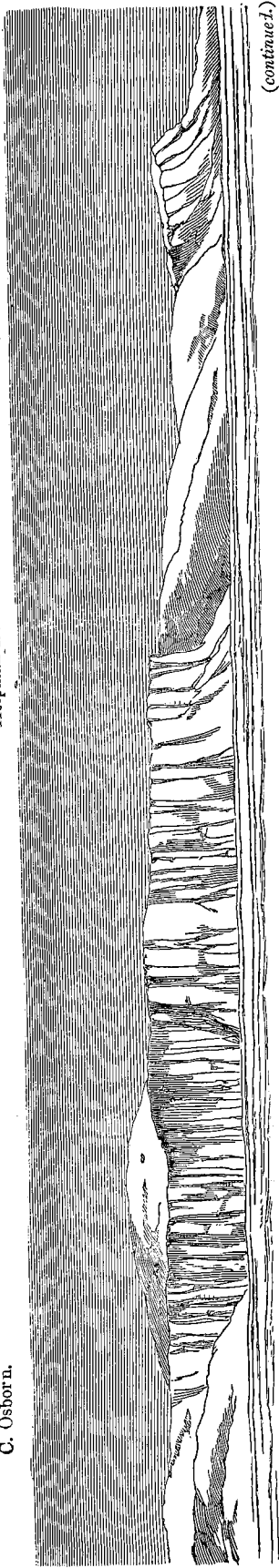




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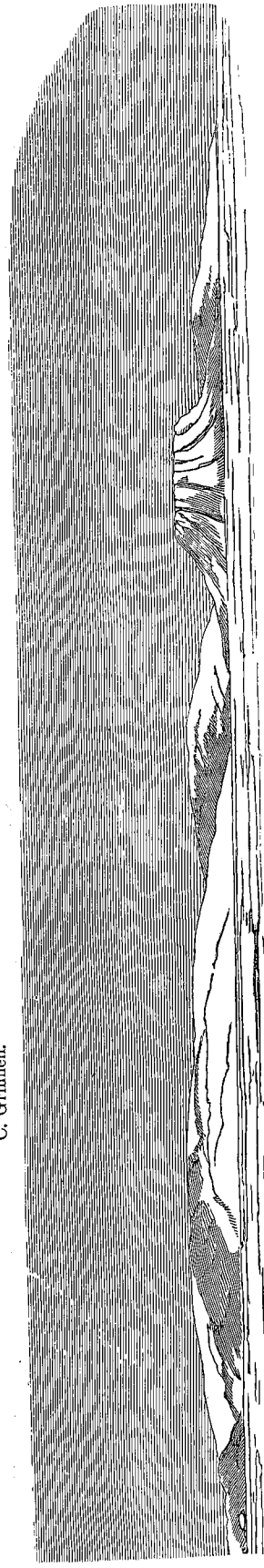
Helpman Head.

C. Osborn.



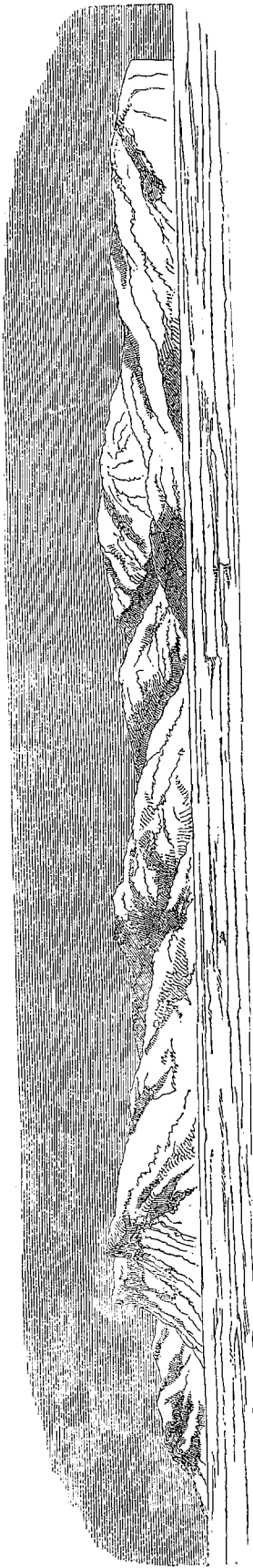
(continued.)

Griffin Bay.



Helpman Head.

C. Bowden.

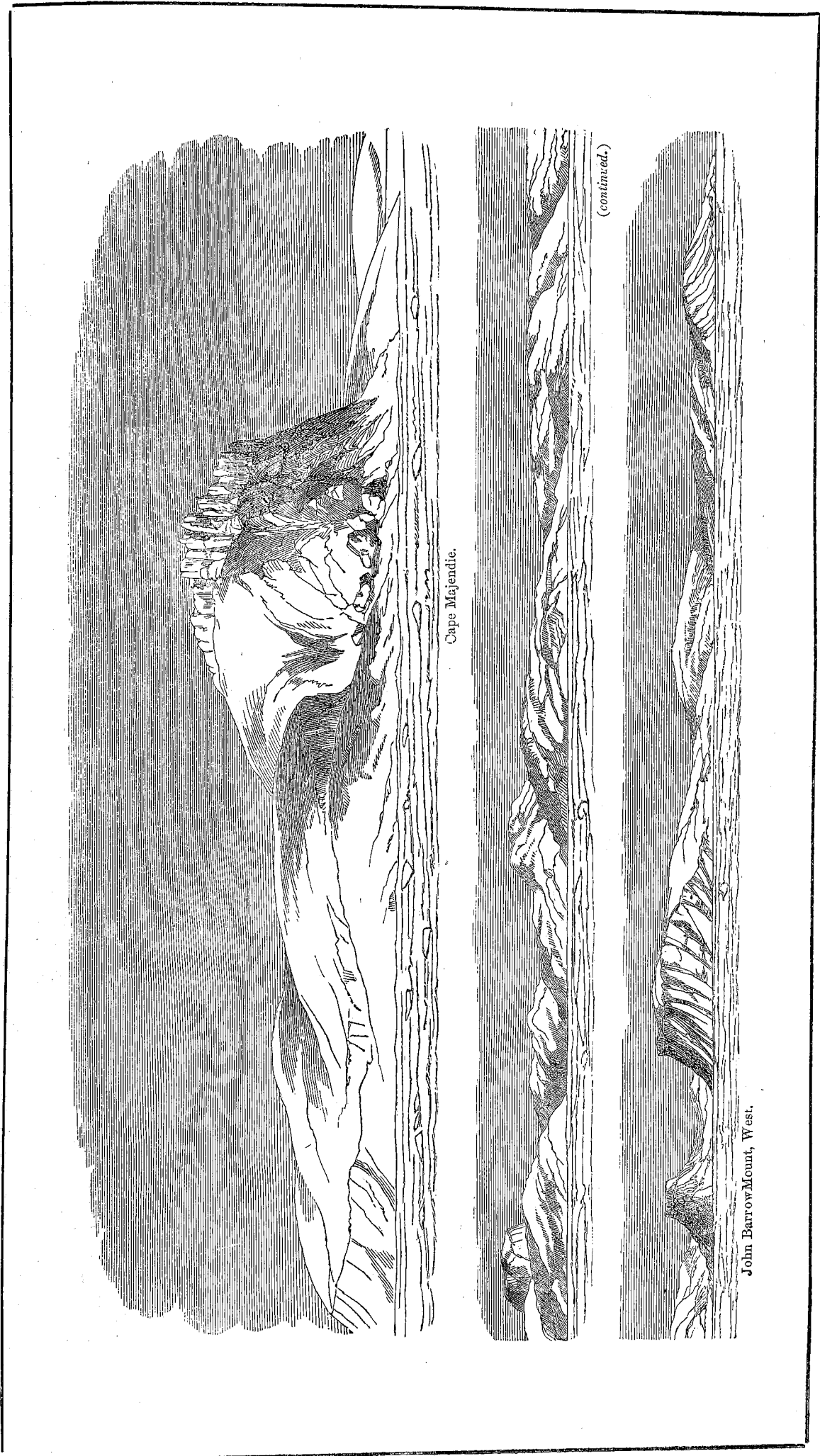


C. Beecher.

C. Majendie.



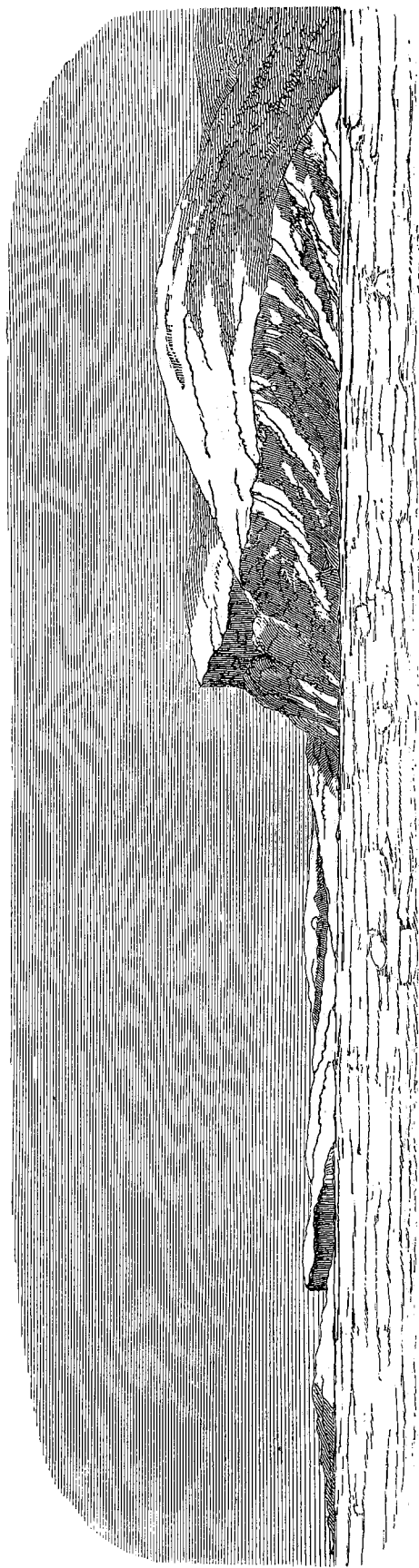
Dundas Island.



Cape Majendie.

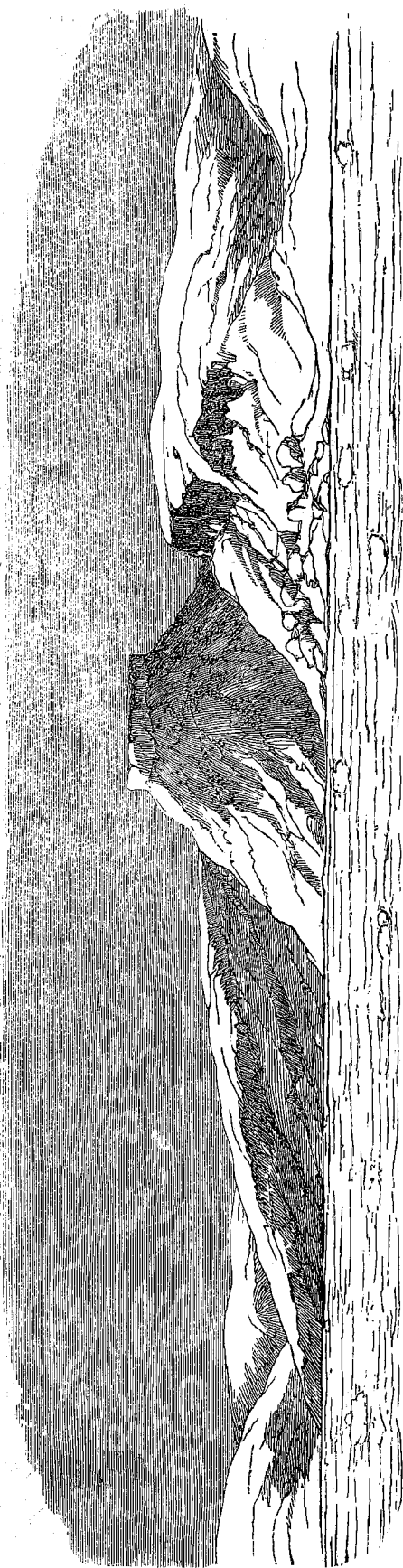
(continued.)

John Barrow Mount, West.

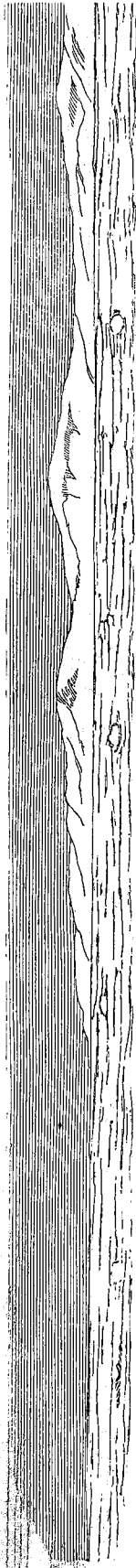


Long Island.

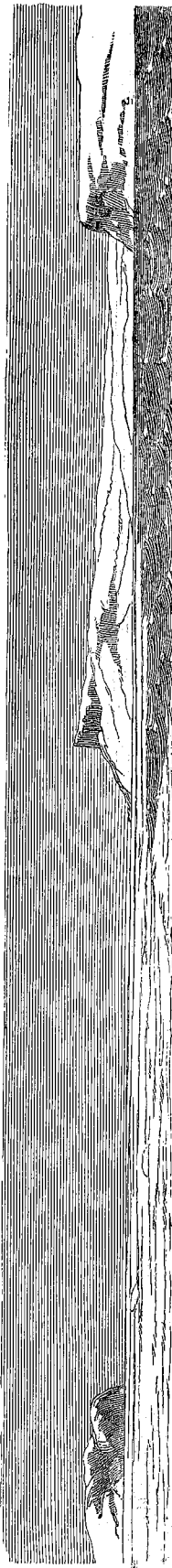
(continued.)



John Barrow Mount, (or, Sir John Barrow's Monument of Captain Penny.)



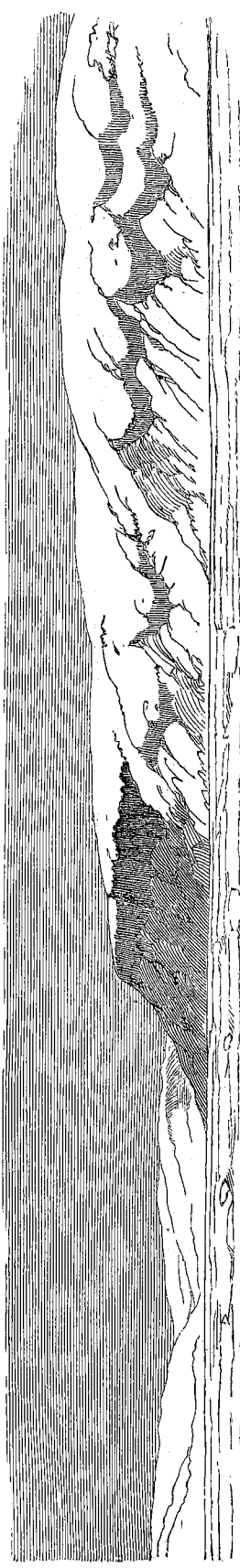
(continued.)



Dundas Island.

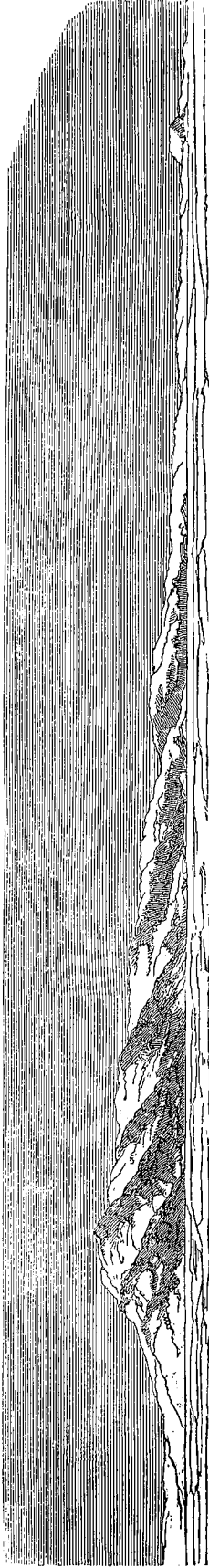
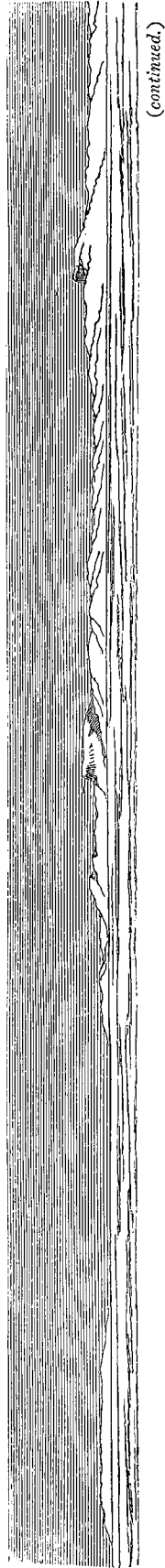
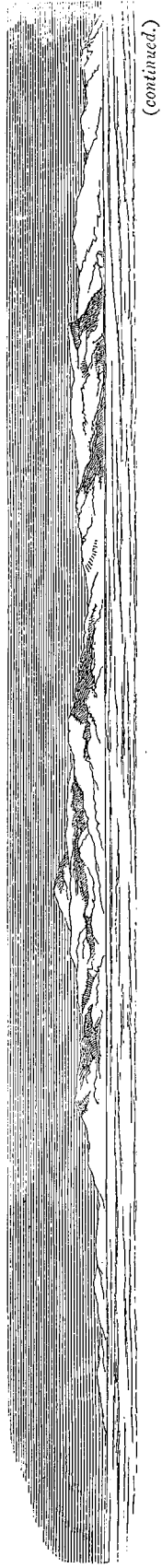
C. Majendie.

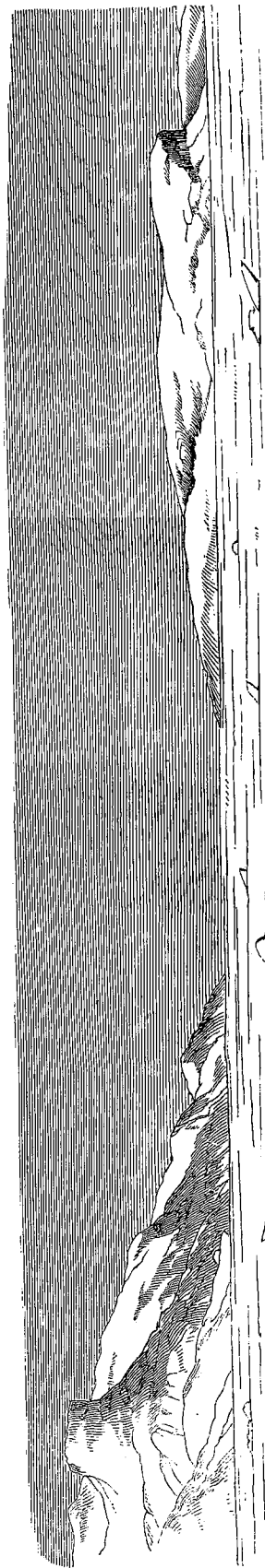
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East side of Refuge Bay.

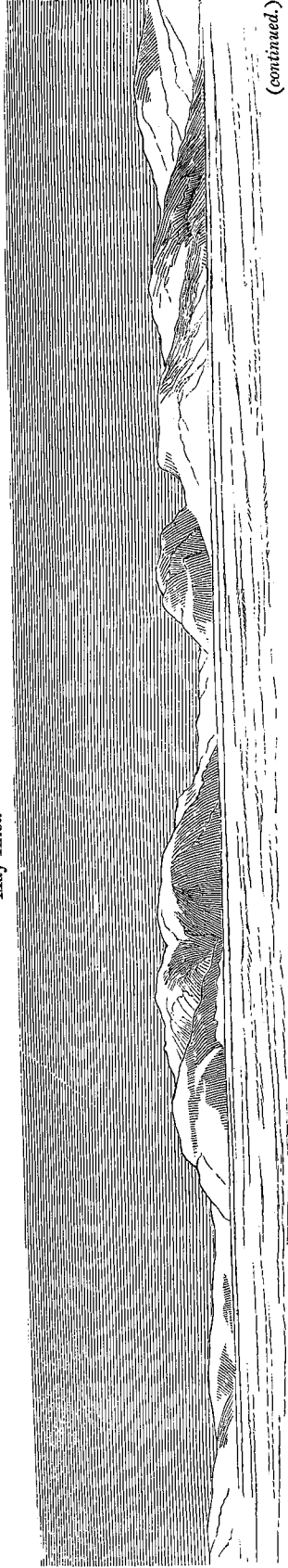
BATHURST LAND.



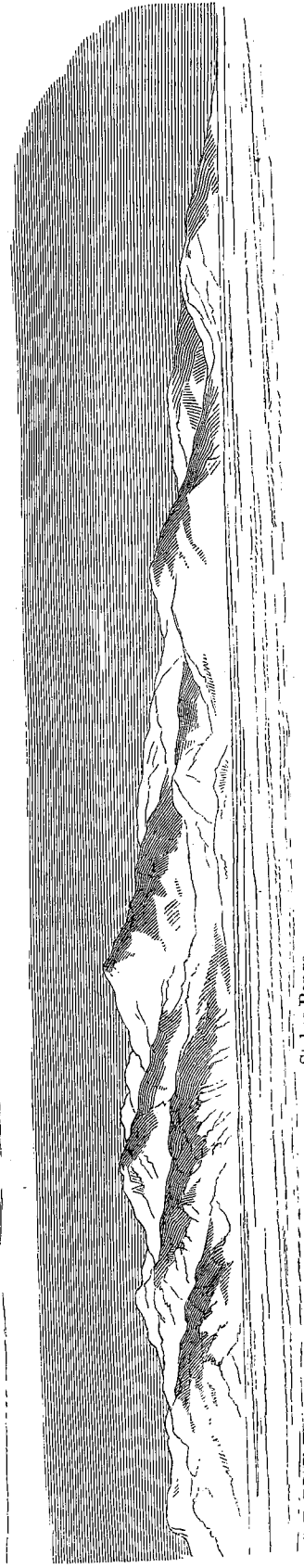


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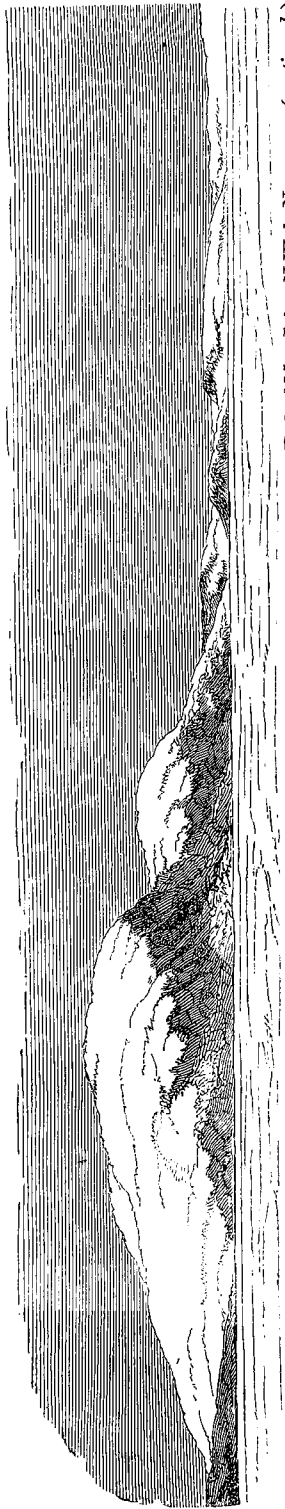
May Inlet.



(continued.)

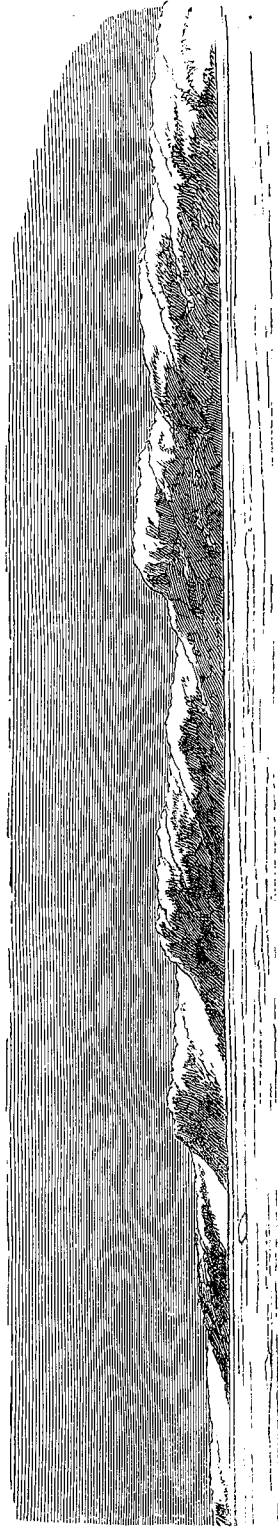


Stokes Range.



N.W. b. W.

End of May Inlet, N.W. b. N. (continued.)



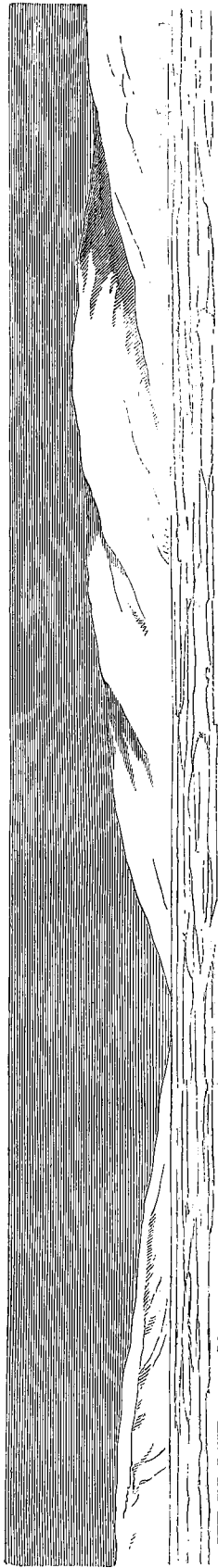
N.N.W.

N. b. W.

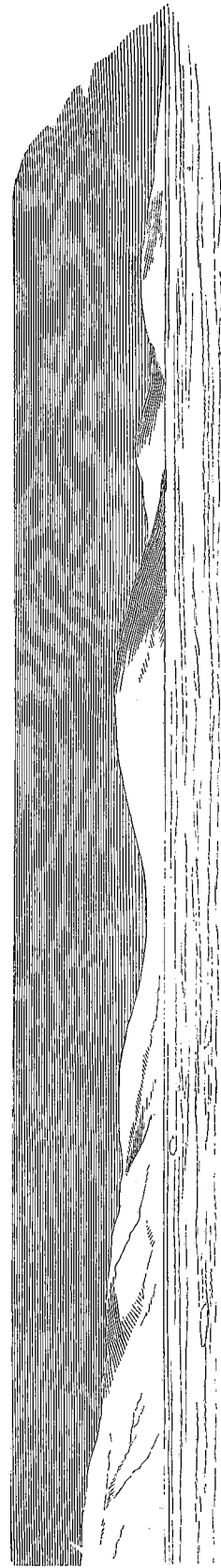


Two Sisters.

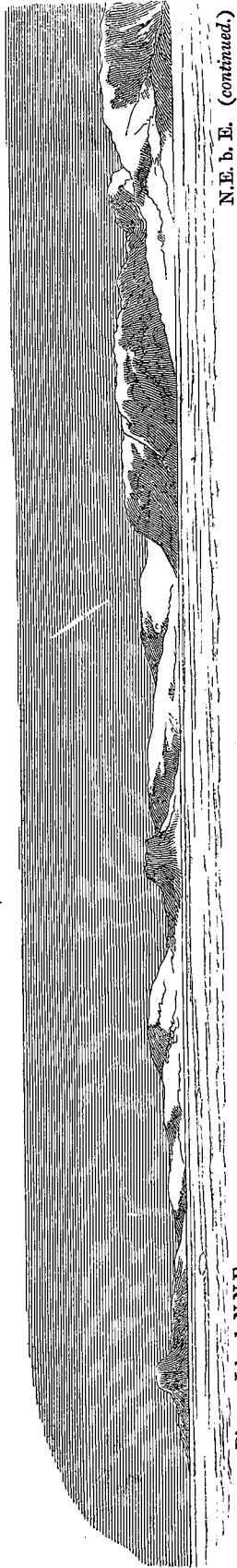
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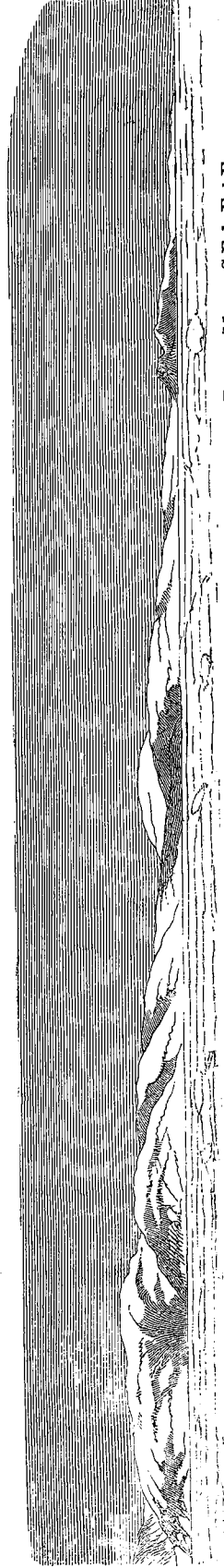


South Point Deception.



Pioneer Island, N.N.E.

N.E. b. E. (continued.)



Spit Island.

Barrow Mount, S.E. b. E. $\frac{1}{4}$ E.

III.

SLEDGE JOURNIES, PART II.

No. 1.

JOURNAL of TRAVELLING OPERATIONS performed by the Crew of H.M.S.
"INTREPID," during the Autumn of 1852.

Journal of
Commander M'Clintock.

COPY of Instructions to Commander F. L. M'CLINTOCK, H.M.S.V.
"Intrepid."

By Henry Kellett, Esq., C.B., Captain of H.M. Ship "Resolute."

You are in possession of their Lordships' orders, and know perfectly the object of this expedition.

You are likewise aware of the coasts it is my intention to search in the ensuing spring, having yourself chosen the N.W. Melville Island route, and from your examination of the land between this and "Hecla and Griper Bay," being of opinion that a depôt for your spring travelling may be taken across it, you will as soon as you are in every respect ready endeavour to do so (with your own crew).

I shall not place any limit as to time or to your exertions, confiding fully on your perfect knowledge of what you are undertaking and your known zeal and prudence in its performance.

You will leave the usual notices in eligible places, and forward me on your return a report of your proceedings.

Given under my hand on board H.M. Ship "Resolute," Dealy Island,
14th September 1852.

(Signed) HENRY KELLETT, Captain.

JOURNAL of the FIRST JOURNEY overland from WINTER QUARTERS to the
North Shore of MELVILLE ISLAND, with Carts.

HAVING had the choice of routes for spring travelling, I selected the northern shore of Melville Island and its continuation westward, and in furtherance of the intended search in that direction, the present journey is undertaken, for the purpose of carrying out overland a depôt of provisions to Point Nias, or as far westward along the shore of "Hecla and Griper Bay" as possible.

With a view to effect this service I set out with a sledge party, provisioned for three days, on the morning after our arrival, to examine an apparent creek at the head of this inlet. It proved to be only the mouth of a very large river, now of course dry, and partially covered with snow. It also contained many small pieces and a few large lumps of excellent coal. The hills on both sides were barren, steep, and 500 or 600 feet high, but by following up a ravine to the N.W. I reached by a moderate ascent elevated table land at a distance of 13 or 14 miles from the ship, and over which our carts could travel at the present time, but little snow having fallen as yet. Saw 21 musk oxen, four reindeer, and a flock of 45 ptarmigan. We shot three of the former; the latter appear to be collecting for a migratory movement.

Returned on board the following day, reported proceedings to Captain Kellett, and received his permission to prepare for the attempt. Two carts and the depôt to be carried out were got ready. The latter consisted of pemmican and boiled bacon in tin cases, biscuit, chocolate, tea, sugar, and tobacco, in casks and metal potatoe cases, in due proportions for parties of 11 and eight men, for 30 and 35 days respectively. Two parties were appointed to drag the carts, the second party being placed under

Journal of
Commander M^cClintock.

the orders of Mr. R. C. Scott, assistant surgeon, who very handsomely came forward and volunteered his services as an executive.

The men appointed were :—

First Cart.

James Wilkie, Quarter-master.
John Salmon, A.B.
Richard Kitson, „
Richard Warne, „
Joseph Smithers, Stoker.
John Hiccles, Marine.
Jeremiah Shaw, „

Second Cart.

George Drover, Captain F.C.
Robert Ganniclift, A.B.
John Cleverly, Gunner's Mate.
John Drew, A.B.
William Walker, A.B.
Thomas Bainbridge, Bombardier.
Mr. R. C. Scott.

Commander M^cCLINTOCK.

Our cart crews were few in number, but they were a selection from the ship's company, and although scarcely sufficient for the work, were all that could be spared from the ship, the remaining few being required to make the necessary preparations for winter, and to make canvas boots for the sledge parties, which it was contemplated sending out later in the season, when the increase of snow would render cart travelling impracticable.

JOURNAL OF THE CART JOURNEY.

14TH SEPTEMBER 1852.

A.M.
North 6, c.m.
Drift.
Temperature + 7°.

WE set out at 7h. 14m. on the morning of the 14th September, provisioned for 12 days. The load upon the carts amounted to 236lbs. for each man, and as the two carts weighed 640lbs., the weight to be dragged actually amounted to 290lbs. a man.

A fresh north wind obliged us to keep in motion, and being assisted by a party from the "Resolute," we made fair progress up the inlet over old ice. Lieutenant Pim and party accompanied us, principally for the purpose of fetching on board the oxen shot upon the 11th.

Carts break through the ice.

After traversing the greater part of the inlet we got upon ice of this season's formation, and at noon, when about half a mile from the shore and six miles from the ship, one cart suddenly broke through the ice, and to add to our horror, almost immediately after in went the second.

The men worked with great spirit, cleared off all the lading which could be reached, and pulled the carts out again. Everything which was uninjured by the wetting or had escaped it was carried to the shore at once; we then had our luncheon, and after loading the carts with the damaged provisions and wet clothing sent them back to the ship, remaining myself with two men, tent, &c., in charge of the remainder.

P.M.
West 2 b.c.

In the afternoon I went with Lieutenant Pim to point out the places where the oxen were left. We found that the foxes had been gnawing at two of them, but fortunately had not discovered them until they had been hard frozen. We saw a herd of ten upon a distant hill, which Lieutenant Pim followed, and succeeded in shooting four of them.

Our supper consisted of stewed musk ox beef, cooked over a fire of coals gathered in the dry river bed.

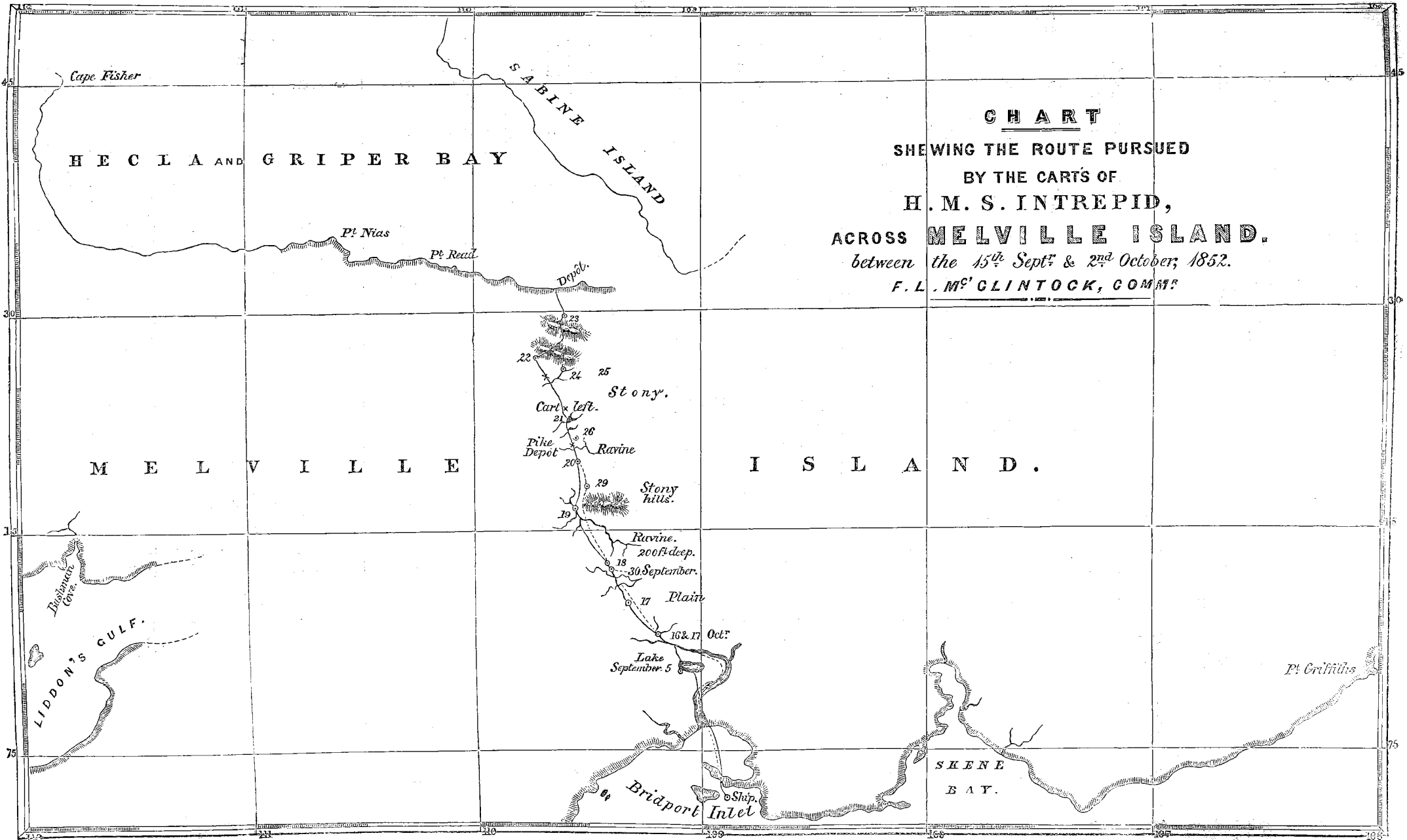
WEDNESDAY, 15TH SEPT.

A.M.
West 2 b.c.
Temperature + 24.

At noon the sun was bright and temperature up to + 28. At 12. 30. the carts arrived with everything complete, a sledge carrying the heavy weights. The damaged provisions had been replaced and clothing dried, and as my own double-barrelled rifle had not re-appeared with the cart from under the ice yesterday, a Minié rifle was sent to replace it. About 480lbs. of biscuit had been spoiled, and together with a day's detention amounted to rather a serious loss—the result of the accident, which was equally vexatious and unavoidable. Packed the carts, lunched, left the sledge on the beach, and recommenced our journey at 2h. 15m. P.M. Our progress over the land was much slower than over the ice; we crossed the river course, proceeded up a grassy slope, then across a low ridge in the first series of hills with one cart at a time, and got upon the margin of a lake about one mile and a quarter long and half a mile wide, along which we travelled until 6h. 10m., when we encamped.

P.M.
West 1 b. c.

Our travelling dress looks rather smart and comfortable; we are clothed in sealskin from head to foot, cap, frock, and trousers; we wear leather boots, but anticipating much colder weather when these could not be worn, each person was supplied with two pair of mocassins. The evening was



HECLA AND GRIPER BAY

MELVILLE

ISLAND.

CHART

SHEWING THE ROUTE PURSUED

BY THE CAPTAINS OF

H. M. S. INTREPID,

ACROSS MELVILLE ISLAND.

between the 15th Sept^r & 2nd October, 1852.

F. L. MCGLINTOCK, COMM^r

Cape Fisher

SABINE ISLAND

LIDDON'S GULF.

SKENE BAY.

Pt Nias

Pt Reul

Depot.

22
23
24
25

Stony.

Carts left.

Pike Depot

Ravine

Stony hills.

Ravine. 200ft deep.

30 September.

17 Plain

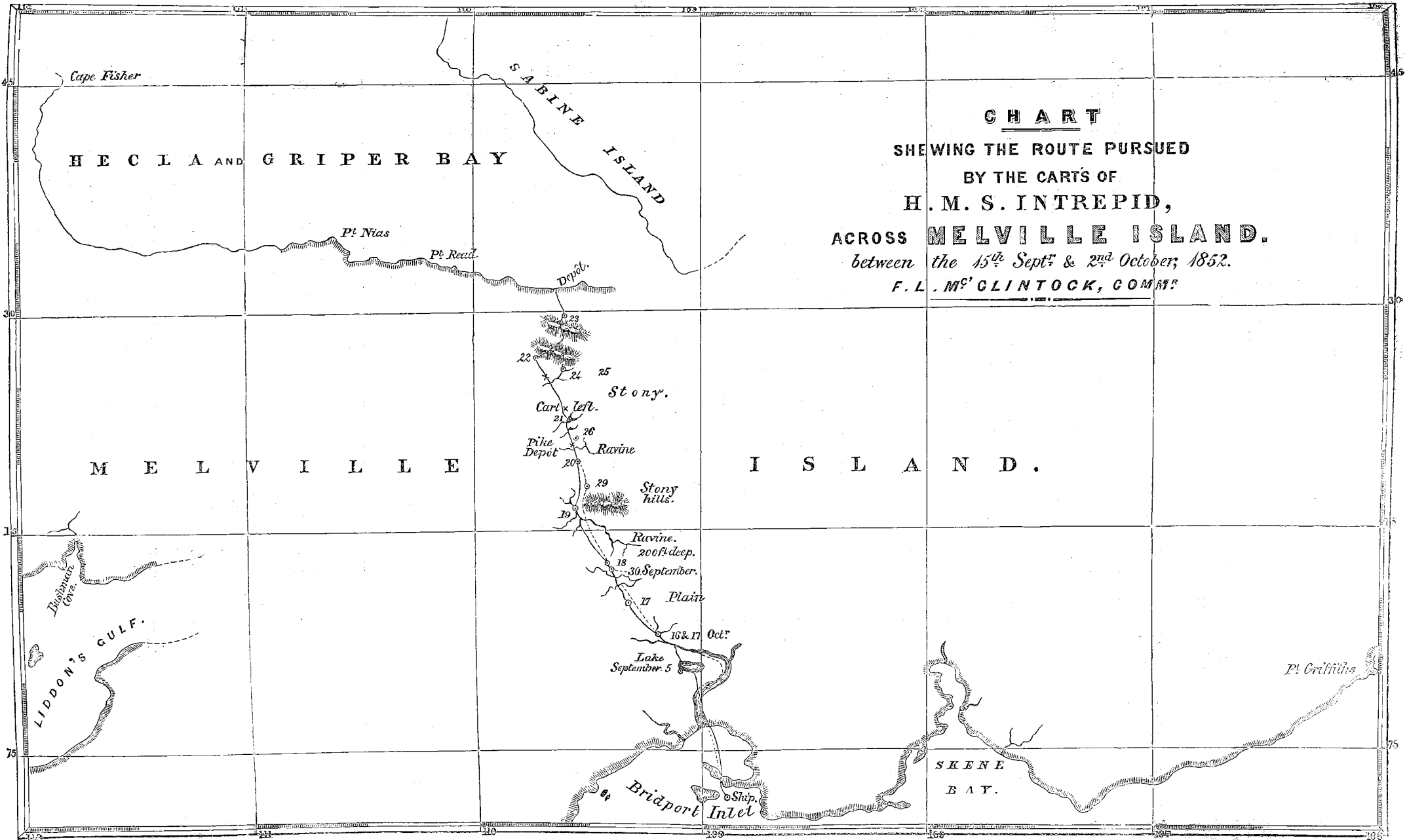
16 & 17 Oct^r

Lake September 5

Bridport Inlet

Ship

Pt Griffiths



Journal of
Commander M^cClintock.

First Journey.

N.N.W. $9\frac{1}{2}$ miles.
(Variation allowed) 137° E.
No. of hours travelled, 10.

fine, we enjoyed a good supper of preserved meats, biscuit, and tea, and having done an honest day's work, we got quickly into our sleeping bags and to sleep.

The change from the ship and floe to the tent, and wild, almost beautiful scenery, had a most exhilarating effect upon the spirits of the whole party; and not less so upon those who had travelled before than the majority to whom it was perfectly new; all were filled with curiosity to see the interior of the island.

THURSDAY 6TH SEPT.

A.M.
South.
5 to 8 c.o.
Temperature + 26.

It blew strong when we started at half past 8, and there was much drift and snow. Travelled round the north end of the lake, towards the lowest ridge in the next hills: this we crossed over with one cart at a time, then descended into the ravine, but found its bed so thickly strewed with large boulder stones that we could only advance one cart at a time. Travelled up it to the N.W. It now blew a strong south gale with thick drift and snow.

Halted to lunch at 12h. 50m. in a part of the ravine where its width was reduced to about ten yards by a glacier attached to its N.E. side. The perpendicular face of this was 30 or 40 feet high, and sheltered us in some measure from the gale. A short description of this sort of glacier will serve for all, and there is scarcely a ravine of any considerable extent in which there are not similar ones. The drifting snow collects in the angles or other sheltered portions of the ravines during the winter, where it either wholly or partially fills them up; the summer torrent cuts its way through, forming, as in this instance, a contracted passage, or a tunnel beneath the snow, and being saturated with water, this snow is converted by the return of cold weather into an opaque crystalline substance, nearly as hard as ice, a compound of ice and snow, which therefore cannot be called by either name. In this ravine the water had undermined the face of the glacier for several feet, and in some places large masses had fallen; in others beautiful rows of huge icicles depended from the face of the glacier, reaching almost to the ground.

The temperature was high, so that we found our sealskin dresses much too warm, but were obliged to wear them to keep the snow drift out, and being impervious alike to the wind or the perspiration occasioned by hard labour in such a dress, it soon became thoroughly wet. After lunch we advanced a short distance, but finding the ravine turned off to the west, we ascended a branch to the right. Being no longer sheltered, we now felt the full force of the gale, which drifted the snow in such dense clouds that we could seldom see more than twenty yards. Having reached as far as my knowledge of the country from previous observation extended, we encamped soon after 3 o'clock, about one third of a mile above the large or first ravine. Our sealskin dresses were so completely saturated with wet as to cling about one as if they had been freshly stripped off their original wearers.

P.M.
South 10 to 6.
c.o.
Temperature + 27.

This day's journey was very little in distance, but considerable in ascent. Towards evening the wind moderated.

Second Journey.

N.W. $2\frac{1}{4}$ miles.
Travelled $6\frac{1}{4}$ hours.
Detained by weather 4 hours.

FRIDAY, 17TH SEPT.

A.M.
West 2 to 6 b.c.q.
Temperature + 18.

It was calm nearly all night, but this morning we have a fresh west wind with clear weather. Started at 10h. 10m. with one cart at a time, the ascent being still steep; wind and snow drift nearly in our faces. Halted to lunch at 2h. 30m. upon the highest land over which we hope we shall have to pass. The weather is much improved.

Third Journey.

N.W. b. W. 3 miles.
Travelled $9\frac{1}{2}$ hours.

After luncheon we descended upon an extensive plain, and travelled slowly across it, sometimes with only one cart, at other times with both; the snow was soft, and averaged four inches in depth. From some observations with an aneroid (which up to this period of our journey seemed to indicate correctly), as well as by estimation, I consider this plain to be rather more than 600 feet above the level of the sea.

P.M.
Westerly l. b.c.
Temperature + 8.

Encamped upon a slight eminence which was bare of snow, the evening clear and cold. This journey fell far short of our expectations, but having completed the ascent we hope to do better in future. People all much tired. Very little vegetation seen to-day; no recent traces of animals.

A beautiful calm, bright, and cold morning. Started at half past 8 o'clock. Temperature was down to 7° in the tent.

SATURDAY, 18TH SEPT.

At 10h. 10m. we came unexpectedly upon a ravine running to the N.E., which we entered. It led us north half a mile, and then turned off to east, so we followed up a branch to the left, which took us west a quarter of a mile; we then regained the level ground without much difficulty.

A.M.
Calm b.c.
Temperature $+ 4^{\circ}$.

Lunched in this (crooked) ravine at 1 o'clock. The day was calm and sun bright, so we all took off the sealskin dresses, and partially dried them. After encamping at 6 o'clock, I set off in advance to explore the country. Dark clouds to the north and east led me to hope the Northern Sea was not far distant in that direction. Walked north one mile to the side of an immense ravine, then east two miles along it. In many places this ravine was fully 200 feet deep, with very steep banks and of proportional width.

Fourth Journey.

N.W. $1\frac{3}{4}$ mile.
N.W. b. W. 1 mile.
Travelled 9 hours.

The land is so level on either side that these ravines cannot be seen from any distance when on the plain, through which they extend like enormous fissures, almost everywhere impassable for even unloaded carts. This ravine and some others which I saw here ran to the eastward, becoming larger and deeper; therefore I think the country in that direction must be quite impassable for any vehicle.

Saw the tracks of several reindeer, also of the fox, lemming, and ptarmigan to-day; vegetation is very scanty; the reindeer tracks came from the east. Although a bright day there has been a constant mist round the horizon.

P.M.
Calm b.c.m.
Temperature +

The night has been calm. This morning we have a thick fog which adds a raw feel to a very cold morning. Started at 9 o'clock. The fog soon cleared off and sun came out. Travelled to the westward of our course to avoid the large ravine. I walked on in advance for two miles and came upon it again running directly east; obliged to keep still more to the westward. Lunched at 1h. 45m.

SUNDAY, 19TH SEPT.

A.M.
Calm. c.

After luncheon we descended a tributary ravine into the large one, crossed it nearly at right angles, and travelled up one which led into it from the northward. After ascending this one for half a mile we encamped upon its east bank at 7h. 20m. We advanced with both carts nearly all this day.

Fifth Journey.

N.W. 2 miles.
W.N.W. $1\frac{1}{2}$ miles.
North 1 mile.
Hours travelled, 10.

Water was found in the ravine close to our encampment; the ice over it was seven inches thick. A few small pieces of coal were found here. The night was calm.

P.M.
Southerly, 1 b.c.m.
Temperature $+ 15$.

A calm and most beautiful morning; the temperature was only $+ 4\frac{1}{2}^{\circ}$. Measured the depth of this ravine with the aneroid, and found it to be 145 feet. Took sights for time.

MONDAY, 20TH SEPT.

| Chronometer. | | | ☉ | |
|--------------|----|----|----------------------|-----------------------------|
| h. | m. | s. | | |
| 2 | 50 | 2 | $15^{\circ} 14' 0''$ | Index error $+ 3' 40''$. |
| | 51 | 24 | 24 0 | Temperature $+ 5^{\circ}$. |
| | 52 | 42 | 32 50 | |

Started at 8 o'clock. Passed a few tracks of reindeer, foxes, hares, and lemmings.

A.M.
Calm b.c. $+ 4\frac{1}{2}$.

We are now crossing a much more barren, stony, and undulated country. Travelled as nearly north as possible; passed to the west of a rocky range of hills commanding an extensive view to the north, south and west. We then laboured through very deep snow in a shallow ravine on its N.W. side, and in which we found water frozen over.

Reached more level ground, and lunched at 1 P.M. We did not advance far before we began to ascend another very stony hill; the stones were large, and generally hidden by snow. Our progress with only one cart at a time was almost a series of standing pulls and violent jolts. Our difficulties seemed to increase; I walked on and found another large ravine running from west to east.

Cloudy.
Temperature $+ 19^{\circ}$.

Since the third day after our departure from the ships the people have worn mocassins, the fall of temperature having caused the leather boots to freeze so that they could not be got on, even if desirable. These stones

Sixth Journey.

North 3 miles.
Travelled $9\frac{1}{2}$ hours.

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Commander M^cClintock.

P.
W.N.W. 2. c.
Temperature + 17.

TUESDAY, 21ST SEPT.

A.M.
W.N.W. 6 to 4.
Temperature + 10.

Temperature + 14.

Seventh Journey.

N.N.W. 3 miles.
Travelled 9¼ hours.

P.M.
Calm. c.

WEDNESDAY, 22D SEPT.

A.M.
West 2 c.g.
Temperature + 13.

Eighth Journey.

W.N.W. ¾ mile.
N.N.W. ¾ W. 2.
N.W. b. N. 2¾.
Travelled 9¼ hours.

P.M.
South 3 c.m.
Temperature + 10.

THURSDAY, 23D SEPT.

A.M.
Calm b.c.

are fast wearing out our mocassins, and giving the men sore feet. I also much fear some accident to the carts. Encamped at 6 o'clock, the people very much fagged.

I have determined upon leaving the half of my depôt in the next ravine, and pushing on with the remainder to the north coast, so as to obtain some knowledge of its distance, and of the country through which perhaps we may frequently have to pass.

A strong breeze all last night, and still continues with much drift; it is also very cold. The men were all very busily employed before breakfast in mending their mocassins with the empty provision bags, each man sitting up in his blanket bag, and occasionally blowing his fingers.

When we proceeded at 9h. 40m., the weather was considerably improved and sun out. Travelled over the same sort of rocky ground until noon, when we descended into the ravine and deposited the half of our depôt upon a conspicuous rock, about forty feet up its south side. We then crossed the ravine in a N.N.W. direction, and halted to lunch at 2h. 10m. upon a hill on its north side.

Built a small cairn here, and left a pike standing in it. Proceeded N.N.W. over very stony ground, crossed one stony ravine, and followed the course of another N.E. half a mile. It then turned to the north, and widened out into a considerable hollow; here we encamped at 7h. 30m.p.m., close to a large isolated block of sandstone. This part of the country is characterized by its numerous low stony hills, and shallow ravines partially filled with snow; no vegetation, nor traces of any animals seen. Opened a case of pemmican, and used a portion for supper; the case was marked 40 pounds, but contained only 32 pounds of pemmican put up in 24 sausage skins, the interstices having been filled up with melted tallow, which serves as fuel. The pemmican contained a small portion of currants, and was very good, but was not so much liked as the ordinary description, to which pepper and salt may be added. Saw distant lofty land in the N.N.E.

A gloomy morning. Started at 9h. 15m. passed through a hollow W.N.W. ¼ mile, then across one stony valley and through a second one W.N.W. ½ mile, when we reached a space of flat stony land and crossed it by travelling W.N.W. ¾ W. 2 miles, and lunched at two o'clock; pursued our journey over a stony rise, across a shallow ravine and up another rise, on the highest part of which I built up a small cairn; from this position a little bluff hill in a plain bears N.W. 1½ miles. We travelled 1¾ miles N.W. b. N. beyond this little cairn, and encamped on the south side of a series of very stony hills at seven o'clock. I walked on to these hills before dark and thought I could distinguish the sea between another but less formidable row of hills, about a couple of miles beyond me. Northward of the high stony row of hills on which I stood the descent is considerable, the land less stony and much less covered with snow. Our progress to-day amounted to five miles, but occupied more than nine hours of very hard labour.

Set off in high spirits at half-past eight. By edging away a little to the N.E. we got over the stony hills, and then travelled north for a gap in the coast hills, where we came in sight of the frozen sea; high distant land was very distinct from N.N.E. to east, and to the westward there were hills of considerable elevation extending to N.W., and descending with regular slopes to the sea. Took sights for time.

Chronometer.

| h. m. s. | ° | ' | " |
|----------|----|----|----|
| 4 51 40 | 23 | 44 | 40 |
| 55 15 | | 59 | 00 |
| 56 54 | 24 | 5 | 40 |
| 59 13 | | 13 | 20 |
| 5 00 20 | | 18 | 50 |

Temperature + 16°
Index correction + 3' 30"

Observations for latitude near noon.

| Chronometer. | | ☉ | | |
|--------------|-------|----|-------|---------------------|
| h. | m. s. | ° | ' " | Temperature + 16° |
| 7 | 6 0 | 27 | 51 40 | Correction + 3' 30" |
| | 8 50 | | 51 10 | |
| | 14 30 | | 46 40 | |
| | 17 00 | | 44 40 | |
| | 19 30 | | 42 10 | |

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Commander M'Clintock.

We proceeded about half way down the coast hills, pitched our tents and lunched at 1h. 30m. We then placed the depôt upon one cart and took it to the coast. It was placed upon a shingle ridge, 40 feet above the sea and 300 yards from it, where it forms a conspicuous object; but to prevent its being passed by a coasting party in thick weather, a small cairn was built close down to the beach.

All the land to the eastward and northward appears continuous and extends as far round as N. b. W. $\frac{3}{4}$ W., but this extreme is either very distant or very low and is covered with snow.

The western extreme is a very low sandy point bearing W. by N. and distant about three miles.

The probable distance of the land bearing north is from 20 to 25 miles.

The sea runs into E. b. N. and I should think much further, but the land intercepts one's view in that direction.

With a telescope more land is just distinguishable extending to the left as far as N.W. $\frac{3}{4}$ N., but there is a break in this land which bears N.N.W. Right peak on double-peaked hill bears W. by S.

After seeing the depôt placed and stones heaped about it, I sent the men back to the tents, and walked along shore to the westward. The beach is very flat and is composed of the finest sand and mud; from our depôt no hummocks could be seen to the eastward, and a few only of three or four feet in height about $\frac{1}{4}$ of a mile to the west of it.

The ice is unbroken, rugged, and much discoloured by the fine sand blown off shore, as was also the snow on the land.

Found a piece of drift wood two or three feet long and four inches in diameter high up on the beach; a specimen of it is preserved. Saw the track of a reindeer in a mud flat now frozen hard, but no recent traces of animals; there was scarcely any vegetation to be found. Picked up a few small fragments of coal off the mouth of a ravine; reached the western extreme seen from the depôt and distant three miles; took bearings.

Next western extreme W. $\frac{1}{2}$ N. seven or eight miles; it is a very low shelving point, right peak on double-peaked hill S.W.; eastern extreme of this beach E. by S; depôt E.S.E. ϕ at 5.41, W. $\frac{1}{2}$ S.

It was quite dark when I got back to the tent at half-past seven.

A very cold morning with strong wind and thick snow drift.

Started at eight o'clock, wind rapidly increasing; cannot see the sledge beyond a hundred yards. We returned by our track of yesterday as long as we could see it, but the snow-drift soon obliterated all traces; travelled S.S.E. until near noon, when we were most unexpectedly stopped by a large ravine with very steep banks directly across our route. We travelled along it for a short distance to the eastward upon the glacier attached to its northern side, but one or two suspicious looking cracks appearing in it I determined to encamp at once. We had been going before the wind, but upon retracing our steps a short way to encamp several frost-bites occurred; it was blowing a very heavy gale with thermometer at + 6.

The men agreed in voting noses a nuisance in this country; from their prominent position they are usually the first part frost-bitten; also whiskers and moustaches were sentenced, as not only being useless but very inconvenient, the former catching the snow-drift, and one's breath freezing on the latter forms an icicle not easily removed.

Having nothing better to do we went to sleep after lunch, and slept until supper was ready.

Ninth Journey.

To encampment, N.N.E.
3 miles.
Thence to depôt, N.N.W.
 $1\frac{3}{4}$ miles.

P.M.
Calm. c.
Temperature + 13.

North land not visible.

FRIDAY, 24TH SEPT.

A.M.
N.W. 4 to 7.
o.c.q.
Temperature + 9.

Tenth Journey (on return).

S.S.E. 3 miles.
Travelled 4 hours.
Detained by weather 6 hours.

P.M.
N.W. 7 to 9.
o.c.
Temperature + 6.

Thick snow drift.

SATURDAY, 25TH SEPT.

A.M.
N.W. 8.
o.c.
Temperature zero.
Thick drift.
Detained this day by a north-west gale.

Still blowing a strong gale; the temperature in the tent is + 10, outside it is at zero. As the present detention added to the slow progress we have hitherto made was rather a serious matter, I felt obliged to reduce such portions of our provisions as we could most easily spare or our depôt could not supply to one-half and two-thirds allowance. Endeavoured to work up my courses and distances from the ship to the north coast, but having no navigation tables with me cannot place much dependence upon my result. I make the course and distance from the ship to the depôt N. 33° W. 32 miles, and to accomplish this we have travelled 38 or 39 miles; the variation allowed is 137° E.

In the afternoon the wind abated considerably, but the weather was so misty that I could not recognize our position; by my reckoning we are two thirds of a mile east of our outward track.

On examining the ravine before us, I found its sides were nearly perpendicular, and that the tracks of our cart wheels over its glacier were nearer to the edge than we should have deemed prudent in clear weather. At a turn in the ravine the glacier extended right across it in an immense arch. The tunnel beneath was about 80 yards in length, and 70 or 80 feet wide, its height at each end was about 60 feet, and the lowest part which was about half way through was fully 40 feet high; with the exception of a few masses which had fallen from above, the bed of the ravine beneath the arch was an unobstructed dry river course. Icicles of every possible size and of the purest ice were disposed in clusters from fissures in the roof or in rows along the sides of this icy cavern, with which their lustrous appearance contrasted beautifully; the icicles were so transparent, and the interior of the cavern or tunnel of an opaque bluish white glazed upon the surface resembling real china; the under surface of the roof was rippled in the form of mimic waves. It was quite an enchanting scene, but the fissures in the roof and immense blocks of ice which lay as they had fallen from it, warned me that it was not a desirable place to loiter in; these fissures brought to my recollection the cracks we passed over yesterday.

SUNDAY, 26TH SEPT.

A.M.
N.W. 4 c.m.s.
Temperature + 15.

Eleventh Journey (on return).
7 miles travelled.
9½ hours.

P.M.
Westerly 2. b.c.m.
Temperature + 3.

Less wind this morning but still much snow and drift. At 7.45 Mr. Scott and I set off to the westward in search of our outward track; in this he was successful, and shortly after I found my little cairn on the stony rise W.S.W. of the tents. The carts started at half-past eight, and by 10 o'clock were up to the cairn. There was just sufficient of the outward track remaining, either on the bare ground or in the exposed and hardened snow drifts, for us to distinguish and follow it.

Lunched at 12.45; found my thermometer broken in my pocket. At three o'clock we passed the encampment of last Tuesday near the sandstone block. Encamped a quarter of a mile north of the cairn and pike near the depôt ravine at half-past six; the evening was tolerably fine but cold.

MONDAY, 27TH SEPT.

Twelfth Journey.
Outward, with second half of depôt.
N.N.W. 2 miles.
Hours travelled 5.
Detained by weather 2.

P.M.
N.W. 7 to 9. c.m.
Temperature + 8.
Thick drift.

Has been a windy night, much snow-drift collected about the tents. Started with an empty cart at nine o'clock to bring up the remainder of the depôt from the ravine, and returned with it at 11 o'clock. We then packed the carts and started a second time for the north shore, a very sharp N.W. wind blowing strong in our faces. Persevered until four o'clock, when the weather had become so severe and frost-bites so frequent that we were obliged to encamp; we had, however, reached our old position close to the sandstone block. As it was too severe weather to halt for lunch to day, we now had an early supper. As night advanced the wind increased.

TUESDAY, 28TH SEPT.
N.W. 9 to 5. c.m.s.

A heavy gale all night; although it has moderated considerably this morning, yet we are unable to proceed. The men are employed patching up their mocassins with a spare blanket bag, cut up for that purpose. At noon there was much less wind, so prepared to start, thick snow falling. Started at two o'clock, every one glad to be released from the confinement of the tent, and to become again thoroughly warm with exercise. We soon found that the recent gales had bared the stony hill-tops and filled every depression in the land with soft snow, more or less deep. The consequence

of this change was, that after three hours hard tugging at the carts, we had advanced scarcely one mile; it was evident that the country had become impracticable for carts. My disappointment was very great, for I had not anticipated so sudden a check, and being rather a grave affair I sat down on a stone to think it over. The same cause which prevented further operations with carts would facilitate the progress of sledges; this was a comforting reflection, and as for my plans for the future, the often repeated "one, two, three, haul," of the men soon hastened them to maturity. We set to work at once to carry the depôt to the top of the nearest hill, where it was left with one of the carts; and with all our baggage stowed upon the other we commenced our return to the ship for sledges and more provisions to complete our undertaking. Encamped for the third time close to the sandstone block at eight o'clock. As our 12 days' provisions were consumed, we took from the depôt a sufficient quantity to last us back to the ships. The hill on which our depôt stands is about nine miles from the north shore. The evening was calm.

A strong east wind this morning; the weather and winds have been very variable; the only thing which is tolerably constant is the mist. Started at half-past ten; the sun came out, and weather improved. We found the snow deep and hard in particular ridges, but as it would not bear the weight of the carts the wheels cut down through it to the ground, so that our progress, even light, was both slow and laborious. Crossed the depôt ravine and lunched at two o'clock; encamped at seven o'clock. Experienced several snow squalls this afternoon.

Although we travelled for more than eight hours to-day, we have only come five miles. All our sleeping bags and fur blankets have been penetrated with the late snow-drifts, which by repeated thawings by night, and freezing by day, has so augmented in quantity that the weight of those articles has been at least doubled.

The fresh wind which lasted all last night collected a good deal of snow drift about the tents, so that our cook had to push himself out through a bank of it this morning, which had formed against the door-way of the tent.

It was almost calm when we started this morning at nine o'clock. Our remaining provisions are reduced to 4 lbs. of biscuit, and 3½ lbs. bacon, besides tea and sugar for each person. It is quite sufficient, yet affords a very desirable stimulus to exertion.

By making a short detour we avoided the snowy ravine and ascended the stony hills. South of these there is a striking increase of vegetation, and some deer tracks were met with.

Avoided the water ravine and crossed the large one at right angles, mounted its south bank, having recourse to our old plan of "short tacks," and lunched at one o'clock. Water was found at the foot of a cliff in the ravine.

We came upon our outward track, but by keeping a more direct course reached the crooked ravine at half-past five, and encamped about half a mile south of our position on the 18th instant. In crossing the plain between the two ravines to-day, we found the snow to average seven inches in depth; had it been all soft, we should have crossed it with much less labour than was occasioned by the hard ridges, into which the wheels cut, and often became immovable until dug out, and trenches dug for the wheels. This has been a very dark misty day, and there have been two furious snow storms.

Very variable weather. The night was windy, the morning calm with sun out, but when we started at nine o'clock the wind was fresh, and weather overcast, hazy, and unpleasant. Completed the passage through the crooked ravine by one o'clock, lunched at two, passed our second encampment at half-past five, and stuck fast in the branch ravine which leads into large or first ravine.

Carried everything up to the side of the hill where we encamped at six o'clock, and dug out the empty cart. This broad ravine is quite closed against carts by the accumulation of snow.

Calm, cold, and misty. We all slept warm and well, notwithstanding the condition of our bags; the steam rises from them in the morning when the

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Thirteenth Journey.

Advanced second half of depôt one mile, and returned to encampment.
Hours travelled, 6.
Detained by weather, 5.

P.M.
N.W. 2 c.m.s.
Calm m.

WEDNESDAY, 29TH SEPT.

A.M.
East 6 c.m.
Temperature + 15°.

Fourteenth Journey
(on return).

S.S.E. 5 miles.
Travelled 8¼ hours.

P.M.
E.N.E. 7 to 4, c.m.q.
Temperature + 14.

THURSDAY, 30TH SEPT.

A.M.
S.E. 6. c.q.
Calm 0 - m.
Temperature + 10.

Fifteenth Journey
(on return).

7 miles.
Travelled 8 hours.

P.M.
E.S.E. 3 to 7 o.m.q.s.
Temperature + 14 to + 9.

FRIDAY, 1ST OCT. 1852.

A.M.
E.S.E. 5 c.s.

Sixteenth Journey
(on return).

5½ miles.
Travelled 8½ hours.

P.M.
V^{ble} 2 c.m.
Temperature + 9.

SATURDAY, 2D OCT. 1852.

A.M.
Calm.
Thick Fog.

Seventeenth Journey,
(on return.)

13 miles.
Travelled 13 hours.

P.M.
S.E. 2 to 5 c.m.

Temperature at zero.

Arrive on board.

The carts.

Aneroid barometer.

coverlet is removed, and the hair of the buffalo-robe on which we sleep is matted together with frost, but it seldom thaws. The day had not begun to dawn when we started at seven o'clock; we descended the hill into the first ravine, and although we passed over the top of its glacier and thus avoided the deepest of the snow, yet we had to dig the cart out several times; a thick fog came on, so that we missed the only practicable place for getting upon the lake, and had to follow the water-course from the ravine, which led us by a very circuitous route into the bed of the river. In this day's journey we had to lower the cart over very steep banks twice, to "dig out" many times, and to advance by "standing pulls" with the drag-ropes shifted to the upper circumference of the wheels frequently. This latter plan was always tried before stopping to "dig out," and also for getting the cart up or out of a ravine, gully, or other difficulty. The men were ready at expedients, and their perseverance and ingenuity entitle them to great praise. Going over the rocky ground, when one wheel or the other was almost constantly brought up, the man whose duty it was to guide the cart by the pole was tossed about from side to side in the most provoking manner; he had to cling to it to prevent being knocked over, and to exert great patience, tact, and temper in the discharge of his irksome duty. It was also a post of danger when going down a hill or other steep descent.

Whenever difficulties presented themselves, and, indeed, upon all occasions, we found our knowledge of seamanship a powerful auxiliary; and for downright hard dragging, no men could stand the fatigue these men have undergone, unless like seamen they had been inured to dragging at ropes from their boyhood.

Lunched at 2 o'clock; still thick fog. Reached the sledge which we had left upon the beach at 4 o'clock; placed the cart and baggage upon it, and crossed the inlet to the peninsula, where we arrived at half-past seven. Here we left it, and walked on board, reaching the ship at half-past eight, the men in sound health, but much tired after this long day's journey of 13 hours hard labour.

Our carts are but ill adapted to the service they have been employed upon, in consequence of the small diameter of the wheels and the bottom of the cart not being fitted with runners, so that the vehicle would become a sledge by merely taking off the wheels; but they are exceedingly strong, the only injury sustained being the bending of one axletree.

The aneroid, being inconvenient to carry about one's person, was placed upon the cart. Its indications for the first few days were satisfactory, but it appears to have been gradually affected by the temperature, as on its return it showed one inch less atmospheric pressure than the standard barometer with which it had previously agreed. Not regaining this quantity after being some days on board, it was reset by means of the screw at the back, and now continues to indicate every change as correctly as any instrument of the kind on board.

F. L. M'CLINTOCK.

No. 2.

JOURNAL of H.M. Sledge "HERO."

JOURNAL of PROCEEDINGS of H.M. Sledge "HERO," M. De Bray, attached as a limited Party to Commander M'Clintock, North Western Exploration of Melville Island; from the 4th of April to the 18th of May 1853.

Sir,—I HAVE the honour to address you, in compliance with your orders, a report of my proceedings in command of the sledge "Hero," acting as a limited party under the orders of Commander M'Clintock, in exploration of the N.W. coast of Melville Island.

By Henry Kellett, Esq., C.B., Captain of H.M. Ship "Resolute."

I HAVE great pleasure in being able to appoint you to the command of H.M. Sledge "Hero," auxiliary to so active an officer as Commander M'Clintock, one who is so well acquainted with Arctic travelling, whose journey will be so extended, and whose example you will do well to follow.



CHART

Showing the Track of H. M. Sledge

"HERO"

- * Depot.
- ▲ Cairn.
- - - Homeward Track.
- - - Outward Track.

MELVILLE ISLAND

LIDDON GULF

BARROW STRAIT

118 117 116 115 114 113 112 111 110 109 108 107

You will place yourself under his command for your future proceedings, and I feel assured that from the zeal you have manifested in the equipment of your sledge, as well as in other matters connected with travelling, you will do credit to the distinguished service to which you belong.

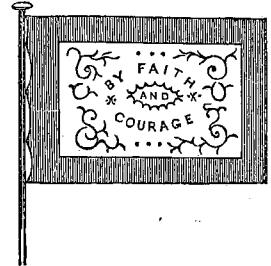
Given under my hand on board H.M. Ship "Resolute," in winter quarter, Daly Island, the 2d of April 1853.

(Signed) H. KELLETT.

Journal of M. De Bray, of
the French Marine.

| Names. | Quality. | Age. | Ships. |
|-----------------------|----------------------|------|-------------|
| Mr. E. F. De Bray - - | Officer - - - - | — | "Resolute" |
| John Cleverley - - | Gunner's Mate - - | 29 | "Intrepid." |
| John Drew - - | A. B. - - - - | 30 | Ditto. |
| Robert Ganniclift - - | A. B. - - - - | 27 | Ditto. |
| William Walker - - | A. B. - - - - | 24 | Ditto. |
| Thomas Hartnell - - | A. B. - - - - | 32 | Ditto. |
| Samuel Dean - - | Carpenter's Mate - - | 25 | Ditto. |
| James Miles - - | Leading Stocker - - | 32 | Ditto. |
| Alexander Johnson - - | Steward, G. R. - - | 27 | Ditto. |

H. M. Sledge "Hero."



FIRST JOURNEY.

At 7h. 30m. A.M. left the ships in company with the "Star of the North," "Erin," and "Hope," exchanging three cheers with Lieut. Mecham's party and the few of those remaining on board. Cloudy and snowy weather.

0h. 20m. P.M. lunch on the north shore of Brideport Inlet; from thence the drag became very heavy, although the land was covered with snow, however we encamped at 5h. 30m. P.M. on the lake. Having seen a herd of musk oxen, Lieut. Hamilton and I went in chase but without success.

Tried to bore a hole through the ice on the lake, but after digging about four feet we were obliged to drop our work.

April 4th, Monday.

Course steered - N.W.
Estm. dist. - 10 miles.
Encmp. for rest - 13 h.
Lunch - 30m.
Marching - 9 h. 30.
Temperature - +3°.
Wind - E.N.E to N.E. 3.

SECOND JOURNEY.

6h. 30m. A.M. Breakfast; packed the sledge and started; we soon arrived at the entrance of a deep ravine. The snow having accumulated in the bottom obliged us to make our way on the side, that we could only ascend by putting three sledge crews on the same sledge.

Several times obliged to double bank.

Lunch at noon near a cairn with a bamboo stuck up on the top, placed there by Commander M'Clintock last autumn.

After lunch we proceeded across a plain situated at about 600 feet above the sea. Cloudy and snowy weather. Encamped at 5h. P.M. Being tired by the hard labour of the day every one was soon soundly asleep.

April 5th, Tuesday.

Course steered - N.W. $\frac{1}{2}$ W.
Estm. dist. - 5 $\frac{1}{2}$ miles.
Encmp. for rest - 14 h.
Lunch - 30 m.
Marching - 9 h. 30 m.
Temperature - -2°.
Wind - N.E 2 - N.N.W. 4.

THIRD JOURNEY.

7h. A.M. Breakfast; packed the sledge and started; we soon arrived at a ravine called Crooked Ravine, on account of its sinuosities, and situated at about 5 miles from the cairn with bamboo. Lunch at 11h. 45m. A.M. Started at 0h. 15m. P.M.

At 2h. P.M. we arrived at another ravine, 200 feet in depth, which caused us a little difficulty in going down, the road being very steep. In the bottom of this ravine we found the snow very deep, and as the sledges were heavily laden we advanced slowly.

Encamped in this ravine at 4h. 50m. P.M.

Saw a herd of 8 musk oxen, but so wild as to prevent our coming within gunshot.

Misty and snowy weather in the morning, clearing towards the evening.

April 6th, Wednesday.

Course steered - N. 33° W.
Estm. dist. - 6 $\frac{1}{2}$ miles.
Encmp. for rest - 14 h.
Lunch - 30 m.
Marching - 9 h. 20 m.
Temp. - -8°.
Wind - N.N.W. 3 to 1.

FOURTH JOURNEY.

At 7h. A.M. started in the prolongation of the ravine. Very thick drift, and the breeze increasing rapidly. However, Captain Kellett, leaving his tent and his sledge, accompanied us with his crew to give a help in the ascent of the ravine. At 10h. A.M. we were out of the ravine, having before us a plain called Stony Plain; there we took leave of Captain Kellett and made our way.

At 11h. A.M. the drift became so thick that we were obliged to encamp. The sky clear overhead. Lunch at noon. Thermometer inside the tent 6°. Dinner at 6h. 30m. P.M.

April 7th, Thursday.

Course steered - N.W.
Estm. dist. - 2 miles.
Encmp. for rest - 14 h 10 m.
Lunch - 30 m.
Marching - 4 h.
Temp. - -14°.
Wind - N.N.W. 7.

April 8th, Friday.

Temp. - - - 22°.
Wind - - - N.N.W. 8.

Confined to the tent by a very strong breeze from the N.N.W. Drift very thick.

SIXTH JOURNEY.

April 9th, Saturday.

Temp. - - - 26°.
Wind - - - N.N.W. 9 to 7.

Confined to the tent by the same weather.

Johnson complained of great weakness; this I attributed to the fatigue of laying down for so many hours with such a low temperature. I gave him a warm drink and half a tea spoonful of spirit of ammoniaque.

Towards the evening, the weather having cleared a little, I gave a good shaking to our bedding, in order to get rid of the snow produced inside by the congelation of the vapour.

SEVENTH JOURNEY.

April 10th, Sunday.

Temp. - - - 25°.
Wind - - - N.N.W. 8 to 6.

Confined to the tent by the same weather although the wind had slightly moderated.

I went out to pay a visit to Commander M'Clintock who had suffered from a slight attack of snow-blindness.

All the other tents were in a good state and had no complaints of frost-bites.

Johnson after a good sleep during the night was well this morning.

EIGHTH JOURNEY.

April 11th, Monday.

Course steered - N. 6° W.
Estim. dist. - 6 miles.
Encamp. for rest - 14 h. 30 m.
Lunch - 30 m.
Marching - 9 h.
Temp. - - - 5°.
Wind - - - N.N.W. 4 to 0.

The weather having cleared with a good appearance, breakfast, packed the sledge and started at 8h. 30m. A.M.

The road very bad, occasioned by the great quantity of stones completely bare of snow, which obliged us sometimes to make long turnings.

Lunch at 1h. 30m. A.M. Proceeded at 2h. A.M. to cross a small ravine. Encamped at 6h. A.M. The weather very clear, calm towards the evening.

NINTH JOURNEY.

April 12th, Tuesday.

Course steered - N. 6° W.
Estim. dist. - 8 miles.
Encamp. for rest - 14 h.
Lunch - 30 m.
Marching - 10 h. 25 m.
Temp. - - - 11°.
Wind - - - S.S.E. 1 to 3

At 8h. A.M. breakfast, packed the sledge and proceeded with a light breeze of the S.S.E. The weather remarkably fine allowed us to put our gears to dry, by hoisting them on the shears.

The road much better than yesterday; in some places the snow very deep.

Lunch at 1h. 15m. P.M. Started at 1h. 45m. P.M., the breeze freshening from the S.S.E.

Passed a ravine called Cart Cairn, from whence I enjoyed the panorama of the north coast of Hecla and Griper Bay.

With the help of the fair wind we soon came to a small cairn at the entrance of the last ravine, in going down which we made rapid progress. But when about two miles from the floe we were stopped by the snow having filled the ravine; we were then obliged to double bank the sledges in order to reach the side of the ravine, where we found a better road.

Encamped at 7h. P.M. in this same ravine at the distance of half a mile from the floe.

My thermometer, which was in a gutta percha case, was broken, most probably by the contraction of the case.

TENTH JOURNEY.

April 13th, Wednesday.

Course steered - W.
Estim. dist. - 7½ miles.
Encamp. for rest - 13 h. 30 m.
Lunch - 30 m.
Marching - 9 h.
Temp. - - - 6°.
Wind S.S.E. 1—S.S.W. 1 to 4.

Directly after breakfast I went away with one man and a small sledge to take one case of pemmican and one half-case of bacon to the depôt cart.

Before starting unloaded my sledge and examined the runners; I found only two rivets missing.

All the men in very good health; inspected their feet, no frost-bites. Started at 8h. 30m. A.M. in company with Mr. Roche and Mr. Hamilton; the last having left his tent and sledge at the encampment.

At 9h. A.M. we shook hands with them and proceeded to the westward, making our way on the beach, the floe being very rough.

The weather clear, light breeze from the S.S.E., hoisted the sail. Lunch at 1h. P.M. Started at 1h. 30m. P.M. Commander M'Clintock and I went ahead of the sledges with a saw and an axe in search of the drift wood he had seen last autumn. We found it without too much difficulty, although it was covered with mud. Soon afterwards the sledges were alongside and we took two days' fuel for each of them.

At 3h. P.M. the breeze freshening rapidly from the S.S.W. with misty weather and thick drift. Encamped at 5h. 30m. P.M.

Several fresh deer tracks along the shore going from the westward to the eastward.

The neck of a rum can having been broken in packing the sledge, lost a pint.

ELEVENTH JOURNEY.

Breakfast, packed the sledge, started at 8h. A.M. with clear weather and a light breeze from the N.W.

Commander M'Clintock taking the lead, I went on the hills to see if I could find some game, and I had the good chance to shoot a hare.

Lunch at 1h. 30m. P.M. Started at 2h. P.M. The breeze round the compass. Encamped at 6h. P.M. at the depôt of Point Nias.

TWELFTH JOURNEY.

Employed the forenoon completing our provisions from the depôt of Point Nias, and in burying my homewards depôt of 11 days.

Misty and snowy weather, blowing fresh from the S.W., heavy drift.

Lunched in the tent at 0h. 30m. P.M. Packed the sledge and started at 1h. P.M. under sail.

At 4h. P.M. the wind shifted suddenly to the N.W. after a short interval of calm, and blew so strong that we were obliged to encamp at 5h. 30m. P.M.

THIRTEENTH JOURNEY.

Confined to the tent, blowing very hard from the N.W. and the temperature being too low to proceed on our journey.

FOURTEENTH JOURNEY.

At 8h. A.M. breakfast, packed the sledge, and proceeded to the N.W. The weather cloudy, fine snow at intervals. Light breeze changing from the N.W. to the S.W. which was the evening breeze. Strong glare very bad for the eyes.

Lunch at 1h. P.M. Started at 1h. 30m. P.M. with the same weather. Encamped at 5h. 30m. P.M.

FIFTEENTH JOURNEY.

Started at 7h. A.M. Cloudy weather, light breeze.

Lunch at noon. Started at 0h. 30m. P.M.

The vision very deceiving made the land before us appear very close, although we were 2 or 3 miles distant. Encamped at 5h. P.M.

Remarked two deer tracks on the floe going from Melville Island towards Sabine Land.

SIXTEENTH JOURNEY.

At 7h. A.M. breakfast, packed the sledge, and proceeded towards a low point before us (Cape Fisher); going round this point we found a deep bay and another point bearing N.W. Proceeded towards this point, where we lunched at noon.

Started at 0h. 30m. P.M. Previously I was sent by Commander M'Clintock in order to examine this last point, where I found some coal.

Having seen two musk oxen I gave chase immediately, but succeeded only in wounding one of them, without being able to capture him.

This point was called Middle Point, and the two bays each side of it Twin Bays. In the bottom of the bay, situated north of Middle Point, is a very high bluff that Captain Parry calls Bull Bluff, which is the commencement of a chain of high mountains stretching to the N.W.

This morning before starting we examined the sledges. Thirty-two rivets missing from the runners of "Star of the North," and the two runners split in the middle. Fourteen rivets missing from the "Hero," and a very slight crack in the starboard runner. Encamped at 4h. 30m. P.M.

SEVENTEENTH JOURNEY.

Started at 5h. 15m. A.M. The weather very clear, light breeze from the S.E.; we took this occasion to dry our gear.

At 8h. A.M. the weather became misty and the breeze freshening we hoisted our sail. Found blue ice along the shore.

Journal of M. De Bray, of
the French Marine.

April 14th, Thursday.

Course steered - W. 6° N.
Estim. dist. - 8½ miles.
Encamp. for rest - 14 h. 30 m.
Lunch - - 30 m.
Marching - 9 h. 30 m.
Temp. - - 13°.
Wind - N.W. 2.—φ 1.

April 15th, Friday.

Course steered - N.W.
Estim. dist. - 2 miles.
Encamp. for rest - 13 h. 30 m.
Lunch - - 30 m.
Marching - 4 h. 30 m.
Temp. - - 15°.
Wind - S.W. 5.—N.W. 1 to 8.
State of ice - rough, and deep snow.

April 16th, Saturday.

Temp. - - 21°.
Wind - N.W. 8 to 9.

April 17th, Sunday.

Course steered - N.W.
Estim. dist. - 8 miles.
Encamp. for rest - 14 h.
Lunch - - 30 m.
Marching - 9 h.
Temp. - - 2°.
Wind - N.W. 1.—S.W. 2.
State of ice - very heavy in some parts.

April 18th, Monday.

Course steered - N.W.
Estim. dist. - 7 miles.
Encamp. for rest - 13 h. 30 m.
Lunch - - 30 m.
Marching - 9 h. 30 m.
Temp. - - 10°.
Wind - S. to S.S.W. 1.
State of ice - good, but deep snow.

April 19th, Tuesday.

Course steered - N.W.
Estim. dist. - 6½ miles.
Encamp. for rest - 14 h.
Lunch - - 30 m.
Marching - 9 h.
Temp. - - 10°.
Wind - S.S.E. 1.
State of ice - good along shore.

April 20th, Wednesday.

Course steered - N.W.
Estim. dist. - 9 miles.
Encamp. for rest - 12 h. 45 m.
Lunch - - - -

Marching - 7h. 15 m.
 Temp. - -16°.
 Wind - S.E. 1 to 6.
 State of ice - very smooth
 along shore.

At 9h. 30m. A.M. having seen three musk oxen, Commander M'Clintock and I went in chase and killed one of them.

As the breeze was increasing rapidly, and it was snowing very thick, we pitched the tent at 0h. 30m. P.M.

The fresh meat was divided between the two sledges, and we enjoyed a good dinner with beefsteaks, without taking any lunch.

During the day several deer in sight.

The point that we passed to-day was called Hillock Point.

EIGHTEENTH JOURNEY.

April 21st, Thursday.

Course steered - W. by N.
 Estim. dist. - 10 miles.
 Encmp. for rest - 14 h. 15 m.
 Lunch - 30 m.
 Marching - 9 h. 25 m.
 Temp. - +11°.
 Wind - N.W. 1.—S.E. 2.
 State of ice - generally good.

Started at 2h. 45m. A.M. after a substantial breakfast of musk ox and cocoa. Snowy weather, with a light breeze from the N.W. The floe very good during 6½ miles. Lunch at 8h. 30m. A.M. Started at 9h. A.M. with the breeze from the S.E. The floe became very heavy for dragging, the snow very soft, and covering it to the depth of two inches. Encamped at 0h. 40m. P.M.

Remarked four lemming tracks on the floe going from the N.E. to Melville Island.

We travelled to-day along a shore very low, and sometimes it was with difficulty that we could distinguish the land from the floe.

Walker having his eyes very sore, I put a drop of wine of opium, and applied a bandage.

NINETEENTH JOURNEY.

April 22d, Friday.

Course steered - N. by W.
 Estim. dist. - 7 miles.
 Encmp. for rest - 13 h. 20 m.
 Lunch - 30 m.
 Marching - 9h. 30 m.
 Temp. - +14°.
 Wind - N. 1.
 State of ice - rough off shore.

Started at 2h. A.M. Snowy weather, light northerly breeze. Lunch at 7h. A.M. Started at 7h. 30m. A.M.

The glare strong, affecting the eyes very much.

In going up one of the hills along shore I saw a land which I believed was separated from the main land; but afterwards we ascertained that it was the extremity of a very low point bearing N. by W.

We soon reached this point, where we found a very bad floe, by the great quantity of soft snow kept between the hummocks. Encamped at noon.

Walker's eyes being much better, I removed the bandage.

TWENTIETH JOURNEY.

April 23d, Saturday.

Course steered - N.W.
 Estim. dist. - 8 miles.
 Encmp. for rest - 12 h. 30 m.
 Lunch - 30 m.
 Marching - 9 h. 30 m.
 Temp. - -6°.
 Wind - N. 1.—N.W. 2 to 4.
 State of ice - rough.

Started at 0h. 30m. A.M. Very fine weather, light northerly breeze.

The floe being very bad, we were obliged to take some short cuts over low points of land, which we could only recognize by some small hillocks here and there rising above the snow.

Lunch at 5h. 30m. A.M.

Started at 6h. A.M. The wind freshening rapidly from the N.W., with a little drift. Proceeded towards a point rather high, bearing N.W.

Encamped at 10h. 30m. A.M.

TWENTY-FIRST JOURNEY.

April 24th, Sunday.

Course steered - W.N.W.
 Estim. dist. - 9 miles.
 Encmp. for rest - 14 h.
 Lunch - 30 m.
 Marching - 8 h. 50 m.
 Temp. - +1°.
 Wind - N.W. 3 to 4.
 State of ice - generally good
 floe.

Started at 0h. 30m. A.M. Misty weather, fresh breeze from the N.W.; thick drift.

We soon arrived at a point with a high bluff, which was called "Grassy Cape," from the great quantity of magnificent grasses covering this point.

The land again became very low in the direction of West and W.S.W.

Lunch at 5h. 30m. A.M. Proceeded at 6h. A.M. along the shore; the floe pretty fair.

At 8h. A.M. the weather clearing a little saw high land in the N.W. Encamped at 9h. 50m. A.M.

Saw a ptarmigan on Grassy Cape, and a herd of 18 deer. I shot one of them, and the meat was divided between the two sledges.

TWENTY-SECOND JOURNEY.

April 25th, Monday.

Course steered - W.N.W.
 Estim. dist. - 8 miles.
 Encmp. for rest - 15 h. 10m.
 Lunch - 30 m.
 Marching - 9 h. 30 m.
 Temp. - -12°.
 Wind - N.W. 2 to 4.
 State of ice - level floe.

Started at 1h. A.M. Clear weather, with a little breeze from the N.W.

Lunch at 6h. A.M. Started at 6h. 30m. A.M., proceeding towards a point before us, forming the entrance of a very large and deep bay.

The weather squally with thick drift.

Floe level, but the drag very hard by a couch of soft snow spread over it.

Encamped at 11h. A.M.

TWENTY-THIRD JOURNEY.

Started at 11h. 50m. P.M. Weather clear overhead, a little mist on the horizon, light breeze from the N.W.

Lunch at 4h. 20m. A.M. Started at 4h. 50m. A.M.

At 8h. A.M. encamped on a small island of about $2\frac{1}{2}$ miles in length, and 2 miles broad, situated at 2 miles from the main land.

April 25th, Monday.

April 26th Tuesday.

Course steered - N.W.
 Estim. dist. - 7 miles.
 Encmp. for rest - 12h. 50 m.
 Lunch - 30 m.
 Marching - 7 h. 40 m.
 Temp. - -11°.
 Wind - - N.W. 1 to 2.
 State of ice - good floe.

April 26th, Tuesday.

Course steered - N. by W.
 Estim. dist. - 9 miles.
 Encmp. for rest - 14 h.
 Lunch - 30 m.
 Marching - 9 h. 30m.
 Wind - - N.W. 1 to 2.
 Temp. - -40°.
 State of ice - rough ice.

April 27th, Wednesday.

TWENTY-FOURTH JOURNEY.

Started at 10h. P.M.; leaving on the island a small depôt for Commander M'Clintock, and a case of pemmican for my homeward journey. We found the floe good during 3 miles along a range of hummocks going from the island to the shore; but near the beach we had a very heavy drag in the snow.

Light breeze from the N.W. Weather very fine.

Lunch at 3h. 45m. A.M. Started at 4h. 15m. A.M.

The land very low, and with an aspect very different from what we had before seen; no grass, no moss.

Some traces of musk oxen and deer going east.

Encamped at 8h. A.M.

TWENTY-FIFTH JOURNEY.

Started at 10h. P.M. Clear weather, light breeze from the west; the floe very rough and covered with deep snow. A considerable refraction showed us the land extending very far to the N. by W., and more land very high to the N. and N.N.E.

Lunch at 3h. 45m. A.M. Started at 4h. 15m. A.M. The breeze freshening from the W.S.W. with a little drift.

Encamped at 7h. 40m. A.M.

Judging from what we saw, we suppose ourselves in a channel running between Melville Island and this land seen in the north, covered with an old floe, without any pressure on shore.

April 27th, Wednesday.

April 28th, Thursday.

Course steered - W.
 Estim. dist. - 9 miles.
 Encmp. for rest - 14 h.
 Lunch - 30 m.
 Marching - 9 h.
 Wind - W. 2.—W.S.W. 3 to 4.
 Temp. - -1°.
 State of ice - old and rough.

TWENTY-SIXTH JOURNEY.

Started at 8h. 50m. P.M., proceeding towards the point before us. This point is the extremity of a peninsula that the sledges crossed at the isthmus to avoid making a long round. I deposited a record on the extremity of this peninsula. The land appeared to surround us on all sides as if we had been in a very large and deep bay.

Commander M'Clintock to make sure of this fact took his lunch and walked towards the land to the north; I soon lost sight of him in the refraction.

Lunch at 2h. 20m. A.M. Started at 2h. 50m. A.M. making my way in the direction of the shore, keeping at 2 or 3 miles. The floe very rough.

Encamped at 6h. 50m. A.M.

Commander M'Clintock came back at this time without having been close to the land, although he walked about 10 miles.

At about 8h. A.M. we could not see any land, the refraction having disappeared.

The weather very clear all day, light breeze from the N.W. Saw three musk-oxen and 2 ptarmigan.

April 28th, Thursday.

April 29th, Friday.

Course steered - S.W. by E.
 Estim. dist. - $9\frac{1}{4}$ miles.
 Encmp. for rest - 13 h. 10 m.
 Lunch - 30 m.
 Marching - 9 h. 30 m.
 Temp. - 0°.
 Wind - - N.W. 1.
 State of ice - very rough, & deep snow.

TWENTY-SEVENTH JOURNEY.

Started at 8h. 45m. P.M. I went on shore to examine the beach. No vegetation on the land, which is covered by a deep couch of snow.

The weather clear, light breeze from the W.S.W. The floe apparently good, but the drag very heavy.

Lunch at 2h. 45m. A.M. Started at 3h. 15m. A.M.

Before us to the S.W. the land is very high, and the hills, I suppose, are a part of the chain of mountains beginning at Cape Fisher, the appearance being exactly the same; the land of a dark colour cut by deep ravines.

The land in sight to the W.N.W. and N.W. bore the appearance of several large islands.

The refraction always very strong showed this land very high, giving sometimes three images.

Encamped at 6h. 45m. A.M.

April 29th, Friday.

April 30th, Saturday.

Course steered - S.W.
 Estim. dist. - 10 miles.
 Encmp. for rest - 13 h. 55 m.
 Lunch - 30 m.
 Marching - 9 h. 30 m.
 Temp. - 0°.
 Wind - W.S.W. 1.—S.W. 1.
 State of ice - rough.

Journal of M. De Bray, of
the French Marine.

Remarked two lemming tracks and one fox track on the floe, coming from the west towards the shore.

Several very fresh ptarmigan tracks and fox tracks on the land.

TWENTY-EIGHTH JOURNEY.

April 30th, Saturday.

Started at 8h. 30m. P.M. Sky overcast, calm. The floe always the same, and the drag very hard.

May 1st, Sunday.

Course steered - S.S.W.
Estim. dist. - 9 miles.
Encamp. for rest - 13 h. 45 m.
Lunch - - 30 m.
Marching - - 9 h. 30 m.
Temp. - - - 2°.
Wind - - - calm
State of ice - rough and old.

Lunch at 2h. A.M. Started at 2h. 30m. A.M. proceeding towards a bluff, which looks like the extremity of a point.

Encamped at 6h. 30m. A.M.

The refraction very considerable.

Remarked several tracks of deer, foxes and lemmings crossing the floe.

Saw two ptarmigan flying over the sledges.

TWENTY-NINTH JOURNEY.

May 1st, Sunday.

Started at 8h. 30m. P.M. Clear weather; light breeze from the N. and N.E.; hoisted the sail, although it was a very little help to us.

May 2d, Monday.

Course steered - S.S.W.
Estim. dist. - 9 miles.
Encamp. for rest - 14 h.
Lunch - - 30 m.
Marching - - 9 h.
Temp. - - - 6°.
Wind - - - N. to N.E. 1 to 2.
State of ice - rough but good in shore.

Lunch at 2h. A.M. Started at 2h. 30m. A.M., proceeding towards the shore, in hopes of finding a better floe.

During a spell, three ptarmigan came very close the sledges: one of the men fired a shot, but missed them.

The floe in shore very good; the snow, being under the shade of the high land, is hard and smooth.

Encamped at 6h. A.M. on a small point where Commander M'Clintock intends to place his depôt.

Commenced building a cairn.

The land to the N.W. and W. apparently very high, at about 20 or 30 miles.

THIRTIETH JOURNEY.

May 2d, Monday.

Commander M'Clintock having decided, after an examination, that his sledge was not fit to go any longer with a load, made an exchange with me, taking my sledge, which was in very good state, only having a few rivets missing.

At the same time I received three men; Hood, who had a strain and could not drag, and the two stockers, Smither and Coombes. I gave him one of my men, Drew, to complete his eight men. All the gear were exchanged, and my provisions complete to 11 days for 11 men.

I received the following instructions from Commander M'Clintock:

“Proceed along shore, examining the beach in such parts as were not traversed in our outward journey, as far as Depôt Island; do this with all the speed you can, and return to Point Nias as fast as possible. Take up my depôt of seven days' provision. Having carried out this depôt to Cape Fisher return to the ships. Leave records and cairns at Depôt Island, Grassy Cape, Cape Fisher, and Port Nias, at the Cart, and in any other positions you deem suitable. Dig up and copy Parry's record at Point Nias, and leave it on the surface that I can easily find it and add my news to it.”

At 9h. P.M. shaking hands cordially with Commander M'Clintock, and the two parties cheering each other, I started, proceeding along the beach at a rapid pace, leaving them in good health and high spirits.

The weather misty, light breeze from the S.S.E.

I sent the sledge across a large bay, walking myself along the beach. The weather very squally; lost sight of the sledge for a long time, joining only for lunch at 2h. 30m. A.M.

May 3d, Tuesday.

Course steered - N.E.
Estim. dist. - 13½ miles.
Encamp. for rest - 14 h.
Lunch - - 30 m.
Marching - - 9 h. 30m.
Wind - - - S.S.E. 1 to 3.
State of ice - good in shore.

Started at 3h. A.M., with the weather clearing in the north. The bay that I explored to-day is, according to my estimation, three miles deep and about three miles broad at the entrance. Encamped at 7h. A.M. Slight refraction.

Shot three ptarmigan on the land near a very remarkable bluff that we called Coin Hill.

The depôt is placed at about two miles from a cape called Cape De Bray. From this cape the land seemed to run to the south, and in all probability Lieutenant Mecham and Commander M'Clintock will meet in a short space of time.

From this day I cannot register the temperature, having no thermometer.

THIRTY-FIRST JOURNEY.

Started at 8h. P.M. Clear weather—light breeze from the E.N.E. Proceeded along the shore to the north for about six miles, and then sent the sledge directly towards a point bearing N.E. by E., whilst I was walking along the beach.

May 3d, Tuesday.

Lunch at 1h. 30m. A.M. Started at 2h. A.M.

The weather became misty, the wind freshening suddenly from the N.E.

In one place near the shore I found salt water on the surface of the floe, coming I suppose from a crack occasioned by a strong tide.

The floe very good for a light sledge.

Encamped at 6h. A.M.

Saw three ptarmigan.

May 4th, Wednesday.

Course steered - N.N.E.
 Estim. dist. - 15 miles.
 Encamp. for rest - 13 h.
 Lunch - - 30 m.
 Marching - - 9 h. 30 m.
 Wind - - E.N.E.—N.E. 3.
 State of ice - good floe.

THIRTY-SECOND JOURNEY.

Started at 8h. P.M. Clear weather, light breeze from the N.E., freshening a little.

May 4th, Wednesday.

Proceeded directly towards the peninsula, where I arrived for lunch at 2h. A.M.

May 5th, Thursday.

Built on this point a small cairn, where I deposited a record in the tin left here on our outward journey.

Started at 2h. 30m. A.M. The weather very dark and misty, the wind increasing rapidly.

Encamped at 6h. 30m. A.M.

Course steered - E.N.E.
 Estim. dist. - 13½ miles.
 Encamp. for rest - 14 h.
 Lunch - - 30 m.
 Marching - - 10 h.
 Wind - - N. E. 1 to 5.
 State of ice - good floe.

THIRTY-THIRD JOURNEY.

Started at 8h. 15m. P.M. Cloudy and misty weather. The floe very bad, obliged me to close the shore, where I found the lead very much better.

May 5th, Thursday.

Lunch at 1h. 45m. A.M. Started at 2h. 15m. A.M.

May 6th, Friday.

The weather became so thick that I could not see a hundred yards before me. The glare very strong.

Light breeze from the N.E. By moment almost calm.

Encamped at 6h. 15m. A.M.

Saw three ptarmigan.

Course steered - E.—S. by E.
 Estim. dist. - 7 mls.—7 mls.
 Encamp. for rest - 13 h. 45 m.
 Lunch - - 30 m.
 Marching - - 9 h. 30 m.
 Wind - - N.E. 1.—calm.
 State of ice - Heavy off shore

THIRTY-FOURTH JOURNEY.

Started at 8h. 14m., proceeding towards Dépôt Island.

May 6th, Friday.

Misty weather; light breeze from the N.E. The heavy floe obliged me to make the best of my way on the beach.

Reached the dépôt at 10h. P.M. Built a cairn, and left a document informing Commander M'Clintock of my proceedings since the day I left him, giving information that no traces of the missing expedition were found.

I took from the dépôt a case of pemmican, and started at 10h. 45m. P.M.

Lunch at 1h. 45m. A.M. Started at 2h. 15m. A.M.

Clear weather, the wind round the compass.

Encamped at 6h. A.M.

Saw one ptarmigan.

Course steered - S.E. by E.
 Estim. dist. - 13 miles.
 Encamp. for rest - 13 h. 45 m.
 Lunch - - 30 m.
 Marching - - 8 h. 45 m.
 Wind - - φ 1.
 State of ice - hummocky.

May 7th, Saturday.

THIRTY-FIFTH JOURNEY.

Started at 8h. P.M. Cloudy and misty weather, light breeze from the westward. Hoisted the sail.

May 7th, Saturday.

Lunch at 2h. A.M. Started at 2h. 30m. A.M., proceeding towards Cape Grassy, where I built a small cairn, leaving a document. The floe generally bad, but the sail gave us a good help, although the breeze was very light.

May 8th, Sunday.

In going round Cape Grassy I found the breeze fresh from the S.W. The weather very dark, and the light bad for the eyes.

Encamped at 5h. A.M.

Shot two ptarmigan. Saw a snow bunting.

Course steered - E.S.E.
 Estim. dist. - 12½ miles.
 Encamp. for rest - 14 h.
 Lunch - - 30 m.
 Marching - - 8 h. 30 m.
 Wind - - W. 1.—S.W. 3.
 State of ice - Rough floe.

THIRTY-SIXTH JOURNEY.

Started at 8h. 15m, P.M. under sail. Sky overcast, fresh breeze from the W.N.W.

May 8th, Sunday.

At 0h. 30m. A.M. the weather became so misty with a thick drift that I could not see the land, or even tell if I was on the floe or on the ground.

May 9th, Monday.

To avoid any loss of time I pitched the tent for lunch, the sky appearing to clear a little.

Course steered - S.S.E.
 Estim. dist. - 18 miles.
 Encamp for rest 15 h. 15 m.
 Lunch - - 1 h.

Marching - - 8 h. 45 m.
 Wind - - W.N.W. 3 to 6.
 State of ice - - very rough.

At 1h. 30m. A.M. I saw the land, and taking the bearing S.S.E. I started under sail. The floe was so rough that I was obliged to reef the sail to avoid capsizing the sledge.

The wind increased so much that the sledge under sail was either keeping the men at a run, or dragging them along. The men after so long a run were very tired, and I encamped at 6h. A.M.

THIRTY-SEVENTH JOURNEY.

May 9th, Monday.

Confined to the tent by stress of weather. The wind blowing very strong from the W.N.W., with drift and snow so thick that it was impossible to see at 20 yards.

At sunrise the gale increased very much, and shook our tent in a fearful manner.

May 10th, Tuesday.

Lunch at 2h. A.M.

Lunch - - 30 m.
 Wind - - W.N.W. 8 to 11.

In the morning during a lull employed clearing the tent from the snow outside, having been almost buried, and the tent poles bending under the pressure.

Blowing very hard all the day.

THIRTY-EIGHTH JOURNEY.

May 10th, Tuesday.

The weather having moderated a little, started at 8h. P.M. under sail. Fresh breeze from the N.W., snow and drift very thick. The floe very bad from the numerous hummocks, but in closing the shore I found the floe very smooth, with blue ice in many parts.

In spite of the reef the sledge was going so fast that I was obliged to make seven men jump on the sledge, the others being employed to steer.

Lunch at 1h. A.M. Started at 1h. 30m. A.M.

May 11th, Wednesday.

Course steered - S.E.
 Estim. dist. - 15 miles.
 Encmp. for rest - 14 h.
 Lunch - - 30 m.
 Marching - - 9 h.
 Wind - - N.W. - 6.
 State of ice - rough off shore.

Dean unable to walk, the sledge having passed over his leg, but without any dangerous effect.

Encamped at 5h. 30m. A.M.

Saw three musk oxen, but the weather would not allow me to go in chase.

THIRTY-NINTH JOURNEY.

May 11th, Wednesday.

The wind blew very strong all the day, but moderating towards the evening, I started at 10h. 30m. P.M. in spite of a very thick drift, having only one day's provisions on my sledge. The sledge being in a very bad state, and fearing that it would break down among the hummocks, I was obliged to bend the sail on the reef band.

Lunch at 4h. A.M., with cold pemmican. Started at 4h. 30m. A.M. without the sail, the men being a little tired.

At 6h. A.M. sighted Point Nias through the mist.

May 12th, Thursday.

Course steered - S.E.
 Estim. dist. - 16 miles.
 Encmp. for rest - 17 h.
 Lunch - - 30 m.
 Marching - - 8 h.
 Wind - - N.W. 9 to 6.
 State of ice - rough floe.

At 7h. A.M., when about 200 yards leading the sledge, I saw the men making signs, and one of them running towards me, I went back immediately, with a presentiment that an accident had occurred, and found Coombes, in appearance lifeless, on the sledge.

I encamped immediately, and used all the means that I had in my power to restore life, such as hot water in a tin to the feet and on the stomach, employing the only cordial that I had in the medicine chest, half a gill of brandy, with 40 drops of aromatic spirit of ammoniac. But all efforts proved in vain; they were only discontinued when it became evident that the man was dead.

In the morning Coombes was in very good health; two days before he complained of a looseness of the bowels. I gave him a pill of opium, which stopped it.

The men told me that he stopped for a moment, and they heard him calling one of his messmates, as for help; on looking round they saw him falling on the floe. I arrived just at the moment that he was lifted and put on the sledge.

The men were greatly affected by this sudden death, and considering myself the case very grave, I took the resolution to return on board as fast as possible.

FORTIETH JOURNEY.

May 12th, Thursday.

Having wrapped up Coombes in the cover of the sledge, I started at 9h. P.M., proceeding towards Point Nias, where I arrived at 10h. 30m. P.M.

Pitched the tent, and gave to the men a substantial breakfast of preserved meat.

I tried to dig out Parry's documents, but could not find them. After breakfast packed the sledge, taking my depôt of provisions, and started at midnight, leaving a document for Commander M'Clintock, explaining my sad accident.

Lunch at 4h. A.M. Started at 4h. 30m. A.M.
The breeze freshening from the N.W.
Cut a blanket to make blanket wrappers for the men.
Encamped at 8h. A.M. at Point Reed.

FORTY-FIRST JOURNEY.

Started at 8h. 45m. P.M. Clear weather; calm. The floe very rough; obliged me to lead on the beach, where the deep snow occasioned a hard drag.

Lunch at 2h. 30m. A.M. Started at 3h. A.M.

I went ahead towards the Cart depôt and left there a document for Lieutenant Hamilton, saying that if he had any provisions to spare he was required to add them to the depôt for Commander M'Clintock.

Encamped at 7h. A.M. at the entrance of the Cart ravine.
Saw two ptarmigan.

FORTY-SECOND JOURNEY.

Started at 9h. P.M. Employed until 3h. 30m. A.M. ascending the Cart ravine.

Very little snow on the ground. The weather clear. Light breeze from the S.S.E.

Lunch at 2h. A.M. Started at 2h. 30m. A.M. The breeze freshening with a little drift, misty weather.

Encamped at 6h. 30m. A.M. at about half a mile from the Cart cairn.

FORTY-THIRD JOURNEY.

Started at 8h. 45m. P.M. with a fresh breeze from the S.E. Finding the ground very bad on our old track, the snow having completely disappeared, I led the sledge through a suite of small ravines situated eastward of our road.

Lunch at 1h. 45m. A.M. in sight of a cairn with a broken pike, erected by Commander M'Clintock in the autumn of '52.

Started at 2h. 15m. A.M. in a ravine leading to Separation ravine, where I pitched the tent on our old encampment at 6h. 45m. A.M. The aspect of the land entirely altered by the thaw of the snow.

Saw several snow bunting and tracks of deer and musk oxen.

FORTY-FOURTH JOURNEY.

Started at 8h. 45m. P.M. Weather overcast, light breeze from the south, freshening towards the morning, in passing to the west.

Lunch at 2h. A.M. in the middle of the Crooked ravine.

Started at 2h. 30m. A.M. The drag very hard, the snow being soft and very scarce.

Encamped at 6h. 30m. A.M. at about half a mile from the cairn with bamboo.

Saw two ptarmigans and a great number of very fresh tracks of deer and musk oxen.

During our rest the sun was so warm that we were obliged to sleep out of our bags for a great part of the day.

FORTY-FIFTH JOURNEY.

Started at 8h. 30m. P.M., proceeding through the ravine leading to the lake, where I arrived at 0h. 30m. A.M. I found there Mr. Scott and Mr. Purchase, who were on a shooting excursion, and could spare some fresh meat. I then pitched the tent and gave this meat to the men for lunch, allowing them to boil some water to wash their faces and hands.

Started at 5h. A.M. in company with Mr. Scott and Mr. Purchase. The snow having disappeared from the land, I was obliged to lead through the ravine on the east side of the lake, where I found the road a little better.

Journal of M. De Bray, of
the French Marine.

May 13th, Friday.

Course steered - E. $\frac{1}{2}$ S.
Estim. dist. - 9 $\frac{1}{2}$ miles.
Encmp. for rest - 14 h.
Lunch - - 30 m.
Marching - - 9 h.
Wind - - Calm N.W. 3.
State of ice - good floe.

May 13th, Friday.

May 14th, Saturday.

Course steered - E. $\frac{1}{2}$ S.
Estim. dist. - 9 $\frac{1}{2}$ miles.
Encmp. for rest - 12 h. 45 m.
Lunch - - 30 m.
Marching - - 10 h. 15 m.
Wind - - Calm

May 14th, Saturday.

May 15th, Sunday.

Course steered - S. b. E.
Estim. dist. - 7 miles.
Encmp. for rest - 14 h.
Lunch - - 30 m.
Marching - - 9 h.
Wind - - S.S.E. 1 to 4.

May 15th, Sunday.

May 16th, Monday.

Course steered - S.S.E.
Estim. dist. - 12 miles.
Encmp. for rest - 14 h. 15 m.
Lunch - - 30 m.
Marching - - 9 h. 30 m.
Wind - - S.E. 4 - calm.

May 16th, Monday.

May 17th, Tuesday.

Course steered - S.E. b. S.
Estim. dist. - 7 $\frac{1}{2}$ miles.
Encmp. for rest - 14 h.
Lunch - - 30 m.
Marching - - 9 h. 15 m.
Wind - - S. 1 - W. 3.

May 17th, Tuesday.

May 18th, Wednesday.

Course steered - S.E.
Estim. dist. - 15 miles.
Encmp. for rest - 14 h.
Lunch and stop
in tent - - 4 h.
Marching - - 12 h.
Wind - - S.S.E. 1 to 3.

The water was already on the land between this ravine and the floe; fortunately I found there a cart. I put my sledge on this cart to reach the floe, leaving it on the edge of the floe.

The weather, very foggy, prevented us to be seen by the ships, where I arrived at 1h. P.M.

In conclusion, allow me, Sir, to express my gratitude for the confidence that you have placed in me; I feel proud to serve under such officers, and with such men. It is also a source of much pleasure to me in being enabled to mention the zeal and good conduct of all the men placed under my command. Everybody has done his duty, and if one of them is missing, I am happy to say that he died gloriously.

I join to my journal some sketches which will, perhaps, add a little interest to the conciseness of my narrative; and my only regret is that I had not more opportunities of exercising my pencil.

Having broken by accident my thermometer, I have been able to register the temperature only for the time that I was in company with Commander M'Clintock.

E. F. DE BRAY,
Enseigne de Vaisseau.

ABSTRACT.

| | | |
|------------------------------------|---|--------------------------|
| Number of Days - - - - - | { Out - 29 days Home - 16 } | 45 days. |
| Total hours travelled - - - - - | { Out - 221 h. 35 m. Home - 140 h. 30 m. } | 362 h. 05 m. |
| Total distance travelled - - - - - | { Out - 190 $\frac{1}{4}$ miles Home - 191 } | 381 $\frac{1}{4}$ miles. |
| Total hours encamped and luncheon | { Out - 356 h. 20 m. Home - 223 h. 15 m. } | 579 h. 35 m. |
| Detained by bad weather - - - - - | - - - - - | 170h. |
| Mean rate of travelling per day - | { Out - 7 m. 6. Home - 12 m. 7. } | 9 m. 5. |

REMARKS ON PROVISIONS.

The allowance of three quarters of a pound of bread not quite sufficient; one pound would be ample.

The pemmican is undoubtedly the best meat for travelling; is substantial, and has the advantage to cook very quick. Three quarters of a pound instead of one pound, with one ounce of bread dust, would be sufficient.

Half a pound of pork would be ample.

The fuel quite sufficient.

Tea before rest in cold weather should be very good.

REMARKS ON BEDDING AND CLOTHING.

I should prefer, instead of the buffalo robe and the Macintosh coverlet, a felt robe and a felt coverlet. The buffalo robe became stiff and very heavy, and sometimes the Macintosh coverlet lined with blanket is so hard that it is impossible to spread it.

Mocassins are far better than any boots for travelling in cold weather, and when there is no water on the floe. I found sealskin mocassins with the hairs outside and a walrus sole answered admirably.

Duck jumper and trowsers ought to be soaked in water and well washed before leaving the ship; it will prevent the ice collecting inside.

DAILY ALLOWANCE.

One pound of pemmican and a quarter of a pound of bacon, or three quarters of a pound of preserved meat and three quarters of a pound of bacon.

Three quarters of a pound of bread.

One ounce of bread dust, or two ounces of potatoe.

Quarter of an ounce of tea and half an ounce of sugar, or one ounce and a quarter of Moore's chocolate and a quarter of an ounce of sugar.

One gill of rum.

Three ounces of tobacco weekly.

One pound stearine and one pint alcohol. Deficiency of fuel to be made up by fat of bacon, preserved meat, and tallow out of preserved bacon tins.

ABSTRACT OF WEIGHTS.

| | | | | | | |
|---|---|---|---|---|---|---------------|
| Standing weights | - | - | - | - | - | 598 pounds. |
| Thirty-four days provisions, including packages | - | - | - | - | - | 911 |
| Nine days' depôt, - - ditto - ditto | - | - | - | - | - | 262 |
| Six days' depôt, - - ditto - ditto | - | - | - | - | - | 185 |
| Total - | | | | | | 1,956 pounds. |

For each man 245 pounds leaving Point Nias.

E. F. DE BRAY,
Enseigne de Vaisseau.

No. 3.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "DISCOVERY," detached from H.M.S. "RESOLUTE," between 21st Sept. and 14th Oct. 1852, under the Command of G. F. MECHAM, Lieutenant.

Journal of
Lieutenant Mecham.

ORDERS to Lieutenant G. F. MECHAM, of H.M.S. "Resolute."

By Henry Kellett, Esquire, C.B., Captain of H.M.S. "Resolute."

HAVING chosen you for the command of the searching party along the southern coast of Melville Island westerly, and in order to make that search as extended as possible next spring, it is necessary that your depôt now at the east point of Fife Harbour should be advanced as far as practicable this autumn.

I have placed under your orders the sledge "Discovery," manned with 10 men and provisioned for 25 days; also an auxiliary sledge, manned with six men and provisioned for 25 days, under the command of Mr. G. S. Nares, mate, who has directions to follow your orders.

The equipments of the sledges have been under your directions, which I feel will be complete from your former experience in Arctic travelling.

As soon, therefore, as you are in all respects ready (weather permitting), you will proceed to Winter Harbour, pick up your depôt and cross the land to Liddon Gulf; deposit it there or as much further in advance as the season will admit, being most careful that your depôt is well secured.

You will bear in mind that the winter is fast approaching, and that any casualty from extreme exposure now would cripple our exertions next spring. To your former experience and prudence I leave, therefore, the time for your return, being assured that I shall be satisfied your zeal will have taken you as far as prudence will admit.

You will deposit at your most advanced position one of the printed papers with which you are supplied, as well as at any prominent point of your journey. You will also place on the record stone at Winter Harbour a cylinder containing a record of the movements of the Arctic expedition. You will examine all cairns you may see during your journey, and endorse with your signature any documents found therein, noting the date, &c. at the same time.

You will keep a journal of your proceedings, to be forwarded to me on your return.

Lieutenants Pim and Hamilton, with their auxiliary, Mr. De Bray, will leave at the same time with you, and you will keep company with them so far as Winter Harbour for mutual support, unless indeed you find, from your greater strength, you can outstrip them and keeping company would impede your progress.

You will on your return report on the efficiency of your equipment; whether anything can be added to it next spring, as well as whether the ten men sledge is an improvement on the sledges of last expedition, whether their strength is equal to the increased weight they have to carry, and whether the few days more provisions they carry guarantees the increased number of men.

It now only remains for me to commend you and those under your command to the Providence of God for your health and success.

Given under my hand on board H.M.S. "Resolute," Winter Quarters, Dealy Island, the 20th September 1852.

(Signed) H. KELLETT, Captain.

Lieutenant MECHAM to Captain KELLETT, C.B.

H.M. Ship "Resolute," Winter Quarters,
29th October 1852.

Sir,

I HAVE the honour to enclose a journal of my proceedings and track chart of my route while in command of the Melville branch of sledges.

I proceeded on the 22d September with the sledges "Discovery" and "Fearless," the latter under Mr. G. S. Nares (mate), provisioned and equipped for 25 days, and carrying a depôt of 20 days' provisions for spring operations; also a chart for land travelling.

After rounding Cape Bounty on the 23d ult. in company with three sledges of the Banks Land Division, found the water ran in towards the beach, which obliged us to land to the eastward of Cape Halse and proceed along it to within a short distance of Point Wakeham. Being unable to drag the sledges over the beach, the cart was loaded with the heavy baggage and manned by half the crews, while the sledges proceeded with the rest along the beach and grounded hummocks. On the 24th we experienced a heavy gale from the north with a blinding snow-drift, which, together with the difficulty of keeping the cart and sledges in company (the former having been considerably damaged by being upset), obliged us to encamp and remain so until noon of the 25th, and on the afternoon of that day we arrived at an old floe, over which we travelled and arrived at the depôt on the morning of the 26th. After taking it up parted company with the Banks Land parties and proceeded to the head of Winter Harbour, at which point I deposited the cart and 160 lbs. of pemmican. Our journey across Melville Island to Liddon's Gulf occupied until October 4th. On both the 28th and 29th we lost half a day's journey, the former date from bad weather, the latter in search of a man who was for seven hours lost in a snow drift while searching for a rifle missed from the sledge the night before. The sledges not being adapted for land travelling, and the snow being too deep for the cart, we were obliged to contrive various means for getting our heavy loads along. Making portages, double manning, together with many hours of standing pulls, were daily resorted to.

Within five miles of the sea on each side the land was more bare of snow and very stony. In the centre the snow was generally about a foot deep, but so loose and soft that the sledges cut through it to the ground. We found the country level, but intersected by several ravines, which could never be seen until within a few yards of them. Crossing the smallest of these was always a heavy job. I have named two curious cuts in the land Stony and Icicle Pass, in passing through which we had very great trouble. I am, however, in hopes that in the spring we shall find more frozen snow upon the ground, which will of course decrease the labour materially.

We struck off the land into Liddon's Gulf between the Esquimaux remains and the Lagoons mentioned by Sir Edward Parry. The very hummocky ice and a westerly gale frustrated my plan of proceeding direct to the westward by Cape Beechey. I therefore made along the southern shore and deposited the depôt at Cape Hoppner, from which I shall be able next spring to make a westerly course towards the land about Cape Hoare.

Being uncertain of what trouble we should experience in recrossing the land, we commenced our return on the 17th day, and on the same morning in a ravine, 8½ W. of Hooper's Island, collected about one hundred-weight of coal, which lasted until our return.

In recrossing more to the westward we escaped several ravines, and hit upon an encampment of Captain M'Clintock's in 1851. His track across is decidedly the best to follow.

(For particulars of encampment, vide Journal of October 10th.)

M'Clure's records found.

On the 12th instant, while examining the sandstone boulder off Winter Harbour, I found upon the top of it a document from Commander M'Clure, containing an account of his proceedings since leaving the "Herald" in Behring's Straits; also a chart which to the astonishment of us all unfolded the mystery of the North-west Passage, and solved all the problems with regard to Banks and Wollaston Lands.

With this intelligence I proceeded directly for the ship, where I arrived on the 14th instant all well, (except James Tullett, slightly frost-bitten in

the foot,) leaving Mr. Nares the document supplied me with directions to execute the remainder of my orders, and return to the ship with all despatch.

The amount of animals seen during this journey surpassed all expectations. Between Cape Bounty and Winter Harbour, 32 musk oxen and nine reindeer were seen. From the time of leaving Winter Harbour to our return, reindeer were always in sight in herds from 10 to 60 in number. In crossing the same land probably animals were counted twice over, but certainly 300 were seen altogether. From their being in such numbers induces me to believe that they were assembling to migrate, although their movements at the time did not indicate a departure. With rifles many might have been shot, as they invariably ran up and followed us, but as we could only carry what we required for consumption, we contented ourselves with three, which we found a most valuable addition to our preserved meat. Sixteen wolves were seen, also five ptarmigan and one lemming, which were shot.

The double-barrel two-grooved rifle lost from the sledge while making a portage during a heavy snowdrift was my own property, and supplied by me as part of the sledge equipment.

I beg to refer you to my journal for remarks on the sledges and equipments; but would wish particularly to bring before your notice the bad construction of two principal articles of our outfit. The spirit lamps and compasses were completely useless throughout the journey (*vide* journal).

It is now my pleasing duty to report to you the excellent conduct of the men, who always performed their laborious work with cheerfulness and goodwill.

The reduction of one man from the crew of the "Fearless" was amply made up by Mr. Nares, who never left the drag ropes while the sledges were loaded.

I have, &c.

G. F. MECHAM, Lieutenant.

PROCEEDINGS of the Sledge "DISCOVERY" between the 22d September and the 14th October 1852, under the Command of G. F. MECHAM, Lieutenant, H.M.S. "Resolute."

FIRST JOURNEY.

Wednesday, 22d September 1852. A.M. Our preparations for starting being complete, the sledge's crews assembled on the ice, and were addressed by Captain Kellett. At 7 we started. The Melville party under my orders consisted of two sledges, viz. one ten men party, with sledge and travelling cart; one six men with sledge, commanded by Mr. G. S. Nares, (mate,) each provisioned for 25 days, and carrying 30 days' depôt for spring operations. We were also accompanied by three sledges, under Lieutenants Pim, Hamilton, and Monsieur De Bray, destined for Capes Hay and Providence. Our route at starting lay across the northern part of Bridport Inlet, having to skirt round the bay ice. This took us very much out of our way; we nevertheless progressed rapidly, and reached the west side of the inlet before noon.

Calm, o.b.c.
Ther. + 18°.

P.M. 12.30.—Halted for luncheon. Went to the top of the high land to examine the state of the ice. 1. Proceeded, steering for two small islands off Cape Bounty. The travelling during the afternoon ran close along the water's edge. Found the cart carried better upon the top of the sledge. 4.30. Pushed in and encamped upon the beach, finding the snow salt upon the floe. The spouts of three of our spirit lamps came *unsoldered*, rendering half our cooking apparatus useless, which was a serious accident at the commencement of our journey and exceedingly annoying, as bad workmanship was the cause of it. They are manufactured by R. Dale, coppersmith, 195, Upper Thames-street, London. At 8 fired a rocket as signal to the ship.

Travelling 9½ hours.
Distance, 14 miles; 9 miles made good.

S.E. 1 c.m.

Explored main land East.
Outer Island.

SECOND JOURNEY.

23d September 1852.—A.M. 7. Started, steering directly for the small islands off Cape Bounty. Kept the sledges in open order over the thin ice. Messrs. Hamilton and Pim went ahead to examine the passage between the islands and the main, as the low point overlapped and shut out the channel. 10. Passed through upon an old floe and proceeded along the main land towards Cape Bounty.

East 1 c.
Ther. + 24° ;

3 c.m.

P.M. 12.30. Halted for lunch under an immense range of hummocks, which formed a complete barrier round the cape. 1. Started under sail towards Cape Halse, making rapid progress. 2. I was suddenly startled by feeling the ice tremble under the sledge. I had not time to warn the leading sledge, before I observed Monsieur De Bray fall through; fortunately Lieutenant Hamilton was at hand and drew him out with a tent pole.

Travelling 10 hours,
9 miles.

East 4 c.m.

Ran the sledges upon the grounded hummocks, and with difficulty proceeded. Upset the sledge and carried away the yard of sail. 4. We came to a decided stoppage, on finding the water washing against the beach. Our prospects were now most unpromising. We could see no ice to the westward, which of course left us no choice but to proceed along the land with our sledges. Unloaded and started with them lightened. 4. Pitched the tents, and sent the men back with the cart to bring up the heavy baggage. Walked with Mr. Hamilton to the westward to examine the prospects before us. 5.30. Retired to encampment, having found that we could only trust ourselves on the ice with sledges well lightened.

C. Halse, $\frac{1}{2}$ mile distant.

THIRD JOURNEY.

Friday, 24th September 1852.—A.M. 7.30. Loaded the cart with the heavy traps from all the sledges. Divided the crews and proceeded along a few ponds inside the beach. During the forenoon the gale increased, accompanied by a heavy snow-drift. We continued making the best of our way along the land, at times obliged to concentrate our whole force on either the cart or sledge. Noon, halted for luncheon.

N.W. 8 c.q.
Ther. + 8.

12.30. Proceeded as in the forenoon, the sledges getting on with less difficulty. 3. The snow-drift became so heavy that I considered it unsafe to proceed in a divided party. Halted and walked up the land to intercept Lieutenant Hamilton with the cart. Found he had experienced great difficulty, having been upset with considerable damage to it.

North q.c.q.
Travelled $8\frac{1}{2}$ hours.
3 miles West.

Ordered the sledges on the land and encamped. Mr. Pim's sledge having parted company, leaving two men with us, I pushed on, accompanied by Lieutenant Hamilton, to see them safe to their tent. 4.30. Returned after a severe walk back against the wind. Several frost-bites occurred during the day, but none of any consequence. James Halloran fell into the water, but was soon again rigged in dry clothes, and experienced no ill effects from his cold bath.

FOURTH JOURNEY.

Saturday, 25th September 1852.—Spent a most unpleasant night. Confined to the tent until noon, when the gale abated, but to our dismay we found it had blown the small margin of ice entirely from the beach, so that we were obliged, after digging our sledges out of the drift, to proceed with the cart as before.

North q.c.q.

North, c.m.

P.M. 2. Arrived at a sound old floe. Loaded sledges and started to the westward. Observed 22 musk oxen. Mr. Hamilton and two men went in chase. Observed the Table Hills of Parry above Winter Harbour. 7.15. Encamped on the floe $1\frac{1}{2}$ miles from Fife Harbour. Fired a rocket as a signal to sportsmen, who returned unsuccessful at 9 o'clock.

Travelled, 7 hours.
8 miles.
Ther. + 10.
East 2 c.m.

FIFTH JOURNEY.

Sunday, 26th September 1852.—A.M. 8. Started for the depôt at Fife Harbour. 10. Commenced packing and sorting it. Messrs. Pim and De Bray parted company for the westward. Found the depôt bread would

not run out. Went 22 lbs. short between our parties. Deposited 24 lbs. meat for return trip to the ship this autumn. Noon, lunched. (P.M.) 12.30. Cheered and parted company with Lieutenant Hamilton's party. Proceeded direct for Winter Harbour. Went on in advance towards the Sandstone Boulder, to examine the state of the snow on the land, and select a good place for landing the sledges. 3. Lost sight of them; followed the beach round to the head of the harbour. Determined to commence our land journey from that position to-night, and deposit the record on our return trip. Landed the cart with four cases of pemmican on the beach, and started on the land to the northward with the sledges. Found several relics of Sir Edward Parry's expedition, also a grave bearing the following inscription, neatly cut upon a slab of sandstone:

To
The Memory of
W.M. SCOTT, Seaman,
H.B.M. Ship
Hecla.
O^t June 30th, 1820,
Æ. 30 Years.

Found it necessary to double man the sledges, and then made but slow progress. 5. Encamped half a mile north Winter Harbour. Went on to examine the travelling beyond. Found the drift too heavy to gain a satisfactory view. North 6 c.q.

SIXTH JOURNEY.

Monday, 27th September 1852.—A.M. 8. Started, steering N.W., both crews manning one sledge. Our progress in this manner was very slow, having to resort entirely to standing pulls; this, against a blinding snow-drift, was most disheartening. 11. Halted; sent men back for second sledge. While dragging it up, it was with the greatest difficulty we could follow our old sledge tracks, although not two hours old, and the ground well torn up by their cutting the snow on to the ground. Noon, lunched.

P.M. 1. Proceeded. 2. Gale increased so that we could hardly face the drift. It had also the effect of making every stone or slight elevation appear double its size. 3. Fearing that this work would knock up some of the crew, I determined to deposit half the depôt, and attempt to cross with the remainder to Liddon's Gulf, or to where the ground improved for sledge travelling. Encamped, securing both tents together. Deposited half the depôt. North 8 c.q.s.
Distance, 2½'.
¾ miles made good.

SEVENTH JOURNEY.

Tuesday, 28th September 1852.—A.M. Confined to the tent until noon, on account of the heavy gale and snow-drift. Noon, lunched. N.N.W. 8 c.q.r.
Ther. + 15°.

P.M. Wind abated. Found that this style of pitching tents was most disagreeable to the leewardmost party, as the eddy wind from the weather one completely buried the second sledge. 1. Started to the N.W. over very bad travelling ground, which obliged us double man and proceed with one sledge at a time, although it carried only half the load. 4.30. Came to a steep ravine running east and west. Pitched tents. Sent crews back for second sledge. Went back with Mr. Nares and four men to drag up the half depôt deposited yesterday. 6. Returned to encampment. Found missing from our equipment one pair of rifle barrels. N.N.W. 4 c.q.
Travelled 5 hours.
S.E. 2 c.m.
Distance, 5 miles.
Distance made good, 1 mile.
N.W. C. Bounty, N.W.;
N.E. Hill North.

EIGHTH JOURNEY.

Wednesday, 29th September 1852.—Sent Charles Nisbet back to yesterday's encampment to search for the lost rifle. At 8 I became alarmed for his safety, as the wind had shifted with a heavy snow drift. Started in search of him. 10. Weather cleared. Returned to sledges. Sent out men in all directions to search and erect conspicuous marks. Noon. Parties returned, having found him, much fatigued, and entirely ignorant of his whereabouts. S.E. 4. c.
East, 6 c.q.s.
Ther. + 15°.
Calm, o.b.c.

P.M. 1. Proceeded under sail with half our loads, steering N.W. by W. (true). 5. Pitched tents. Sent empty sledges back for remainder of baggage. Observed twenty reindeer. Went in chase. Shot one very fine doe. The whole herd remained for some minutes within easy rifle shot. 7.30
Travelled 6 h. 30 m.
Distance, 4½'; made good, 1½'.

Journal of
Lieutenant Meham.

sledges came up; the travelling gradually improving. The men were greatly fagged; I think caused principally from their tramp back with the empty sledges.

NINTH JOURNEY.

Thursday, 30th September 1852.—A. M. 8. Loaded sledges with everything, and proceeded under sail. Sent for the deer killed last night; they soon again returned with one haunch, the wolves having eaten all the rest. Noon; halted for luncheon. A great number of reindeer in sight. Observed the blue hills to the N.W.-ward.

S.E. 4 c.

Travelling 9½ hours; distance,
3½ miles.

Calm, o.b.c.
Ther. zero.

P.M. Shot two reindeer, both in very good condition. Came to a broad ravine. 5.30. Encamped at the bottom of it. Found the venison a wonderful improvement to preserved meat; the latter alone is certainly a very unsatisfactory meal after a hard day's work. Triced our meat up to the shears out of reach of the wolves. Bound up James Tullett's hand, which was severely cut while skinning the deer.

TENTH JOURNEY.

Friday, 1st October 1852.—8. Started under sail to the N.W. Observed a great many deer, all of which were scampering about in every direction. Found that the object of their dread was a pack of nine wolves. They ran up within rifle shot of the sledge, but it was evident they were after the deer. During the afternoon we crossed two ravines; steered for a dark headland opposite Liddon's Gulf. My compass to-day has been almost useless. I intend steering for the bluff as long as possible, as the compass has already been leading us too far to the westward. 5.30. Encamped. A great many deer in sight. Counted 60 in one herd. Found no difficulty in getting within rifle shot, but having as much as we can carry, it would be a pity to fire among them. The travelling to-day has been less fatiguing, having been favoured with a moderate wind from S.E.-ward.

S.E. 3 c. m.
Ther. +15°.

Travelled 9½ hours; 4 miles.

S.E. 2 c.m.

ELEVENTH JOURNEY.

Saturday, 2d October 1852.—8.30. Started. Deer still numerous. Observed a fox, also two wolves, howling most dismally. Crossed two steep ravines and halted in a small lake for luncheon, after passing over a large plain. Went on in advance and mounted a range of hills, from which I observed we were about three and a half miles from the floe in Liddon's Gulf. Erected a cairn as a guide for our route with the sledges. We were now most unpleasantly situated. My own compass has become perfectly useless; that supplied to Mr. Nares is ill adapted for Arctic travelling, and so badly fitted, that the glass either fell upon the card or allowed the wind to enter and blow it round. While attempting to remedy the evil, the glass broke and rendered the whole thing useless.

N.W 2 b.c.
Ther.—2.

West, 3 b.c.

Travelling 9 hours; 3½ miles.

TWELFTH JOURNEY.

Sunday, 3d October 1852.—A.M. 8.30. Started, following the bed of a ravine to the northward. Our route to-day lay between two curious passes through which the travelling was level but very stony. The first of these I named Stony and the second Icicle Pass, from its banks being very curiously fringed with immense icicles. Between these passes the land is rich in moss, about which several reindeer were grazing. This river empties itself into the lagoon mentioned by Sir Edward Parry, and I think the two passes are the same as Captain M'Clintock passed through in 1851. We were unable to get on with the whole of our baggage; we therefore dropped the depôt and pushed on towards the beach, encamping at six within 1½ miles of it. I walked on and examined the Esquimaux remains described by Sir Edward Parry, and on my return picked up some pieces of coal which burnt well.

West, 5 c.q.
Ther. zero.

W.S.W. 4 c.q.
9½ hours; 2¼ made good.

THIRTEENTH JOURNEY.

Monday, 4th October 1852.—Heavy snow drift. 7.15. Started with empty sledges to bring up the depôts from Stony Pass. Noon lunched.

P.M. 1. Started with small sledge packed with bedding, tents, and cooking gear. 4.30. Pitched; left a sick man to cook, and sent the rest back for the second sledge. During their absence I walked across the lagoon and

ascended the hills to the northward to examine some large stones which appeared at first like Esquimaux remains. Found the channel between the lagoons and the sea free of ice, with a perfect whirlpool rushing through from seaward. 6.30. Encamped close to the beach with our whole depôt complete. We were all in high spirits at having overcome the most difficult stage of our journey. I now hoped to be released from the constant one, two, three, haul, with which every inch had been gained up to this spot. The distance of 20 miles of level country having taken eight day's travelling will speak for itself with regard to the severe work the men had gone through. The dragging weight of each man after leaving Winter Harbour was 225lbs. We had been exactly 13 days out, and consequently had expended rather more than half our provisions, but depending upon a more rapid return, I determined to push on for four days more. About our encampment appeared a most excellent place for game during the summer. It is near the place where Sir Edward Parry had pitched his tents in 1820, for the purpose of obtaining specimens of the animals which frequent this island.

Travelled $11\frac{1}{2}$ hours; 7 miles.
 $1\frac{1}{2}$ made good.

West 5 c.q.

FOURTEENTH JOURNEY.

Tuesday, 5th October 1852.—8.30. Started, steering direct for Cape Edwards. Moderate travelling. 1. Halted for lunch. 1.30. P.M. Proceeded. The ice now became very bad for travelling, the whole being covered with rounded hillocks of blue ice, many 5ft. in height. In a few places there was indication of pressure, but the hillocks have been formed by the run of water from the land and the thawing of several summers. I have no doubt that in the spring the travelling here will be better, but at present it is almost impassable. Between the hillocks the snow drift has collected in long narrow ridges, with smooth ice on either side, obliging the men to tackle on to the runners of the sledge, and consequently made but slow progress, and then with awkward tumbles to many of the party. 5.20. Encamped two miles S $\frac{1}{2}$ W. of Hooper's Island. Walked on to ascertain if travelling improved. Found it got much worse, and had difficulty in returning in the dark.

West, 5 c.q.

Travelled, 9 hours.
 5 miles.
 $3\frac{1}{2}$ made good.

West, 6 c.q.

FIFTEENTH JOURNEY.

Wednesday, 6th October 1852.—Snow drift so heavy that the tents could not be seen from one another. Finding no prospect of better travelling, and taking into consideration yesterday's slow progress, considered it would be better to push along the south shore. 9. Wind moderated a little; started. 1.30. Lunched.

West, 8 c.q.

— 4 c.q.

P.M. 5. Arrived at the beach. Pitched tents. Sent crew out to assist the small sledge in. Went up a hill to look round. Erected a small cairn. Took from the depôt the following things, viz.,

Travelled 8 hours.
 4 miles made good.

12 $\frac{1}{2}$ cakes of stearine.

10 days' tea, sugar, and chocolate.

Calm o.c.m.

Left with depôt two gallons spirits of wine.

SIXTEENTH JOURNEY.

Thursday, 7th October 1852.—Loaded one sledge with the depôt, and proceeded at seven to the westward with it, manned by both crews. Shot two ptarmigan. Went in chase of a herd of 20 reindeer, but failed in getting a shot at them. The does were inclined to run up, but were always driven in by the bucks, who kept running round making a curious noise, which seemed to give warning to the herd of approaching danger.

P.M. 2. Arrived at Cape Hoppner. Commenced burying depôt in a most suitable spot, close to the beach among some pressed-up soil, which would not attract the notice of passing animals. Erected a conspicuous cairn above it, and placed in it one of the documents supplied for that purpose. 5.30. Returned to encampment.

Travelling $10\frac{1}{2}$ hours.
 13 miles.

SEVENTEENTH JOURNEY.

Friday, 8th October 1852.—8. Started along the land to the eastward. 11. Discovered in a ravine (which may be known by a peculiar pinnacle on its eastern bank) a large quantity of coal scattered about its bed. In a quarter of an hour collected about one cwt.

Calm, o.c.m.

Travelled 9 hours ; 7' made good.

P.M. I determined to try a different route across the land in hopes of escaping Stony or Icicle Pass. Entered a ravine and followed its course to the S.E. upon good travelling. After luncheon we struck out of it, and followed the best route which led to the E.S.E. The travelling continued good, although we could not keep our proper course, as the range of hills forming the southern shore of Liddon's Gulf continue their course to the eastward, while the coast turns to the N.E. towards the lagoons. Ascended a hill and took the following bearings :

Cape Edward, S.W. ; Centre Hooper's Island, S.S.W. ; Right Hand Bluff, S.S.W. $\frac{1}{2}$ W. ; Centre Lagoon, S.W.

5. Encamped. Two deer came up to the tent, probably attracted by the blazing coal fire.

EIGHTEENTH JOURNEY.

Saturday, 9th October 1852.—8. Started to the S.E. 10. Came suddenly to a ravine about 300 feet deep and 800 wide. Descended by a snowy gully, and commenced ascending the opposite bank. Went on to examine the line of country, but returned on finding that a branch of the ravine crossed our track again in that direction. Descended with the sledges and tried another pass to the S.E.-ward. In doing so the large sledge fetched way stern foremost, dragging with it some of the men. It was a ridiculous sight, although rather alarming at the time. After luncheon, ascended with one sledge at a time, and arrived at a perfectly level country. It now became evident that the route by the Stony Pass was the best to follow next spring. Steered one point to the eastward of the Table Hills. The deer were again attracted by the tent fires.

Distance, $3\frac{1}{2}$ miles made good.

N.W. 2 b.c.

NINETEENTH JOURNEY.

Sunday, 10th October 1852.—A.M. Our course to-day until noon was regulated very much by guess, as the weather was very thick. Between large stones and occasional herds of deer, we got on moderately straight. 10. Found the remains of a fireplace, a piece of iron, some rope yarns, with rogue's mark of yellow worsted, a piece of a paper tea bag, also the mark of a square tent. This must be the position of one of Commander M'Clintock's encampments, the iron being from Sir Edward Parry's cart, found by him at Bushmen Cove. 12.30. Crossed a broad but shallow ravine. Went to examine some large boulders. Underneath one of these I heard the barking of several foxes, but could only see one in spite of throwing stones down, and trying to reach the bottom with my leg. Built three small cairns and rejoined the sledges. 5. Encamped.

W.N.W. 2 c.m.s.
Ther. + 5°.

Travelled 9 hours ; 7 miles.

North 1 b.c.

TWENTIETH JOURNEY.

Monday, 11th October 1852.—A.M. 8. Started for Winter Harbour. 1. Halted for lunch. Travelling good. Went to the top of a hill immediately over the head of Winter Harbour. On the way up I passed 2 small cairns, both of which I examined. They have been no doubt marks for surveying purposes. I ascertained from this position that abreast of the guave in the harbour was the best place for commencing our land journey next spring. I could also see the high land along the north shore of Liddon's Gulf. 5. Encamped at the head of Winter Harbour. Found the cart required the following repairs, viz., new shaft, 2 new uprights, 3 new spars for uprights. Took the broken parts to be repaired on board.

Calm.
Ther. + 3°.

Travelled 9 hours ; 5 miles made good.

Calm, o.c.

TWENTY-FIRST JOURNEY.

Tuesday, 12th October 1852.—A.M. 8. Started for the Sandstone Boulder. Went on in advance intending to note our visit by cutting 1852 upon it. On examining the small cairn upon the top built by Commander M'Clintock much to my astonishment a copper cylinder rolled from under a spirit tin. On opening it I drew out a roll folded in a bladder, which being frozen broke and crumbled. From its dilapidated appearance thought at the moment it must be some record of Sir Edward Parry, and fearing I might damage it laid it down with the intention of lighting the fire to thaw it. My curiosity, however, overcame my prudence, and on opening it carefully with my knife I came to a roll of cartridge paper with the impression fresh upon the seals. My astonishment may be conceived on finding it contained

M'Clure's records found.

an account of the proceedings of H.M. Ship "Investigator" since parting company with the "Herald" in August 1850 in Behrings Straits. Also a chart which disclosed to view, not only the long sought north-west passage but the completion of the survey of Banks and Wollaston Lands. Opened and endorsed Commander M'Clintock's despatch; found it contained the following additions:—

"Opened and copied by his old friend and messmate upon this date,
"April 28, 1852, ROBERT M'CLURE.

"Party all well, and return to 'Investigator' to-day."

Seeing the necessity of immediately communicating this discovery to Captain Kellett, I determined to finish my journey by forced marches to the ship, leaving with Mr. Nares the records supplied to me, with directions to deposit one with the depôt at Fife Harbour and the other in a new cairn on the top of the Boulder, together with my travelling record noting the discovery, and my intention of proceeding with it to the ship at Dealy Island, Bridport Inlet. 10. Parted company, steered direct for Cape Bounty. 5.30. Encamped two miles west of Point Wakeham.

Calm, o.c.m.o.

Travelled 9½ hours; 13 miles;
10 miles made good from Strine.

Calm, o.c.m.

TWENTY-SECOND JOURNEY.

Wednesday, 13th October 1852.—A.M. Day-light. Started to the eastward. Rough travelling over young packed ice. Carried away sailing yards by sledge upsetting. Passed occasionally during the day the tracks of return sledges of Banks Land division. A fox had followed them all the way, and had occasionally stopped and scraped at the snow in places where the sledges had rested. This is a good instance of their extraordinary scent. Several musk oxen in sight. P.M. 1. Lunched. Found thin ice close against the hummocks off Cape Bounty. Hauled sledges inside of them and proceeded direct for the two islands. 5. Encamped. Walked to the top of the island; found we should have to pass inside of them, and continue our course to the northward before making direct for the ship. Found James Tullett slightly frost-bitten in the foot.

North, 2 c.m.
Ther. + 8°.

Travelled 10½ hours; 17 miles

North, 2 c.m.

TWENTY-THIRD JOURNEY.

Thursday 14th October.—A.M. 7. Started. Observed nine reindeer and three musk oxen. 8.30. Observed the ship. Struck across Bridport Inlet for her over a rough young floe. Observed the colours hoisted upon the top of Dealy Island. P.M. 1. Lunched. 2.30. A party from the ship met us and assisted us to drag the sledge in. 3. Met Captain Kellett; delivered despatches, &c. 4. Arrived on board.

North, 1 c.m.

North, 1 c.m.

Distance, 11 miles.

REMARKS ON EQUIPMENT, &c.

The sledges are much better in every respect than those of the old pattern, and are well equal to the weight they have to carry, except in the uprights, which appear rather weak. I would recommend each party to carry preventer uprights in case of accident, made of iron, and to set in the place of a broken one with a screw.

I consider the 10 men parties very efficient; but considerable inconvenience arises where parties of different size are working and provisioning together.

The after tent poles for the large tents require to be stouter and all fitted with shorter points at the lower ends.

The spirit lamps and cooking utensils require considerable repair.

As the skin mocassins appear to have been made for very small feet they will require to be worn with large heel straps or species of gaiter.

The provisionings of the spring parties require no alteration, except I would wish to take 1 lb. of bread and $\frac{3}{4}$ lb. of meat.

During my journey, having quantity of coal, I had not the opportunity of making any remarks upon the fuel.

A good compass is indispensable for travelling in bad weather, and fitted so that it may be placed on the ground.

Distances taken for those daily *made good*:—

| | | | | |
|----------------------------|---|---|---|-----------|
| Rate of travelling outward | - | - | - | 4.2 miles |
| " homeward | - | - | - | 9 " |
| " throughout the journey | - | - | - | 5.7 " |

G. F. MECHAM, Lieutenant.

SOUTHERN AND WESTERN MELVILLE ISLAND, Lieutenant G. F. MECHAM, between 21st September and 14th October 1852, and 4th April and 6th July 1853, with Auxiliary under MR. G. S. NARES, Mate, between 21st September and 16th October 1852, and 4th April and 14th June 1853.

JOURNAL of the Proceedings of Her Majesty's Sledge "DISCOVERY," detached from H.M. Ship "Resolute," between the 4th April and 6th July 1853, under the Command of G. F. MECHAM, Lieutenant.

ORDERS to Lieutenant G. F. MECHAM, H.M. Ship "Resolute."

By Henry Kellett, Esquire, C.B., Captain of H.M. Ship "Resolute."

1. The object and direction of your journey is the most persevering and extended search along the S.W. coast of Melville Island for our missing countrymen, or traces. For this purpose (being unable with our resources, from the number of directions of search it is necessary to follow, to give you a ten-man party), you will take the command of H.M. Sledge "Discovery," manned with seven men, and under your orders the officer and crew of the "Perseverance" also manned with seven men; the officer in command of which has directions to place himself under your orders.

2. Leaving the ship as soon as in all ways ready, you will proceed in company with "Perseverance" to Winter Harbour, and from thence across the land to Liddon Gulf, following the coast of Melville Island *westerly* as far as practicable, returning to this ship without fail by 15th July.

3. You will retain your auxiliary under your orders, as long as they can be useful to you.

4. As data for putting on paper the new coast you march along can be obtained without *any delay* for that purpose, you will not fail to obtain them. On your working chart you will daily, at the conclusion of your march, lay off your true course and estimated distance, sketching in the coast between, and making notes as to the nature and character of the land passed.

5. You will transmit to me on your return, a journal of your proceedings with all data, drawings, &c. &c., connected with your journey, that you may have made.

6. You will name in your angle-book, to assist the memory in laying down your work, all new points and headlands by some name characteristic of themselves.

7. It is just possible, that as you and Commander M'Clintock are both marching west, and being supplied to make your marches very extensive, you may meet, with still time and provisions left. Under this circumstance you will consult with him, and do what you think best for the advancement of the object of our mission.

8. Should off-lying land be seen from a neighbouring height within reach with your still remaining resources, or if one could give to the other sufficient, you would not fail to visit it, bearing in mind that any useless delay in returning to your ship would be a great sacrifice when there is yet so much to be done.

9. Records are to be deposited in conspicuous places, one in the cairn, and another 10 feet true north from it. At your most advanced position, you will, in addition to the records, place one of the charts with which you are supplied, putting on it as near as possible all that you have yourself discovered, with any additional useful remarks.

10. It is unnecessary for me to caution you as to the care of your men; you know their value.

11. Your equipment and victualling has been entirely under your own direction, and has my approval.

12. Your line of search is a most important one, particularly if you can reach the western extreme.

13. You yourself being a veteran in Arctic travelling, and also some under your command, I have great expectations from your journey; I feel confident that you will attempt anything for the good of the service you are about to be employed on.

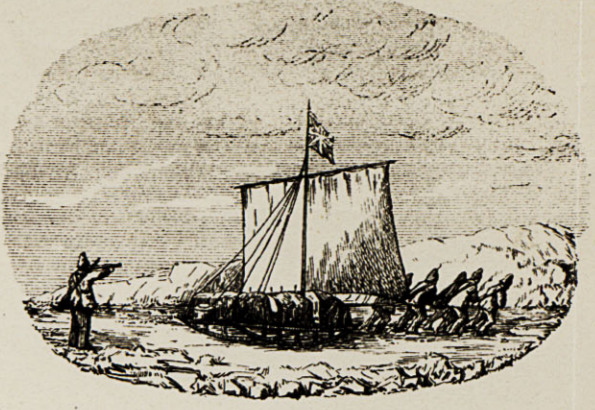


CHART
 SHEWING THE TRACK OF
H.M. SLEDGE "DISCOVERY"

BETWEEN APRIL 4 AND JULY 6,
 1853.

G. F. MECHAM, LIEUT. H.M. SHIP RESOLUTE
 IN COMMAND OF THE PARTY.

REFERENCES.

- Peak
- Astronomical Positions
- Commander M. Clavock's Cairn found
- Positions of Records, Charts, &c.
- Positions of Depots
- Outward Track
- Homeward Track
- Ice

GAME PROCURED.

| | |
|----------------|----|
| Musk Oxen | 4 |
| Reindeer | 4 |
| Hares | 10 |
| Pearmigan | 40 |
| 1/2 Wild Ducks | 3 |
| King Ducks | 4 |
| Brent Geese | 5 |
| Plovers | 2 |

(Note) Could not form an estimate of Game seen in consequence of their being so numerous. Shot only what we required for use.

14. I shall conclude with the assurance of my earnest prayers for the health and success of yourself and of those under your command in your arduous journey.

Given under my hand on board H.M. Ship "Resolute," in Winter Quarters, Dealy Island, 2d April 1853.

(Signed) HENRY KELLETT.

Journal of
Lieutenant Meham.

MEMORANDA.

Working Chart to be on the same scale and projection I have issued.
Records to be deposited agreeably with directions in paragraph 9 of these orders.
Points and Headlands to be named, and notations of angles, &c., as shown in my book.

Log of proceedings to have noted in the margin for each 24 hours :

| | | |
|-----------------------------|-----------|--------|
| Course steered. | | |
| Estimated distance marched. | | |
| Encamped for rest | - - - - - | hours. |
| " lunch | - - - - - | hours. |
| " securing depôt | - - - - - | hours. |
| Marching | - - - - - | hours. |
| Temperature | - - - - - | Fahr. |
| State of ice. | | |
| Wind. | | |

(Signed) H. K.

Lieutenant G. F. MECHAM to Captain KELLETT, C. B.

H. M. Ship "Resolute," Winter Quarters,
Dealy Island, 1st August 1853.

Sir,

I HAVE the honour to inform you of my return to the ship on the 6th July, having carefully searched the southern and western shores of Melville Island, also newly discovered land to the north-westward as far as latitude $77^{\circ} 14' N.$ longitude $119^{\circ} 50' W.$, without finding the slightest trace of the missing ships or crews under Sir John Franklin. After parting with you on the 4th April I proceeded with the sledges "Discovery" and "Perseverance" to the depôt point at Fife Harbour, where I arranged provisions for our return to the ship. On the 7th crossed Winter Harbour and commenced my overland journey at the position of Sir Edward Parry's observatory. Within sight of it we were detained by a heavy north-westerly gale with thermometer 20° below zero, which lasted until the morning of the 11th, when we were enabled to proceed with both crews manning one sledge, Mr. Nares and myself dragging the small one loaded to 236 lb. On the 12th, having reached the level land, we proceeded with both sledges, and being assisted by a S.E. wind made good progress to the north-westward; crossing the large ravines was our only formidable impediment. On these occasions we lowered them down the steep snow banks and double-manned them up the opposite sides.

On the 14th at noon arrived at the beach of Liddon's Gulf, where I deposited two depôts of three days for our return to Winter Harbour, and selected this spot as most convenient for the cart. In crossing several herds of reindeer were seen, and a few musk oxen, but not so numerous as during my autumn journey. While travelling along the south shore of the gulf we were enabled to add a small supply of coal to our stock of fuel as it was found about there in great quantities. On the 15th during a heavy snow storm arrived at our autumn depôt, which we found had escaped the notice of all animals during the winter. Completed each sledge to 45 days' provisions, and arranged 12 days in depôt, to be brought up by Mr. Nares after leaving me. Taking advantage of a lane of smooth ice steered directly across the gulf, but found it so very heavy, and snow so soft, that we were only able to proceed with one sledge. We all suffered here very much from snow-blindness occasioned by the misty weather, which obliged me to keep a portion of the crew blindfolded, and also to change to night travelling, although the temperature fell to 33° below zero. Proceeded along the land to the W.S.W., arriving at Cape Hoare on the 20th. Up to this point the ice is very old, and with but little pressure along the land; a heavy pack commences here close upon the beach, its

edge visible by a distinct line of hummocks extending to the westward. The high cliffs on the north shore of Liddon's Gulf terminate about Cape Beechey, which may be recognized by a most picturesque headland; the rugged turrets of decayed stone, and dark projecting buttresses filled in with snow, give to it a particularly grand appearance. Beyond this the land is high inland, but with a sloping country for some miles from the beach; several musk oxen and hares were seen, and the appearance of the land was most favourable for game. Beyond Cape Hoare opened a very deep inlet, about 13 miles across the mouth. Crossed to the western side, leaving the examination of it until my return. Travelled along a low beach upon which the pack rested in heavy masses, leaving us barely room to pass with the sledges. On the 23d encamped upon the eastern point of another deep bight in latitude $74^{\circ} 57' N.$, longitude $115^{\circ} 10' W.$

The western point about 10 miles distant is bold and high, evidently that point mentioned by Commander M'Clintock as near Cape Smyth. At this most interesting point of our journey a most unfortunate accident occurred to John Bailey of "Perseverance," which detained us here two whole days; his legs swelled to almost double their size from the feet to his calves, causing him such pain that he was unable to walk without support. Perfect rest appeared the only remedy, together with frequent fomentations. During our stay I proceeded to the northward overland towards the head of Hardy Bay. The land rises to an elevation of about 800 feet above the sea, and nearly all the hills are of a remarkable table shape. Musk oxen are here in very great numbers; on one plain I observed as many as 70 grazing within a circuit of two miles; on my approach they divided into herds of about fifteen each, headed by two or three enormous bulls. Their manœuvres were so quick and regular that they were more to be compared to squadrons of cavalry than anything I could think of. One herd advanced several times at a gallop within rifle shot, and formed in perfect line with bulls in advance, showing a formidable front of horns. The last time they advanced at a gallop to about 60 yards and formed in line, the bulls at the same time snorting and tearing up the snow. Immediately I fired they wheeled round, joined the main herd, and made off out of sight, only waiting occasionally for the wounded one. Banks Land was plainly distinguished from my highest position and a continuous pack as far as could be seen to the westward. During my absence I employed the men searching for game and dwarf willow roots for fuel; they succeeded in killing a fine bull, which, together with a rein-deer that I had killed, enabled me to make a good depôt for Mr. Nares' return. This partly repaid me for this unfortunate detention during two days of beautiful weather.

On the 25th, the invalid being much better, arranged a small depôt and proceeded to the western point of the bay where the pack again rested against the cliffs. On rounding it observed Cape Smyth, with high and continuous land for about 35 miles to the W.N.W.; followed its trend for about 25' upon young and tolerable good floe with occasional heavy ridges and patches of pressure, which caused us some delay. From Point Cyclops the land sweeps into a shallow bay about 10 miles across, and then continues in the same direction as before. A few musk oxen were seen about the hills and several ptarmigan flew past from the southward, but the land being steep and high does not appear so favourable for game as to the eastward. Banks Land was here plainly seen from the floe. On the 28th came to a perfect barrier of heavily packed old ice, leaving us no alternative but to enter and make the best of it. Our invalid was unfortunately at this time obliged to be carried on the sledge, which rather increased our difficulties, but, much to his credit, he always did his utmost to ease and assist his comrades. As we progressed the land gradually turned to the northward with heavier pressure against it, huge blocks of solid ice at least 60 feet thick leaned against the cliffs propped up by the pack, driven into all manner of shapes and extending as far as could be seen to the westward. Both men and sledges were this day severely tested; indeed I could hardly have supposed it possible that the latter could have escaped being broken by the frequent upsets they had during this day's journey.

From the high land I observed we had reached the S.W. point of Melville Island, which my observations place in latitude $75^{\circ}14'$ N. longitude $117^{\circ}42'$ W., from where the coast turns to the N.N.E. Here I discovered new land to the north-westward distant about 20 miles, its northern extreme trending to the N.E. and its southern to the westward. The time for the return of my auxiliary sledge being close at hand I steered directly for the nearest part of the new land, and after three days of very heavy travelling upon old hummocky floe, much shattered by the pack, landed upon it on May 2d, in latitude $75^{\circ}29'$ N. longitude $118^{\circ}35'$ W. In crossing, Melville Island was observed extending to the N.N.E. for about 45 miles. Completed provisions from auxiliary to 42 days, leaving a depôt of three days at S.W. point of Melville Island. Mr. Nares accompanied me for 10 miles to the westward and parted company on May 3d with directions to return to Cape Hoppner, bring up my 12 days' depôt to Cape Smyth, transport the cart to Liddon's Gulf from Winter Harbour and from there return to the ship.

Travelled to the westward close along the beach, a great portion of which was hidden by the immense hummocks pressed upon it, obliging us frequently to haul over the steep slopes. As we advanced the land became high and abrupt, contracting considerably the passage for our sledge. The soil upon the hills was deep and rich, of a black colour, but with very few tracks of animals upon it; occasional patches of stone were found of a metallic substance, and Mr. Nares found some pieces of petrified wood. On the 4th reached to S.W. extreme which is a remarkably black and prominent headland; rounding it occupied the best part of one journey as the pack was here forced considerably up the face of the cliffs; from its summit discovered extensive land from N.E. to W.N.W., appearing by the various gaps in it like a chain of islands. From here steered to the northward along the pack edge in hopes of obtaining a good view up this channel before proceeding to the westward; in this I was baffled by a strong northerly gale and the heavy character of the ice. Sent sledge on to the westward and went myself to the N.W. towards the highest land, from which I observed the coast running to the north-eastward; the mist prevented my seeing the north-eastern extreme of land discovered, but the land left appeared like a large island. Rejoined the sledge on the 7th and deposited 8 days' provisions, &c. for the examination to the N.E. on my way back. On the 8th, after another heavy day's work in the pack, found the land turned abruptly to the northward, forming a deep inlet or channel. From here observed the pack resting heavily against the land to the westward; I was therefore in hopes that this would prove a channel, so that I might proceed to the westward clear of it. Started by myself to explore to the northward. I was glad of this opportunity to give the men rest, as Tullett and Rogers had been unwell for some days, and particularly as I had shot a deer, which enabled me to save the day's provisions. The mist prevented my seeing the head of this bight; I therefore proceeded to the south-westward, where I found the land terminated in steep and perpendicular cliffs almost hidden from the view by the tremendous pack which was piled up its face, through which I could find no passage except by steering south about three miles into the pack, where a level patch appeared to lead to the north-westward. The drift prevented us seeing a sledge's length ahead, but on the weather clearing, found ourselves at the west point of a curious shaped peninsula, and surrounded with numerous hummocks of huge dimensions; retraced our steps a short way and reached the beach about 1,000 yards distant after three hours hard labour, having had to cross, besides hummocks, several deep chasms in the ice which were mostly covered with snow, into the first of which I fell, and remained there unable to get out for about a quarter of an hour. It was about seven feet deep, four feet broad, and nine yards long, forming a regular passage under the ice. We now proceeded with a half of the baggage and crew divided, three of them with their backs against the hummocks footing the sledge off, while the others dragged at a given signal. In this toilsome manner we rounded the point and gained a level floe. Past difficulties were soon forgotten, and the men laughed and talked about it, appearing quite pleased with their successful exertions. From here the land trends to the

orthward towards the head of Walker Inlet, and extends for about 20 miles to the westward, in which direction it appeared in low and disconnected patches surrounded with pack. On the 13th, Charles Nisbet was attacked with severe cramp and vomiting, which obliged me to remain encamped. I therefore prepared the small sledge with four days' provisions in hopes of discovering some passage among the apparent islands clear of the pack. I had not gone far when I observed the land to be continuous, and much higher than I at first supposed it. Sent small sledge back, and started with my day's provisions to explore to the north-eastward. From the highest land observed several deep bights between me and the last point rounded. As I went towards the north-westward, the land became much lower and with but little vegetation. Two herds of reindeer and a great many ptarmigan were seen. While resting under a well-sheltered snowy cliff, the wind increased to a strong gale from the south-eastward, which obliged me to direct my steps towards the tent, where I arrived on the 14th after a most tedious search for it. Finding Nisbet much better, I proceeded to the westward before the gale through immense heavy pack formed entirely of very old and heavy ice which, but for the strong winds, would have detained me considerably. On reaching the western extreme found several pieces of decayed wood partly buried in the soil about 90 feet above the level of the sea. From its position, and to all appearance natural condition, I could not but fancy (strange as it seemed) that it had grown in the country; collected a specimen and some soil about; besides this nothing interesting was found. The pack being driven a considerable way up the land we experienced the greatest difficulty in travelling. I was frequently obliged to dispatch the men in several directions to look for leads; while doing so, discovered two bears running towards us, which at this time would have been acceptable both for meat and fuel, but they made off on our approach. The travelling did not improve as we proceeded, but we were constantly harassed by heavy pack, thick weather, and the coast so low that we frequently found ourselves several miles inland. I had remarked for some days that dark and heavy clouds overhung the horizon from north-eastward to the westward, while to the eastward they resembled more those generally spoken of as ice blink. By steering for the eastern extreme of the dark clouds, I always found that I followed more directly the pack edge and trend of the land; indeed I may say that the coast line drawn as the western face of "Prince Patrick's" Land may be considered more correctly as the line of pack, as in fact the coast for several miles inland consists of a series of low patches, upon the outer edge of which the pack rests. On the 24th May the weather cleared, and the sun shone out for the first time since the 14th. After so lengthened a period of heavy gales, I was in hopes that fine weather had set in. Packed small sledge with four days' provisions, but on account of the wind again freshening up, transferred the traps again to the large one, and proceeded with all the crew, dragging 60 lbs. per man. From the progress we made in this manner, I consider it preferable to the small sledge; the latter is only useful where the remaining crew can be employed searching in another direction. On the 26th passed a large knoll about 40 feet high, which is only the second place passed suitable for depositing records since rounding Land's End. From its summit I could observe higher and distant land to the E.S.E. (true); that around me was one extensive plain, its margin only distinguished by the heavy pack driven upon it. On the 27th struck into the pack, and climbed the highest hummocks, from which I had a clear view in every direction. The land to the northward is rather higher, terminating in a point about 10 miles distant. Not the slightest appearance of land could be seen to the westward from here or any other position since rounding Land's End. Tremendous pack occupies the whole space in that direction. My provisions were now reduced to nine days, and being 150 miles from my last depôt, without any prospect of procuring game, I took advantage of a heavy north-westerly gale which was then blowing, and steered due south across the land, in hopes of being able to reach this western coast again by following up the land discovered on the 4th. Travelled over a perfectly level plain to about $76^{\circ} 22' N.$, when its character suddenly changed, and being only able to see a few yards

around us, we were rather puzzled among steep ravines and gullies with very little snow upon their banks. The heavy gale, however, carried us over with but little trouble, giving us frequently a brisk run to keep up with the sledge. On the 31st, while following the course of a ravine, I observed a large spar protruding from the bank about 10 feet; on examination found it to be a tree measuring four feet in circumference. In this neighbourhood there were several parts of similar trees just showing above the soil; one measured the same circumference and 30 feet long, and another 2 feet 10 inches in diameter. The wood is of the same species as that found on the 16th. Its distance from the sea, and perfect condition of the bark, leaves but little doubt of its having grown in this vicinity. Sawed one tree in two and collected a portion for specimens and fuel; for the latter it proved of but little value, being too much decayed. The land is perfectly barren and of a white sandy soil, without the least trace of any kind of animal or bird. Reached the ice on the 31st May, which I supposed to be somewhere at the head of Walker Inlet. On the chance of this being a channel to the north-eastward, started with a light sledge and four days' provisions in that direction; on the gale abating found that we had travelled round the head of the inlet; returned, picked up the gear, and proceeded down the western shore. On June 1st procured a supply of venison, which proved a most welcome addition to our daily meal, as since the 12th of last month we had been upon our bare allowance, which went but a short way towards satisfying our ravenous appetites.

Having picked up our depôt in latitude $75^{\circ} 50'$ North, longitude $120^{\circ} 40'$ W., steered to the north-eastward along the land first seen on April 4th. The country here improved very much in its appearance, and the ice became much better for travelling; the sloping hills were almost bare of snow, which relieved the scene considerably of its former dull monotony. The men, who are never slow in finding quaint names for places, called this part "Happy Land" in contradistinction to the miserable country we have traversed to the westward, which they called "Zero's Land."

In latitude $76^{\circ} 12'$ N. found the land turned to the north-westward, having the appearance of a deep bight or channel in that direction; the land to the northward appeared about 17 miles distant, and to extend considerably to the eastward. Having now 10 days' provisions, besides a great deal of extra fuel, tea, and game, I prepared the small sledge with that number of days for three men and the dog, leaving the remaining crew to cross direct to the north-eastward land, and follow it to the eastward until I overtook them. My arrangements, however, were completely overthrown by finding a cairn close to our encampment containing a record from Commander M'Clintock, stating that he had examined in that direction, and had gone on to the north-westward side of Eglington Island. This unwelcome rencontre at so interesting a part of my journey was most unexpected. Started for the northern part of Melville, touching at Eglington Island, where I found Commander M'Clintock had been down the west shore of Melville Island, traced the east shore of Eglington to the southward, and crossed to Melville Island in latitude $75^{\circ} 48'$ N.; followed it to the southward, and found Commander M'Clintock's southern cairn in latitude $75^{\circ} 25'$ N., containing a note for me, stating he had been here on May 7th in hopes of meeting me. I was much surprised at this, as I had passed outward on April 29th. There being no room for further exploration within my reach, I most reluctantly turned my back to the northern land, which at the time of my discovering it in May offered so excellent a field for my light sledge work on my return journey, and for which purpose I had allotted a portion of my provisions. Started for my depôt at south-west point of Melville Island, where I arrived on June 14th. This place had undergone great changes since my last visit, being now well stocked with game. On 13th at starting we observed the first appearance of thaw on the ice, and before the end of the day's journey were wading knee deep in water. From the dry and comfortable encampment here, the men called it "Comfort Cove." While travelling between this and "Patrick's" Land, several traces of reindeer and wolves were seen all going to the westward; this induces me to believe that they winter on Melville Island, and travel to the westward

in the spring and summer, particularly as I found that the southern beaches were the only places likely to supply sufficient food for them.

While rounding Cape Russell, the left runner of our sledge was broken by a fall from a high hummock, but the ingenuity of James Tullett, captain of sledge, soon enabled us to proceed again with a tolerable strong sledge. On the 18th June arrived at Cape Smyth and picked up our 10 days' depot. Here I observed a perfectly white musk cow with a black calf, but was unable to get near enough to procure its skin for a specimen. Traced the shores of Murray Inlet as far as latitude $75^{\circ} 19' N.$, and observed it to extend about eight miles further to the northward, with two deep arms at its head branching off east and west. Between Capes Hoare and Beechy the land is remarkably rich in vegetation, which, at the time I passed, was a regular swamp, much resembling an English meadow. Great numbers of musk oxen, reindeer, and hares were seen to the eastward of Cape Smyth; the first mentioned in very great numbers on the land about Point Bailey. After examining "Barry" Bay, followed the north shore of Liddon's Gulf to the eastward, and examined Commander M'Clintock's record and cairn in Bushman Cove, beside which lay the remnants of Sir E. Parry's cart, left there in 1820.

On the 28th June arrived at the Cart depôt, having been partly round the head of the gulf which extends about 12 miles to the north-east from Parry's lagoon. We found here a large budget of news, also some extra provisions and boots sent from the ship; the latter were very acceptable. Lately we have all found it necessary to bandage our feet and ankles, as we all suffered slightly from swellings and sprains, occasioned probably by the constant heavy travelling round "Patrick's" Land and the deep water since the thaw commenced. On reaching the old ice in Liddon's Gulf, we were obliged frequently to regulate our journeys by the tides, owing to the slippery ice and great depth of the water.

We experienced the greatest difficulty in crossing Melville Island, owing to the deep swamps and rapid torrents down every ravine and gully; in several the water was waist deep, and carried us off our legs. On one occasion the men at the pole were upset and the cart carried away by the stream, until the wheels became clogged in the snow along the banks. The cart being so badly adapted for this service, found it a greater encumbrance than advantage, obliging us to make portages of our traps, which occupied 64 hours travelling the 22 miles. No game was seen while crossing until we reached Winter Harbour, when I shot three young bucks. Deposited a chart of discoveries on the Sandstone Boulder, and then proceeded direct for the ship, where I arrived on July 6th. I regret to say that Charles Nisbet had, since June 10th, lost the sight of his right eye, but otherwise the crew were in excellent health, which I attribute mainly to the occasional supplies of game we procured, which, had it been required, would have enabled me to extend the search for several days longer.

The positions of cairns are marked in the accompanying chart, which contain, besides records, &c., all the useful information respecting the country about them.

I beg to refer you to my journal and chart for the particulars and detail of my journey, which I have endeavoured to make as descriptive as possible. Observations for time, latitude, and variation of compass were obtained whenever opportunities occurred, from which positions astronomical bearings were taken to all objects in sight. A most careful dead-reckoning was also kept throughout the journey.

I feel great pleasure in informing you how ably I was seconded by Mr. Nares, who, throughout, always carried forward my directions with the greatest zeal and attention.

The physical capabilities of the men have been severely tested during this journey of 1,006 geographical or 1,173 English miles. It affords me much satisfaction, being able to bring before your notice their excellent behaviour and willing exertions.

In conclusion, I beg to state that besides the absence of traces being a negative proof that the missing crews have not visited any part of the land traversed during this journey, I have further to add, that from the character and appearance of the pack driven against the land, and in every direction to seaward, thoroughly convinces me of the impossibility of penetrating with ships to the southward and westward against such tremendous impediments.

I have, &c.,

G. F. MECHAM, Lieutenant.

Journal of
Lieutenant Mecham.

TRAVELLING JOURNAL of H.M. Sledge "DISCOVERY," South-west Melville Branch; G. F. MECHAM, Lieutenant, commanding the Party.

FIRST JOURNEY.

Monday, 4th April 1853.—A.M. At an early hour this morning the bustle throughout the ship announced that the time drew near for our departure, and at 7h. the parties had assembled at their sledges, where most hearty expressions of success and safety were exchanged by both officers and men. At 7h.15m. the two divisions moved off upon their respective routes, exchanging cheers with one another, and also with the very few who remained behind with the ship. The morning was dull and gloomy, accompanied by light snow, which occasioned heavy travelling at the commencement; notwithstanding every one seemed in excellent spirits, and all looked forward with the brightest hopes to the future. The northern division was accompanied by Captain Kellett. The S.W. division, under my command, was composed of the following parties:

E.N.E. - - 2 c.m.s.
Therm. - + 10°.

| Sledge "DISCOVERY." | | Sledge "PERSEVERANCE." | |
|-------------------------|---|-------------------------|--|
| G. F. Mecham, Lieut. | } Carrying 40 days' provisions and equipped for 100 days. | G. S. Nares, Mate. | } Carrying 40 days' provisions and equipped for 60 days. |
| Jas. Tullett, B. M. | | Thos. Joy, Q. M. | |
| Jno. Weatherall, A. B. | | Jas. Le Pitoural, C. H. | |
| Chas. Nisbet, A. B. | | Geo. Kelly, C. F. Top. | |
| Jas. Butler, A. B. | | Thos. West, C. M. T. | |
| Wm. Manson, A. B. | | Wm. Savage, A. B. | |
| Wm. Humphries, P. R. M. | | Wm. Griffiths, A. B. | |
| Sam. Rogers, P. R. M. | Jno. Bailey, P. R. M. | | |

Weight at leaving main dépôt 255lbs. each man, 45 days' provisions.

Steered directly for Cape Bounty, occasionally altering course while skirting the ridges of hummocks; the deep snow combined with gloomy weather made the travelling very deceptive. 11. Lost sight of the ships.

P.M. Found James Butler had fallen from the drag ropes from exhaustion. Pitched, and prepared some tea; after a little rest he revived. Cape Bounty E. b. S. $\frac{1}{2}$ S. (comp.)

On march - - 8 h. 20 m.
Lunch - - 0h. 30m.
W.S.W. - - 8 $\frac{1}{2}$ miles.
Encamp. - 14h. 45m.
E.N.E. - - 1 c.m.s.
Therm. - - + 12

SECOND JOURNEY.

Tuesday, 5th April 1853.—A.M. 6.45. Started under sail to the W.S.W., the floe heavy for travelling, but sails assisting materially. 10. Passed about 2 $\frac{1}{2}$ miles off Cape Bounty, off which we crossed several heavy ranges of hummocks. Weather looking very threatening from the northward.

P.M. 1. Lunched. Floe improves, and enables us to make good progress; observed 17 musk oxen above Point Halse. Towards the close of the day we travelled over rough pressed-up ice. 5.45. Encamped. Point Wakeham S.E. b. E. $\frac{1}{2}$ E. 2'; Cape Bounty N.W. b. W. (comp.) William Humphries having this day completed his 21 years' service, issued half allowance of grog to the crew to drink his health and success.

East - - 1 c.m.s.
+ 5.

East - - + 1.
On march - 10 h.
Lunch - - $\frac{1}{2}$ h.
Encamp. - 13 h.
W.S.W. - 15 $\frac{1}{2}$
Ice good.
N.E. - - 5 c.q.s. + 1°.

THIRD JOURNEY.

Wednesday, 6th April 1853.—A.M. 6.45. Started across Point Wakeham; travelling deep, with heavy snow-drift. I find the men are daily improving in strength; it is also satisfactory to hear that they remark the same to themselves. Noon. Observed the dépôt cairn at Fife Harbour.

P.M. 1. Lunched. 3.15. Arrived at the dépôt, but for some time could find no trace of it; everything is buried with snow, even the largest boulders

N.E. b. E. - E. 4 c.m.q.
- 5°.

N.E. - - 4 c.m.s. - 1°.

On march - 8 h.
Lunch - $\frac{1}{2}$ h.
Securing depôt $2\frac{1}{4}$ h.

10 $\frac{1}{2}$
Encamp. - 14 h.
W. b. S. $\frac{1}{2}$ S. - 7 miles.
Travelling heavy.
N.N.E. - 5 c.q.s.—8.
N.N.E. - 5 c.q.s.
-8.

N.N.W. - 7 b.c.q.
-17°.

On march - 9 $\frac{1}{4}$ h.
Lunch - $\frac{1}{2}$ h.
Encamped - 13 h.
West - 3 miles.
N.W. b. W. - 3 miles.
N.W. 8 c.q.
10 c.q. - -20°.

N.W. 8 to 10 c.q.
-22.

N.W. 10 c.q. - -20°.
-22°.

Calm - o.b.c.
10 c.q. N.W. - -22°.

N.W. 10 to 11 c.q. -15.

Encamped from
bad weather - 74 h.
N.W. 5 c.q. - -10.

On march - 9 $\frac{3}{4}$ h.
Lunch - $\frac{1}{2}$ h.
Encamp. - 10 $\frac{3}{4}$ h.
N.W. - 4 $\frac{1}{2}$ miles.
N.W. 2 b.c. - -15°.

N.W. 1 b.c. - -16.
S. E. 1 b.c.

Noon - - +25°.

On march - 10 $\frac{3}{4}$ h.
Lunch - $\frac{1}{2}$ h.
Encamp. - 12 $\frac{3}{4}$ h.
7 miles N.W.
S.E. 4 c.m.s. 13.

N.W. 1 b.c. - -15.

On march - 10 $\frac{1}{2}$ h.
Lunch - $\frac{1}{2}$ h.
Encamp. - 13 $\frac{1}{2}$ h.
N.W. b. W. - 5'

Noon - - +20 calm.

Calm - - -8.

are almost out of sight. On finding the provisions, headed up two casks containing five and six day depôts, the former for Mr. Nares to use in transporting the cart overland, the latter for both our return from here to the ship; lightened pemmican of the cases, and packed sledges with provisions, &c. Wind increasing in heavy gusts, making it exceedingly cold arranging the depôts. 5.30. Encamped; examined the record in the cairn.

FOURTH JOURNEY.

Thursday, 7th April 1853.—A.M. 8. Started for Winter Harbour. Ice very uneven, and deep with snow; drift very heavy. Noon. Crossed Reef Point into Winter Harbour; wind exceedingly sharp; occasional frostbites. P.M. 2. Lunched; picked up four cases of pemmican, which Mr. Nares and myself dragged on the small sledge. Double banked, and proceeded with one sledge on the land; snow deep and soft. 4. Sent back for second sledge. 5.45. Encamped.

Friday, 8th April.—A.M. 7. Packed sledges, but the heavy gale obliged us to pitch again almost immediately. Several sharp frostbites.

P.M. Dug tent out from drift. Weather the same; Thomas Joy slightly snowblind.

Saturday, 9th April.—Unable to start. Every one very much cramped; tent most miserable. Crew amusing themselves with occasional songs and most amusing yarns.

P.M. 6. Gale moderated a little; dug drift away, as tent was almost buried. 6.30. Calm; prepared for an early start. 7. Gale again sprung up from same quarter.

Sunday, 10th April.—A.M. Blowing a gale; unable to move.

P.M. Gale moderating a little.

FIFTH JOURNEY.

Monday, 11th April 1853.—A.M. 9.30. Started to the north-westward with one sledge. Snow hardened by the late gale, but very uneven. Crossed several dips in the land. Noon. Sent for second sledge. Wind in heavy gusts, but gale moderating.

P.M. 2. Lunched. Travelled as before noon, making moderate progress over more level snow. Observed a herd of eight reindeer. 7.50. Encamped. Cape Bounty, N.W. $\frac{1}{2}$ W. (comp.), N.E. Hill E. $\frac{1}{2}$ N., extreme west of Blue Hills, S.S.E., Cape Edwards, south.

SIXTH JOURNEY.

Tuesday, 12th April 1853.—A.M. 6.45. Started with both sledges. A herd of 11 deer close to us. Travelling very heavy over stony ridges. 11. Made sail to a south-easterly wind. The land is completely covered with snow, excepting the tops of the stony ridges, which make it difficult to recognize the land.

P.M. 12.30. Crossed a ravine, and observed the boulder cairns built as a landmark last autumn. 1. Lunched. 2. Eased sledges down the side of a steep ravine. On reaching the plain again the wind freshened, and we proceeded at a moderate pace. Our bags and robes spread about the sledge to-day have all nicely dried. 6. Encamped; Table Hills bearing S.E. (true); men very much fagged.

SEVENTH JOURNEY.

Wednesday, 13th April.—A.M. The cooks observed three musk oxen and several reindeer about the tent this morning. 7. Started to the north-westward; travelling good, with occasional ridges. Found dragging the small sledge very harassing work, having to run about very much to look for the best road. 11. Entered a ravine and followed its course, which led us into the large ravine about five miles from the beach. Travelling very deep; weather oppressively hot, with intense glare from the snowy banks of the ravines.

P.M. 1. Lunched. 2.30. Double manned up the side of the main ravine. 6. Encamped; observed several musk oxen and reindeer. The north shore of Liddon's Gulf very distinct. Found the chronometer had run down.

EIGHTH JOURNEY.

Thursday, 14th April.—A.M. Obtained the following observations for time, &c., two miles from the Lagoons:—

Morning observations.

| | | | ⊙ | | |
|----|----|----|-------|----|----|
| | | | ° ' " | | |
| h. | m. | s. | | | |
| 9 | 9 | 10 | 38 | 9 | 30 |
| | 10 | 13 | | 15 | 30 |
| | 11 | 8 | | 22 | 00 |
| | 12 | 7 | | 28 | 30 |
| | 12 | 59 | | 33 | 45 |
| | 14 | 22 | | 41 | 30 |
| | 15 | 40 | | 49 | 00 |

Error Sextant,
— 1' 7"

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Lieutenant Mechem.

Wind - " - west 5 b.c.
- 10°.

Longitude - 111° 28' 30" W

⊙ to centre Hooper's Island, 102° 42'
+ 75 31
Cape Edwards - - - 89 50
Cape Hoppner - - - 115 49

Compass bearings.

Cape Edwards, S. 12° 30' E. Centre Hooper Island, S. 2° 20' W.
Right tangent Hooper, S. 3° W. Cape Beechey, S. 26° E.

A.M. 7.30. Started; travelling uneven and heavy. Several reindeer in sight. While sitting down on the snow, I could plainly hear the lemmings burrowing in the snow beneath me.

P.M. 12.30. Arrived at the bank of a ravine about three quarters of a mile from the beach. Deposited here three days' depôt for our return to Winter Harbour. 2. Lunched on the beach. Found floe rather uneven, but much improved since the autumn, being now more filled with snow. 4. Went away with small sledge, and collected about 100lbs. coal in a ravine. There appears to be a large quantity of it about the bed of this ravine, as what we found was merely showing above the snow. 7. Regained the sledges and encamped. Men complaining of sore faces, occasioned by the sharp winds of late.

Securing depôt - - - ½ h.
On march - - - 10½ h.
Lunch - - - ½ h.

11½ h.

Encamped - - - 12½ h.
N.W. b. W. - - - 3 miles.
W. b. S. - - - 6½ miles.

In crossing the land travelled
9 miles more than we made
good.

West - - - - 1 b.c.
- 8°.

NINTH JOURNEY.

Friday, 15th April.—A.M. 7.30. Started along the beach towards the depôt. Snow falling heavily; wind coming down in heavy gusts. Travelling very heavy and difficult. On reaching the depôt found the ice perfectly glassy, and so slippery that we experienced the greatest difficulty in travelling. P.M. 3. Lunched. 5. Arrived at the depôt; pitched, and commenced digging it up. Found it quite safe and untouched by any animals. Arranged 11 days for Mr. Nares' use, and 12 days' depôt for him to bring up after leaving me. Placed all the remainder on the sledge, which completed each of us to 45 days of every article, besides a little extra fuel and tea. 9.30. Encamped.

Compass bearings.

Hooper's Island, N. W. b. W.
West extreme, S. b. E.
West Point, Barry Bay, S. b. W.

Vble. - - - - 2 c.m.
- 5°

West - - - - 6 c.q.m.s.

West - - - - 6 c.q.m.
On march - - - - 9½ h.
Lunch - - - - ½ h.
Arranging depôt - - 4½ h.

14¼ h.

9 miles - - - - west.
Encamped - - - - 9½ h.

West - - - - 3 b.c.

TENTH JOURNEY.

Saturday, 16th April.—A.M. 7.15. Started to the N.W.-ward for the west point of Barry Bay. Floe very uneven and slippery, with deep snow. Making very little progress.

P.M. 1. Lunched, after which proceeded with all hands on one sledge. 4.30. Sent back for second sledge. 7.15. Encamped, after a most harassing day's work. Owing to the intense glare to-day, several men are complaining of sore eyes. Gave them wine of opium. Although a bright sun is shining, the cold, after pitching, became most intense.

West - - - - 3 b.c. - 17°.

On march - - - - 11¼ h.
Lunch - - - - ½ h.
Encamped - - - - 11¼ h.

6 miles direct.

10 h. P.M. calm - - - o.b.c.
Thermometer - - - - 33°.

At 4.40, app. time, sun's bearing S. 73 W.
Centre Hooper's Island, opposite the sun, N. 73 E.
Hooper's Island to Cape Edwards, 77° 13'.
Cape Edwards to opposite Point Barry Bay, 44°.

ELEVENTH JOURNEY.

East - 2 c.m.s. = 15°.

On march - - 6½ h.

Encamped - - 2½ direct.
- 8½ h.East - - 1 c.m.
Intense glare.

Sunday, 17th April 1853.—A.M. Men's eyes rather better. Spent a very cold night. 7. Started with one sledge. Weather very thick and hazy, making it exceedingly painful to the eyes and most difficult travelling. Found that leading made my eyes so sore, that I was occasionally obliged to sit down and cover them with a handkerchief.

P.M. So many of us almost disabled by snow-blindness, I encamped, and determined to commence night travelling.

TWELFTH JOURNEY.

East - - - 2 A.M. 10.

On march - - 12½ h.

Lunch - - - ½ h.

Encamped - - 10¼ h.

N.W. - - - 5' good.

P.M. 9. 45. Started with one sledge, the misty weather making the travelling very difficult and painful to the eyes; bathed them in weak spirits and water. John Weatherall complained of sprained instep; bandaged it up with flannel. The snow is nearly knee deep, and ice very uneven underneath, which makes the travelling most harassing. While crossing the mouth of Barry Bay found it ran to the northward in two deep arms, surrounded with steep black cliffs.

Monday, 18th April.—A.M. 1. Sent back for second sledge. Went on to the beach with it, where I found the ice butted against the cliffs with no pressure and very little tide ridge. A more sloping beach commences a little more to the westward. The travelling gets better in shore. 7. Sent back for second sledge. 11. Encamped. We are all affected to-day with snow-blindness; bathed and bandaged them, which afforded temporary relief. Frequent double manning obliged us to travel twenty miles more than we have made good.

Calm - - - b.c.m.s.

THIRTEENTH JOURNEY.

East - - - 5° + 1 A.M.

The men very tired from the exceeding heavy travelling during the last three journies. Two men of "Perseverance" snow-blind, and several others much affected. I should have given them a day's rest, but an improving floe and fair wind obliged me to proceed.

Compass bearings.

Extreme point south shore E. ½ N. ☉ Hooper's Island N.N.W. ¼ W.
Cape Beechey S.E. ¼ E. East point north shore N.W. ¼ N.

On march - - 6½ h.

Lunch - - - ¼ h.

Encamped - - 14½ h.

6' W.S.W.

9. Started over an uneven but deep floe. *The snow blind men I directed* to be placed as rearmost men of the sledges, and to keep their eyes bandaged. As we edged in for the land, found it to be deeply intersected with ravines, but very bare of vegetation. On following the trend towards Cape Beechey, the ice improved vastly, and the glare became less painful as the wind freshened from the eastward.

East - - - 4 A.M.

Therm. - - - 1-5°.

Tuesday, 19th April.—A.M. 2. Lunched and proceeded with sails drawing well. Opened a headland which forms a bay between it and Cape Beechey, about four miles across. The hummocks butt close against the cliffs, leaving a very bad lead for the sledges. At this point there is more indication of pressure. 3.30. Encamped. Extreme west point S.E. ½ E. (compass).

FOURTEENTH JOURNEY.

East - - - 4 b.c.
- 5°

P.M. 6. 15. Started across a bay upon hummocky ice, but with sails assisting us very much. The land about Cape Beechey is of a very picturesque character, particularly an immense bluff at the east side of this bay, its dark buttresses and pinnacles contrasting strangely with the large banks of snow, and give great effect to the scene. Walked along the beach and shot a hare. Observed two musk oxen clambering up an almost perpendicular hill. The land is well covered with vegetation, and traces of animals are very numerous.

The land trends from Cape Beechey N.W. & S.E. (compass).

On march - - 10½ h.

Lunch - - - ¼ h.

Encamped - - 13 h.

At the west point of this bay observed the following compass bearings:

Point Shellabear E. by N. ☉ Hooper's Island N.N.W. ½ N.
Cape Hoppner N by E. ½ E.

S.E. ½ E. - - 12 miles.

Easterly - - 6 c.m.s.

Wednesday, 20th April.—A.M. The floe here is old and hillocky, with smooth glassy ice, quite bare with snow. The sledges ran at a tremendous pace over it, requiring the greatest difficulty in managing them, as the slippery surface prevented us standing, and frequently the sledge dragged the whole crew after it upon their hands and knees. 1. Observed the

coast run out to a long low point, appearing like an island. On passing it, found the coast ran about one point more to the westward. Musk oxen were seen occasionally, but very wild. 3. Encamped about one mile from Cape Hoare, and 400 yards from the beach. Observed distant land about one point outside of us.

Afternoon Observations. Thermometer + 2°.

Meridian altitude \odot 52° 51' 00" Sun bore N. 55° 45' E.

Latitude 75° 2' 00" N. Variation 124° 15' E.

East, 4 c.
Therm. + 2°

| h. | m. | s. | |
|----|----|----|---------------|
| 3 | 42 | 30 | — 42° 25' 00" |
| | 43 | 15 | 19 45 |
| | 44 | 5 | 15 30 |
| | 44 | 34 | 12 30 |
| | 45 | 25 | 7 30 |

\odot to cliff about N. Point Shellabear (Harbr.) 109° 43' 10"
to another point to the eastward of it - 123 42 00
to point of apparent island passed - - 22 7 30

Second Altitude.

h.3 m.58 s.8 40° 48' N.

Compass bearings S° Cliff.

| | | |
|-----------|------------|--------------------------|
| N. 7 W. } | By large } | Cape Hoare S.E. by E. 1° |
| N. 8 W. } | | |
| N. 4 W. } | | |

FIFTEENTH JOURNEY.

P.M. Noon. Obtained observations, &c. Found latitude by meridian altitude 75.02'. Snow falling heavily. 6. 15. Started, steering S.E. $\frac{1}{2}$ S. (compass) for Cape Hoare. Landed, and found that the table land above the beach was well covered with grass, &c., with a great many traces of animals and birds. At Cape Hoare the land trends abruptly to the northward. The table hills above it form a very prominent mark. Unable to see the opposite side of the inlet, but observed a headland bearing N.N.W. Hauled sledge over some very heavy hummocks to the westward.

On the weather clearing, found we were crossing a very deep inlet, containing several bights and magnificent headlands.

On march, 10 $\frac{1}{2}$ h.
Lunch, $\frac{1}{4}$ h.
Encamped, 13 h.

Angles taken at Luncheon Place.

Cape Hoare N.W. $\frac{1}{2}$ W., 4 $\frac{1}{2}$ miles.

| | | |
|----------------------------|-------|---------|
| Point Hoare to Savage Head | - - - | 55° 30' |
| Savage Head to Point Hardy | - - - | 11 54 |
| " to head of Bay | - - - | 20 14 |
| " Right tangent, Hay Head | - - - | 31 25 |
| " Left tangent, ditto | - - - | 39 34 |
| " to Snowy Point | - - - | 46 6 |
| " to top of Mount Joy over | } | 49 49 |
| " Snowy Point | | |
| " Ridgy Point | - - - | 77 13 |
| " Black Spot | - - - | 114 8 |
| Black Spot to West extreme | - - - | 21 20 |
| " to Cape James Ross | - - - | 88 10 |

W.N.W. - 4' }
W. b. S. - 2' } 7 $\frac{1}{2}$ '
West - 1 $\frac{1}{2}$ ' }

Calm, o.c.m.
Therm. + 5°.

The land to the westward is low and covered with snow. The travelling is smooth, but very deep and heavy.

Thursday, 21st April.—1.15. Lunched. 3.30. Crossed a ridge of last year's hummocks. Men very much fagged, and complaining of sore feet. 5. Encamped. Cape James Ross, N.E. by E. $\frac{1}{2}$ E., extreme west land, S.E. by E. $\frac{1}{2}$ E. (compass.)

+ 20° during the day.

SIXTEENTH JOURNEY.

P.M. Angles taken. 6 P.M.

| | |
|---------------------------------------|--------------|
| \odot to top of Mount Joy, 83° 54'. | |
| Top of Mount Joy to its right tangent | - - - 8° 12' |
| " head of inlet | - - - 14 54 |
| " centre of Hardy Bluff | - - - 21 8 |
| " N.E. corner of Murray Inlet | - - - 25 45 |
| " Savage Head | - - - 35 37 |
| " East Creek | - - - 47 3 |
| " Cape Hoare | - - - 99 10 |
| \odot to western extreme of land | - - - 29 24 |

On march, 10 $\frac{3}{4}$ h.
Lunch, $\frac{1}{2}$ h.
Encamped, 13h
S.E. $\frac{1}{2}$ E. (compass) 9 $\frac{1}{2}$ '.

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7.30. Started. Floe perfectly level, but very heavy. Observed Snowy Point on with top of Mount Joy. Landed, and went after a herd of oxen laying asleep, but they started on my nearing them. The land is very deep with snow, and with difficulty we could distinguish the difference between it and the ice. A pile of hummocks, formed of ice about nine inches thick, shows the margin of the land.

Calm c.m.s
Therm. + 10°

Friday, 22d April.—Travelling as before. Midnight. Snow falling heavily. Several men with sore feet. Thos. West with blistered shoulders.

SEVENTEENTH JOURNEY.

East, 1 c.m
Therm. + 12°

P.M. 6. Started, steering E.S.E. Observed Spot Point on with Savage Head, bearing W. 1/2 N. On landing, found the ground very deep with snow, but where it was bare showing a good deal of moss and soil. Observed a herd of 27 musk oxen on the distant hills. Unable to gain a view to the westward. 11. Rounded a point, and steered S.E. for another low point. Found travelling better inside the hummocks, of which there is a margin indicating heavy pressure.

Travelled, 11 1/2 h.
Lunch, 1/2 h.
Encamped, 12 h.
E.S.E. - 4 1/2 } 9 1/2
S.E. - 5 }

Saturday, 23d April.—A.M. 1.30. Lunched. 2. Proceeded. 5.30. Opened a very high bluff bearing S.S.E. (compass.) This must be the point mentioned as near Cape Smyth. Between us and it there is a deep bight. 6. Encamped upon the south-eastern point of it. Observed during the day 50 musk oxen, but all very wild. Found John Bailey, of "Perseverance," suffering from great swellings in his legs, with large red marks, apparently severe sprains. Bathed them, and applied bandages and oil silk.

Lat. 74° 57' 45"
Var. 118° 15' E.
North, 7 c.q.
Therm. + 5°

Meridian altitude ⊙ 55° 2' 15". Sun's bearing N. 61 45 E.

180° 0'

118 15 var. E.

P.M. Bailey unable to stand without assistance. T. West with a very raw shoulder. This obliged us to remain encamped.

Calm, b.c.
Therm. 3°

Sunday, 24th April.—A.M. 3. Walked over the hills and shot a fine doe. Observed 60 musk oxen and several ptarmigan. 8. Sent crews away for the deer. Bailey's foot improving, but yet unable to walk.

Morning Observations.

Temperature + 3.

| h. | m. | s. | ° | ' | " | h. | m. | s. | ° | ' | " |
|----|----|----|----|----|----|----|----|----|-------|----|----|
| 9 | 12 | 11 | 43 | 59 | 00 | 9 | 35 | 50 | N. 14 | E. | |
| | 13 | 40 | 44 | 8 | 00 | | 37 | 12 | | | 15 |
| | 15 | 9 | | 18 | 00 | | 37 | 55 | | | 15 |
| | 16 | 9 | | 24 | 00 | | 38 | 27 | | | 15 |
| | 17 | 20 | | 30 | 30 | | 39 | 5 | | | 16 |
| | 19 | 00 | | 41 | 15 | | | | | | |
| | 19 | 55 | | 44 | 46 | | | | | | |

Encamped, 48 h. by
sickness.

On 34° 15'
Off 31 00

3 15 - 1 37 error.

2d altitude.

Compass bearing Bluff, S. 23 E.
⊙ to Bluff.

| h. | m. | s. | ° | ' | " | h. | m. | s. | ° | ' | " | |
|----|----|----|----|----|----|----|----|----|-------------|--------------------------|--------------|----|
| 9 | 42 | 12 | 47 | 00 | 00 | 9 | 52 | 16 | 21 | 17 | 40 | |
| | 43 | 5 | | 4 | 00 | | | | + 112 | 54 | 30 | |
| | 43 | 54 | | 9 | 15 | | | | | | | |
| | 44 | 45 | | 15 | 00 | | | | ⊙ Altitude. | | | |
| | 45 | 42 | | 19 | 45 | | h. | m. | s. | ° <td>' <td>"</td> </td> | ' <td>"</td> | " |
| | | | | | | | 9 | 57 | 2 | 48 | 20 | 15 |

o.b.c. calm.

Laid out all tent gear, &c., to dry. Found the venison in excellent condition, and good eating.

P.M. 12.30. Started to examine the land to the northward. Sent two men out shooting, and the rest to search for dwarf willow roots for fuel. As we proceeded to the northward, observed great numbers of musk oxen; got within shot of one herd and wounded a cow. The manœuvres of these animals were most interesting; their movements were conducted in herds of about 20, and with the greatest precision. Found the inlet ran

up about eight miles, with two arms branching off at its head. The coast becomes steeper and more barren, but in all directions musk oxen were very numerous. Observed Banks Land very distinctly, to which I got compass bearings, but on returning to the tent found the needle had shifted a good deal. The crews had collected enough fuel for our use to-day, and had shot a fine musk bull. Sent them away for the carcase, which we buried in the hummocks, after taking off what we could carry.

East, 6 b.c.q.
Therm. -19° .

Travelled 10 miles.

Monday, 25th April.—A.M. Found the invalid much better, but several men complaining of diarrhoea; gave them sedative pills.

N.E. 8 c.q.
Therm. 10° .

EIGHTEENTH JOURNEY.

Deposited four days' bread and meat for Nares' return. Bailey much improved, and able to walk tolerably well. 7. Started, over a very good floe, to the westward. Strong eddy winds; the land about here is remarkable for the numerous table hills about it. At 9.25 Cape James Ross in the opposite bearing to the sun. Floe of last year's formation, with occasional old pieces.

Calm, b.c.

On march, $10\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$ h.
Encamped, 12 h.

Tuesday, 26th April.—1.15. Observed point of high land on with north point of opposite bay, bearing N. b. E. Lunched. 1.20. Went to the shore. Found immense hummocks close against the beach. Tried to climb the hill, but could not succeed. Opened a magnificent headland (Cape Smyth) about 5' distant, and high land about 35 miles distant, to the W.N.W. The floes here are quite young, and with so little snow upon them that we found difficulty in finding enough to insure its freshness. Bailey this morning is complaining; I therefore encamped.

Fast, 1 b.c.
Therm. -10°

Trend of coast from Cape Smyth to Warrington Bay, S. b. W. Western point, S. $\frac{1}{2}$ W. Observed Banks Land from the floe.

NINETEENTH JOURNEY.

P.M. Bailey's legs very sore and much inflamed. Divided weights, and proceeded with him upon the sledge.

Calm, b.c.
Therm. $+10^{\circ}$

At 9h. app. time, \odot to Brackish Point, 6°
to Cape Cyclops, $14^{\circ} 15'$
to west extreme, $22^{\circ} 39'$

Travelling good over young ice, with occasional ridges; pressed up. 11. The travelling became deeper and more uneven. The bluff has from here a magnificent appearance.

Calm, 4°

Wednesday, 27th April.—A.M. 1.30. Lunched. 2.30. Crossed a very high ridge of pressure. Warrington Bay appears to be very full of very large hummocks. Observed ptarmigan occasionally fly past from the southward. About the high lands there seems to be very little vegetation, but the country round the bay is sloping, and apparently favourable for game.

On march, $11\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$ h.
Encamped, $12\frac{1}{2}$ h.
W.N.W. 13 miles.

5.45. Encamped. Point Colpays at $\frac{1}{2}$ E.

Calm, $+10^{\circ}$

TWENTIETH JOURNEY.

P.M. Bailey is to-day able to walk beside the sledge. 5.30. Started to the W.N.W. along a high range of steep cliffs. On landing found the ice butted against the cliffs with immense pressure, leaving no room even to walk along the beach. Observed several fox tracks and three musk oxen. Found travelling better close outside the hummocks. The cliffs are about 400 feet high, and fall back at about an angle of 12° from the perpendicular. The soil is loose and muddy, which has already stained the snow by its thawing at noon.

Thursday, 28th April.—1.30. Lunched, and proceeded close along the beach upon very young ice. 4. Came to immense hummocks, with patches of very old ice. The only apparent passage is by going some distance to the southward, outside the heaviest pressure. Tried at some points, but they are perfectly impassable for our sledges. 6. Encamped; opened another headland to the N.W. This afternoon we have been obliged to carry Bailey on the sledge.

On march, 11 h.
Lunch, $\frac{1}{2}$ h.
Encamped, $12\frac{1}{2}$ h.
W.N.W. $14\frac{1}{2}$ miles.
Vble. 4 b. c. $+15^{\circ}$

Journal of
Lieutenant Meacham.

| Morning observations, 1' off shore. | | | Sun's bearings. | |
|-------------------------------------|--------------------------------|----------|-----------------|------------------|
| h. m. s. | ° ' " | | h. m. s. | |
| 8 19 10 | 39 18 45 | | 8 26 57 | — N. 2.10 E. |
| | from ⊙ to cliff | | 27 40 | North. |
| 8 22 00 | 111 49 00 | | 28 25 | N. 0.40 E. |
| | Cliff to Western Cape, on with | | 29 00 | North. |
| | N.W. Cape | 35 49 00 | | Second altitude. |
| | Error sextant, | 1 37 00 | 8 31 35 | — 40° 48' 15" |

TWENTY-FIRST JOURNEY.

N.W. + b.c.
Therm. + 12°

6.15. Bailey able to walk by the sledge; started. Mr. Nares went in shore but could find no passage. Proceeded about half a mile distant, picking our way through the smallest hummocks. 9. Observed appearances of land to the north-eastward. As we advance, Melville Island appears to turn sharp to the northward. Went to the land, and climbed up the highest cliffs and obtained an excellent view. Objects much refracted, which prevents my seeing the correct shape of the new land, but it apparently extends far to the northward and eastward. The south extreme turns to the westward.

Friday, 29th April 1853.

| | | |
|---|---|---------|
| 12.30. ⊙ to north extreme new land | - | 19° 17' |
| At 1.25. ⊙ to apparently nearest point | - | 38 9 |
| to South Table Hill | - | 62 43 |

On march, 11½ h.
Lunch, ½ h.
Encamped 12¼ h.
N.W. - 7' } 8½ direct.
North - 3' }

The new land has several curious shaped hills, and with a sloping country; the coast we are now upon turns sharp to the north-eastward. Could see the sledges entangled among most intricate and heavy hummocks, and with no appearance of getting a better road until round this cape. The pack gradually leaves this land and stretches over towards that to the westward. Immense hummocks are driven upon the beach, not leaving sufficient room for a single person to walk between them and the cliffs. Several solid blocks of ice, deeply furrowed by the thaw of many summers, lean against the rocks; doubtless they are fragments from the Polar pack to the south-westward. The land here has very little vegetation upon it, but traces of musk oxen and reindeer are numerous. At 6.15. hauled inside hummocks, and encamped upon a low beach. I was much amused at the remarks made in the tent after we were pitched; I could not but agree with many of them. Firstly, that it was almost impossible for seven men with care to break one of our sledges. They also seemed well pleased with their day's work. It has certainly, under the circumstances, been the best day's travelling I have ever seen.

North, 4 b.c.

| Morning Observations ⊙. | | | |
|-------------------------|------------|--|---------------------------------|
| h. m. s. | ° ' " | | |
| 8 18 35 | — 39 39 45 | | ∠ from ⊙ to summit of N. Bluff |
| 19 40 | 47 15 | | 8h. 23m. 00s. - 90° 24' 30" |
| 20 14 | 51 00 | | Bluff to refracted point of New |
| 20 57 | 56 30 | | Land - 36° 41' 30" |
| 21 41 | 40 2 15 | | |

| Compass Bearings. | | Meridian Altitude, ⊙ |
|-------------------|------------|--------------------------------|
| h. m. s. | ° ' " | |
| 8 25 00 | N. 1 0 E. | 58° 17' 45" = Lat. 75° 15' 15" |
| 25 35 | N. 0 20 E. | |
| 26 30 | N. 1 00 E. | Sun Boxe N. 72 E. Var. 108. |
| 27 33 | N. 2 20 E. | |
| 28 00 | N. 3 20 E. | |
| 28 31 | N. 1 20 E. | Bluff by Compass. N. 89° W. |
| 28 53 | N. 1 40 E. | |

Second Altitude.

| | |
|----------|----------|
| h. m. s. | ° ' " |
| 8 34 7 | 41 30 15 |

TWENTY-SECOND JOURNEY.

P.M. Deposited records, &c., stating my intention to proceed direct to the new land. Started (7.30.) along the land, steering N. by E. to clear

the heaviest hummocks. Went up a hill and took angles $\frac{1}{2}$ mile N.E. of encampment. Error, sextant 26'—.

Journal of
Lieutenant Meecham.

| | | | |
|-------|--------------------------------------|---|---------|
| h. m. | | | |
| 8 15 | ☉ to N. extreme of new land district | - | 73° 43' |
| | to nearest point of highest land | - | 35 14 |
| | Nearest point to Table Hill point | - | 27 40 |
| | to western extreme | - | 35 00 |

The trend of coast between nearest point and Table Hills is about N.E. and S.W.

Struck out from the beach to skirt the pack edge; travelling very heavy, with several awkward holes, causing great labour and detention. George Kelly was attacked with severe cramp in the stomach. Warmed a little spirit and water, and gave a few drops of laudanum. This not easing him, left Mr. Nares' crew with tent pitched, and kettles preparing hot water. Went on with "Discovery." Midnight; observed that the sun did not set.

On march, 10 h.
Lunch, $\frac{1}{2}$ h.
Encamped, 13 $\frac{1}{2}$ h.
N.W. $\frac{1}{2}$ W. 7 miles.

Saturday, 30th April.—2. Lunched. Travelling over patches of very old ice, much worn and uneven, observed a deep inlet between Haycock Bluff and the N.W. point of land left. 5.15. "Perseverance" joined company, Kelly having recovered. 5.30. Encamped; men much fagged by the difficult travelling the last two days. There is a remarkable hill about four miles to the northward of our last camp, much resembling a haycock.

N.E. 2 h.e.

Last encampment - N. 57° E.
Table Hill (new land) S. 6 W.

TWENTY-THIRD JOURNEY.

7. Started, steering S.W. (compass.) 9.30. Opened land to the N.N.E. of N.W. point. The floe better than yesterday. 11. Altered course to S.W. Observed a ptarmigan fly past to the north-westward. Mr. Nares' crew all suffering from diarrhoea; tried change of diet and medicine without any favourable change. Objects so much refracted that it is difficult to make out the shape of the land.

Calm, b.c.
Therm. +10°.

Therm. 5°

Sunday, 1st May.—Observed the bottom of Resolute Bay, as if it was a separate land. The distant point beyond (Point Humphries) looks like an island. The distance of the new land to the westward is very deceiving; at times it appears two miles off, and at others 12' or 14'.

On march, 10 h. 40 m.
Lunch, 30m.
Encamped, 13h. 30m.
N.W., 7 $\frac{1}{2}$ miles.
Calm, +12°.

| | | | |
|------------------------------------|-----------|---|---------|
| | At 6 A.M. | | |
| ☉ to Castle Point | - | - | 96° 44' |
| to Table Hill Point () | - | - | 46 35 |
| to Spit Point | - | - | 59 46 |
| Spit Point to hummocks | - | - | 85 28 |
| Hummocks to S.W. Cape | - | - | 52 20 |
| S. W Cape to encampment (29th) | - | - | 1 46 |
| to Haycock Bluff | - | - | 32 46 |
| to Kelly Point | - | - | 65 29 |
| to S.E., corner of Resolute Bay | - | - | 68 22 |
| to N.E. " | - | - | 78 1 |
| to North Point of Bay " | - | - | 93 10 |
| to Point Humphries | - | - | 105 37 |
| to Low Point (beyond) | - | - | 109 17 |
| Haycock Bluff to extreme N.W. land | - | - | 89 38 |
| to indistinct extreme of new land | - | - | 110 8 |
| to extreme north point distinct | - | - | 115 45 |

Mer. Alt. 59° 8' 15"
Lat. 75° 25' N.

The land to the northward of Point Humphries seems to be a separate land or the north side of a deep bight.

TWENTY-FOURTH JOURNEY.

6.30. Started, steering for Point Petoural. Floe improving as we near the land, and becoming apparently younger. Midnight; pushed on in advance to view the land.

North, 1 h.c.
Therm. +10

Monday, 2d May.—1.30. P.M. Reached the land and ascended the hills. Found it to be about 90 feet above the ice. The coast after rounding Point Petoural trends to north-westward, and turns gradually more to the northward. It has now the appearance of an island. Heavy pressure rests against the beach, with pack in every direction to seaward. The extreme of opposite

On march, 10 $\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$ h.

Encamped, 13 h.
W.N.W. 8½ miles.

Calm, 2°.

coast looks like a different land, and appears as if it formed an island of the land between it and Resolute Inlet. Either this or a deep bight. The land here is of a black mould, and much softened by the melted snow. Saw a few traces of musk oxen and shot six ptarmigan. Should this be a group of islands it will make some difference in the arrangements of my depôts, as I should prefer returning by a different route, therefore completed to 42 days, leaving Mr. Nares three days to deposit for me at Cape Russell. 5.30. Encamped. Too much refraction to obtain angles.

TWENTY-FIFTH JOURNEY.

Angles at Encampment, 7 P.M.

| | | | | | | |
|------------------|---|---|---|---|---|----------|
| Calm, e.s. + 5°. | ⊙ to Hummock | - | - | - | - | 111° 47' |
| | Hummock to S.W. Cape | - | - | - | - | 39 15 |
| | S.W. Cape to Haycock Bluff | - | - | - | - | 21 56 |
| | Haycock Bluff to Point Kelly | - | - | - | - | 19 24 |
| | S.E. Point of Bay | - | - | - | - | 23 9 |
| | N.E. | - | - | - | - | 33 20 |
| | North Point Resolute Inlet | - | - | - | - | 40 23 |
| | „ Point Humphries | - | - | - | - | 56 3 |
| | Low point of Castle Point on with N.W. Point of Melville | | | | | 72 43 |

S.E. o.c.m.

7. Started, leaving Mr. Nares' tent pitched, with two of his men to erect a cairn and deposit records. Travelled along the land inside the beach hummocks. Travelling very deep and uneven. Tried to gain a view of land, but low hills constantly intercepted my view. I now observed that the angles taken to this land from C. Russell were to the hills inland, which accounts for their making the distance across so much greater than we found it.

On march, 10½ h.
Lunched, ½ h.
Encamped, 13½ h.
W.N.W. 10 miles.

Calm, + 10°

Tuesday, 3d May.—Rejoined sledges, being unable to gain any view. 2.30. Lunched. 3. Parted company with Mr. Nares and crew, having given him directions to proceed to Cape Hoppner, bring up my depôt to Cape Smyth, and transport the cart over the land from Winter Harbour. Proceeded along the beach inside the grounded ice. 5.30. Encamped. From a hill near us I could obtain a view to the westward.

Point Petoural bearing North (compass).

TWENTY-SIXTH JOURNEY.

7. Started along the land upon the beach, which was deeply covered with snow. Having frequently to haul the sledge over rises in the beach, made the travelling very heavy. It is here lined with immense blocks of old ice with pack in all directions outside.

On march, 10½ h.
Lunch, ½ h.
Encamped, 12½ h.

W.N.W. - }
N.N.W. - } 7½ miles.

Wednesday, 4th May.—2.30. Lunched. 3. Proceeded, went up a hill to examine the land, &c. Found it turn to the northward, and became almost perpendicular. The land is nearly all of deep soil with very little vegetation, and but few traces of animals. On looking over the cliff, I found that the ice was driven against them with great pressure, leaving no passage for the sledge. Hailed them to try to get over the hummocks. This they succeeded in doing after great labour. The ice outside is full of large holes and cracks hidden by the snow, into which the sledge was constantly tumbling, greatly endangering the runners. Discovered more land to the westward about 17 miles distant, which by the numerous gaps appears like a chain of islands.

| | | | | | | |
|-----------|---------------------------------|---|---|---|---|---------|
| At 4.20.— | ⊙ to Cape Russell | - | - | - | - | 69° 45' |
| 4.20. | ⊙ to distant point north land | - | - | - | - | 55 00 |
| | ⊙ to a gap | - | - | - | - | 61 40 |
| | ⊙ to next point | - | - | - | - | 67 00 |
| | ⊙ to nearest point | - | - | - | - | 82 22 |
| | ⊙ to left tangent nearest land | - | - | - | - | 112 00 |
| | Left tangent to western extreme | - | - | - | - | 25 6 |

West, 1 h.c.
Therm. + 12°.

From the nearest point the land appears to trend to the north-east, and can be traced with a glass very distinct round the horizon, until intercepted by this land about north-east. There is a deep gap between the left tangent and west extreme. 6. Encamped.

MORNING OBSERVATIONS.

| h. | m. | s. | ° | ' | " | h. | m. | s. | ° | ' | " |
|-----------------------------|----|----|---|----|----|--------------------------------|----|----|----|---|-------------|
| 7 | 19 | 15 | — | 34 | 21 | 30 | 7 | 26 | 55 | — | N. 11 40 W. |
| | 20 | 30 | | | 30 | 45 | | 28 | 00 | | " 10 00 " |
| | 21 | 50 | | | 40 | 00 | | 28 | 40 | | " 10 20 " |
| | 23 | 45 | | | 55 | 00 | | 29 | 20 | | " 11 40 " |
| | 23 | 5 | | 35 | 4 | 00 | | 29 | 58 | | " 10 00 " |
| 2d. Altitude. | | | | | | Mer. Alt. 60° 35' 00" | | | | | |
| 7h. 34m. 55s. — 36° 17' 45" | | | | | | Latitude. 75° 36' 4" N. 74° E. | | | | | |
| Variation, 106° E. | | | | | | | | | | | |

Journal of
Lieutenant Meacham.

TWENTY-SEVENTH JOURNEY.

6.30. Started, picking our road amongst heavy thrown up masses. Wind increasing with thick snow-drift. A north course takes us along the land with the best road, and I am in hopes it will put me in a good position for viewing the land to the northward on the weather clearing. Floe very old and full of enormous hummocks. There are several remarkable hills about this land, and principally of table tops.

Thursday, 5th May.—A.M. 3. Lunched. Weather exceedingly cold. Ice very old and uneven. 6. Encamped.

North, 5 c.q.
Ther. — 10°.On march, 11 h.
Lunch, ½ h.
Encamped, 13½ h.North, 9½ miles.
North, 7 c.q.
Ther. — 10°.

TWENTY-EIGHTH JOURNEY.

7.30. Started to the N.W., unable to see anything around except the large hillocks of ice, which loom through the snow-drift, appearing like land. Wind exceedingly sharp, travelling very unpleasant and heavy.

Friday, 6th May.—2.30. Lunched. Crossed during this and yesterday several tracks of reindeer travelling to the westward. 4. Observed land ahead, and apparently a round high island. 6. Encamped.

N.N.E. 7 c.q.
Ther. — 10°.On march, 10 h.
Lunch, ½ h.
Encamped, 13 h.N.W. — } 8½ miles.
N.W. ½ W. }

Compass Bearings.

| | | | | |
|-----------------------------|---|---|---|----------|
| Point Callaghan | - | - | - | N. 39 W. |
| Martello Head | - | - | - | N. 34 E. |
| Sugar Loaf Hill | - | - | - | N. 4 E. |
| Extreme of new land (dist.) | - | - | - | N. 87 W. |
| ☉ round island | - | - | - | S. 77 W. |
| Point Hay | - | - | - | S. 47 W. |

N.N.E. 5 c.q.

TWENTY-NINTH JOURNEY.

| | | | | |
|--------------|--|---|---|---------|
| At 4.40 P.M. | ☉ to Cape Nares | - | - | 80° 40' |
| | Cape Nares to Martello | - | - | 13 2 |
| | Martello Hill to Sugar Loaf | - | - | 40 51 |
| | " to Port Callaghan | - | - | 75 52 |
| | " to extreme of that land | - | - | 80 28 |
| | Sugar Loaf to N. extreme of Patrick Land | - | - | 187 35 |
| | " to right tangent Round Island | - | - | 102 38 |
| | " to left tangent | - | - | 07 5 |
| | Left tangent to Cape Hay | - | - | 26 51 |
| | " to West extreme seen | - | - | 90 45 |

I was enabled to gain a good view to the northward at starting, but the refraction prevented my distinguishing the shape or trend of the land. I therefore sent sledge on to the westward, and went myself to the highest land to ascertain the best position for a depôt for the search to the northward on my return. At an elevation of about 500 feet above Cape Hay, I could observe that this land turned more to the eastward, but the strong wind and haze prevented my seeing any further. The land along the beach is level, and now very deep with snow, but appears favourable for game in summer.

On march, 11 h.
Lunch, ½ h.
Encamped, 11½ h.
West, 12 miles.

Saturday, 7th May.—A.M. 2. Rejoined sledge. 2.30. Lunched. Travelling rather better. 6.30. Encamped in the centre of a bay, and prepared an eight day depôt for depositing to-morrow for the search to the N.E. on my return. Packed up all our warm clothing not required, also second pairs of boots, so that our sledge will be lightened about 290 lbs. Weather very warm, with a great deal of refraction.

Calm, b.c.

Mer. alt. ☉ 61° 47' 15" }
Index error — 1 40 } Lat. 75° 50' 4" N.

THIRTIETH JOURNEY.

N.W. 3 b.c.m.
Ther. + 5°.

On march, 10½ h.
Lunch, ½ h.
Encamped, 15 h.
Securing depôt, 1h. 40m.

West, 4½ }
N.N.W. 2 } 6½ miles.

North, 4 c.m.

P.M. 6. Went to the land with small sledge, and buried the eight day depôt and clothes. 7.40. Rejoined sledge, and proceeded along the land to the southward and westward. Snow very deep, weather very thick, several ranges of heavy hummocks impeding our progress.

Sunday, 8th May.—3. Lunched. The land suddenly turned to the northward, forming apparently a deep inlet. The weather too thick to gain any view of it. I therefore proceeded along the land to the northward; found here a few small pieces of coal. The land becomes high and steep here. 5.45. Rejoined the sledge and encamped. At this point I am a good deal puzzled how to proceed, as the weather has been so thick since this land was discerned, that I am now quite ignorant of its shape or character beyond me.

THIRTY-FIRST JOURNEY.

North 4 o.c.

P.M. The weather being now quite clear, and not being able to see any land at the top of this channel, I determined to leave the tent pitched and proceed myself to the northward along the land, in hopes of being able to see the best route to follow with the sledge. On landing, I shot a fine doe. On reaching the top of the land, I could see that it opened out considerably to the northward, and distant land stretched across. The walking was very uneven, over large stones.

On march, 8 hours: 12 miles.
Encamped, 13½ h.

Monday, 9th May.—2. I had now gained a good position for a view, and could observe the land, on the opposite side, sweep round and run to the eastward about 15 miles to the northward. This shore also turns to the eastward about 10 miles up, and becomes so low that I cannot make out whether it is the floe or an extensive plain. I therefore determined to proceed to the westward along the south shore, and examine this on my return. 5.30. Returned to tent and sent crew for the deer, and to deposit a record, wherein I mentioned my intended proceedings.

Calm, o.c.

Morning Observations.

| | | | | | | |
|--|---|---|---|---|--------------|----------------------|
| 6.30. P.M. ☉ to Staley Bluff | - | - | - | - | - | 85° 40' |
| Coal Point to Reindeer ditto | - | - | - | - | - | 82 51 |
| Reindeer Bluff to Staley Bluff | - | - | - | - | - | 12 29 |
| Staley Bluff to Point Rogers | - | - | - | - | - | 21 1 |
| „ to Point Hillock | - | - | - | - | - | 35 42 |
| „ to mark on western shore | - | - | - | - | - | 87 22 |
| „ to Point Pressure | - | - | - | - | - | 132 35 |
| At 4.15. A.M. ☉ to Cape Nares from top of Reindeer Bluff | - | - | - | - | - | 71 42 |
| 9h. 30m. 4s. | - | - | - | - | 51° 34' 00'' | |
| 0 31 20 | - | - | - | - | 42 15 | |
| 0 33 5 | - | - | - | - | 52 15 | |
| ☉ to Staley Point | | | | | | |
| 9h. 36m. 40s. | - | - | - | - | 124 24 | by compass S. 82° W. |
| 9. 41 00 | - | - | - | - | 52 39 15 | second altitude. |

THIRTY-SECOND JOURNEY.

N.W. 3 c.m.
Ther. + 10°.
On march, 10½ h.
Lunch, ½ h.
Encamped, 13½ h.

S.W. 8½ miles.
N.W. 4 c.m.s.

P.M. 7. Started, steering S.W. by W. for the extreme point of opposite land. Travelling very heavy. Snow deep, with a great many large holes. Could see no land or gain any view. Midnight; came to heavy pack, followed edge round.

Tuesday, 10th May.—3. Lunched, made sail, snow falling heavily. Drift flying. 4.30. Became entangled amongst heavy hummocks and deep snow. 5.45. Encamped.

THIRTY-THIRD JOURNEY.

N.W. 7 c.q.
Ther. + 10°.

Heavy drift.

On march, 8½ h.
Lunch, ½ h.
Encamped, 13½ h.

P.M. 7.40. Started along the beach. Went upon the hills to try to gain a view. Traces of musk oxen are here very numerous. 9. Found the land turn abruptly to the westward, with the pack heavily piled against the face of the land. The only lead I could perceive was about two and a half miles off the land. Rejoined the sledge and struck off into the pack where we found most horrible travelling. The ice here is quite young, and the pack evidently formed of last year's ice.

Wednesday 11th May.—A.M. 2. Lunched. The steep land extends for about three miles, it then gets low, but with heavier and older pack driven

upon it. Passed some enormous pieces of floe laying against the cliffs, with occasional caverns under them. After lunch, attempted to reach the beach, as there is no possibility of proceeding further in this direction. The hummocks are so high that I was hardly able to climb them alone. Crossed some very awkward chasms in the ice, endangering the sledge very much. In one of these I was obliged to remain about a quarter of an hour, unable to get out. It formed a regular passage under the ice. On reaching the beach found there was not even room to get the sledge along between it and the pck. 4.30. Encamped. Shot a hare.
Mer. Alt. \odot $64^{\circ} 5' 15''$ $75^{\circ} 44' 47''$ latitude N.

7' = 5' direct.

N.W. 4 c.q.

THIRTY-FOURTH JOURNEY.

6. Loaded sledge with half the traps, and tried to get over the hummocks to the offing, but was obliged to return to the land and proceed along the beach. To effect this we were obliged to divide the crew, keeping half of them on the drag ropes and the remainder footing it off as the others pulled. A perfect wall of ice lines the beach about fifty feet high, and is so close that the beach meets it at an angle of about 20° . This was of course most fagging work, and distressed the men very much. I started to the northward over land, and observed the coast to turn to the northward, sweeping into a deep bay. Discovered land to the westward, about twenty miles distant. This land appears as if it joined Walker Inlet. The pack edge extends to the westward from this point. Saw a herd of six reindeer that followed me wherever I went.

N.W. 6 c.q.s.
Ther. + 7° .

N.W. 4 b.c.

Angles taken one and a half miles N.E. of last encampment :

| | | | | |
|--------------|---|-----------|-------------------|------------------------------|
| 10.45. P.M. | \odot to left tangent west land | - - - - - | - $52^{\circ} 5'$ | |
| | Sun over west point of Wolley Bay. | | | On march, 11 h. |
| At 11.15 | \odot to a hill | - - - - - | - $72 42$ | Lunch, $\frac{1}{2}$ h. |
| | Hill to Martello Head | - - - - - | - $45 25$ | Encamped, $13\frac{1}{2}$ h. |
| At 11.45 | \odot to Black spot | - - - - - | - $54 20$ | 7 miles ; 4 direct. |
| | Black spot to Point Puzzle | - - - - - | - $33 41$ | |
| Point Puzzle | to right tangent low point on with receding | } 6 24 | | |
| | land in Wolley Bay | | | |
| Point Puzzle | to west point of Wolley Bay | - - - - - | - $25 17$ | |

Thursday, 12th May.—2. Rejoined sledge, and found they had passed the difficulties and were travelling along the land to N.E. Struck off the land upon an uneven and deep floe to the westward. Found nineteen rivets broken in the sledge runners. 5.30. Encamped.

N.W. 3 b.c.

Point left - - - - - N E.
West point of Wolley Bay - - - - - West.

THIRTY-FIFTH JOURNEY.

P.M. 7. Started, steering N.W. by W. Floe very old, with immense hummocks, followed edge of pack close round. The land ahead appears in low and disconnected patches, and at times looks quite close on account of the gloomy state of the atmosphere. The enormous hillocks about us have much the appearance of land, being of a deep blue colour. Observed the sledge had my recal signal up. Found Charles Nisbet was taken very ill with cramp in his stomach and violent retchings. Pitched, and prepared three days' provisions for five men on small sledge. This appears to be the termination of the western land, and should it prove to be a number of low islands, as it now seems to be, I shall, I hope, be able to examine them with this sledge, and be able to steer to the northward afterwards, clear of the pack, which appears to be very heavy to the westward.

On march, 5 h.
Encamped, 20 h.
W.N.W. 5 miles.

Friday, 13th May—Charles Nisbet in very great pain, and unable to keep anything on his stomach; gave him laudanum, warm tea, and applied warm water in bottles to his stomach.

Calm, b.c.m.

THIRTY-SIXTH JOURNEY.

P.M. Nisbet this morning is much relieved, but very weak and suffering from severe headache. Sh. Having packed small sledge with light travelling gear, started with four men and the dog, skirting the heavy pack to the westward. 10. On getting a good view from the top of a hummock, I found the land to the westward to be continuous, and connected with that left; the heavy pack thrown up on this side of it gave it the appearance

East, 1 b.c.

Journal of
Lieutenant Mecham.

of islands. It will therefore be necessary to go to it with large sledge. Took my day's provisions, and sent small sledge back, and started to the N.E.-ward to explore the bay, &c. in that direction.

Saturday, 14th May.—2. 30. Landed, and ascended the highest hill, from which I observed that I was upon the west side of a large bay running in the direction of Walker Inlet. The mist and drift was too thick to enable me to gain a very satisfactory view. Shot four ptarmigan.

2 A.M. Tent 5° to southward of sun's shadow, distance 7 miles.
 ☉ to Cairn Hill, on with bight in the Bay $39^{\circ} 36'$
 Cairn Hill to northward of Bay - - $54 19$
 to bottom of South Bay - - $78 10$
 South Bay to Point of Giant's Causeway - $29 38$

Rambled over the hills to the N.W.-ward, and saw seven reindeer and a great many ptarmigan. The latter are here in very great numbers. I found several had dug holes to shelter themselves from the wind. There is not much vegetation about the land, but that at the head of the bay seems more favourable for game. Followed the land to the N.W.-ward, and crossed several deep valleys with high snow banks. In one of these I found capital shelter, where I lunched and intended to rest for a short time, but the wind and drift increased so much that I found it necessary to start direct for the tent. On reaching the floe I found it was blowing a strong gale with a blinding snow-drift. The travelling was heavy, and I was very tired, having lost the direction of the tent; these combined, made my position far from an enviable one. At 8, after searching in several directions, I found the tent. I was glad to hear Nisbet was very much better, so that we shall be able to proceed to-night.

On march, 12 hours; 25 miles.
 Encamped, $11\frac{1}{2}$ h.
 S.E. 8 c.q.
 Ther. $+5^{\circ}$.
 S.E. 8 to 10 c.q. (drift.)

THIRTY-SEVENTH JOURNEY.

S.E. 7 c.q.
 Ther. $+10^{\circ}$. (drift.)

On march, $12\frac{1}{4}$ h.
 Lunch, $\frac{1}{2}$ h.
 Encamped, 12 h.

West, 14 miles.
 Easterly, 5 c.m. (drift.)

P.M. 8. Started with sail set, skirting the heaviest hummocks to the westward. The pack here is much older than any I have yet seen, the huge masses thrown up appearing through the drift like land. We should have found great difficulty in travelling over this ice, had we not been favoured with this wind, which carried us along at a good pace.

Sunday, 15th May.—Caught an occasional glimpse of the land ahead as we neared it. The pack close to the land appears to be younger, with less snow upon it, but there are several large masses of old ice either aground or else frozen in here. 6.45. Reached the beach and encamped.

THIRTY-EIGHTH JOURNEY.

S.E. 4 c.m.s.
 Ther. $+15^{\circ}$.

On march, $10\frac{1}{4}$ h.
 Lunch, $\frac{1}{2}$ h.
 Encamped, $12\frac{3}{4}$ h.
 W.N.W. $3\frac{1}{2}$ miles; N.W. $3\frac{1}{2}$.

Calm, o.c.m.

South, 4 c.m. (drift.)

P.M. 7. Started. Floe very soft and damp, everything covered with ice, as the snow had thawed during the day as it fell. Landed, and found some wood partly buried, about ninety feet above the ice. There is a considerable quantity about the slopes, and, from its position and appearance, I should think it must be wood that had grown here. Collected a shawl full for fuel, and a good piece with the bark on it for a specimen, also a small bottle of soil which is of a light-coloured sand with small stones. Went to a high hill inland, but found no wood upon it. The sledge proceeded along the land, where there was hardly room for it to pass inside the immense ridges of hummocks, which frequently obliged them to haul over the land, making the work very laborious. Midnight; hauled out upon a large hillocky floe, as the coast here sweeps into a bay, and the hummocks entirely block the passage.

Monday, 16th May. A.M. Observed two bears approaching from the pack. The crew all lay down while I and Tullett went on in hopes of obtaining one of them, which would now be acceptable both for meat and fuel, as, without game, our allowance does not half satisfy us. They both made off on our approach, following the land to the northward. Travelling very heavy, the ice being full of large holes and cracks covered with snow, which not only caused the runners to fall in, but the whole side of the sledge and baggage; this of course endangered the runners very much. The land gets gradually lower and in disconnected patches, making it difficult to trace the real beach.

Extremes of Land, S.W. $\frac{1}{2}$ W. and N.E. $\frac{1}{2}$ E. (Comp.)
 Mer. Alt. $\odot 66^{\circ} 9' 30'' = \text{Lat. } 75^{\circ} 54' 35'' \text{ N.}$
 Sun bore N. $79^{\circ} \text{ E}' = \text{Variation } 101 \text{ East.}$

THIRTY-NINTH JOURNEY.

Observed the land apparently to terminate about $4\frac{1}{2}$ miles further to the N.W.-ward. 6.30. Started under sail. Snow very deep, but sail assisting very much. Wind increasing in heavy squalls. Walking fast on the deep snow very fagging. As we proceeded, gained an occasional glimpse of the land, which appears disconnected and of but small extent. I could observe small knolls of earth above the snow along the pack edge. 10. Came to a point where the land turned abruptly to the eastward; walked on for some distance and found it continued to sweep round until it ran S.E. We appear to be among a number of small patches with the drift so heavy that I cannot make out the proper course to steer. Hauled the sledge under a large hummock and encamped.

S.S.E. 6 c.
Ther. +19°.

On march, $3\frac{1}{2}$ h.
Lunch, —
Encamped, 21 h.
North, $5\frac{1}{2}$ miles.
S.S.E. 8 c.q.s.

Tuesday, 17th May.—A.M. Weather very thick, with S.E. gale and heavy drift; unable to see in any direction.

FORTIETH JOURNEY.

P.M. Weather very thick; unable to see anything. Determined to steer north in search of some land having a fair wind. 8. Started over very bad ice, full of holes and cracks, from which I presume we are not far from the pack edge. Midnight; the weather cleared a little; found we were entirely surrounded by small patches of land. The weather was not sufficiently clear to see our way out; I therefore determined to steer N.W. b. N. over the land, where I found travelling, although with a few undulations, better than the floe. I hope by this to reach the floe again.

S.S.E. 6 c.q.s.
Ther. +27°.

E.S.E. 6 c.q.s.
Ther. +25°.

Wednesday, 18th May.—12.30. Lunched. 1. Proceeded over the land. 3. 30. Came to some ridges and pressed-up pieces of ice, evident signs of being near the beach. Wind very fresh from E.S.E., and unable to see 20 yards around. Not being able to ascertain what course to pursue, encamped.

On march, $7\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$ h.
Encamped, 14 h.
N. by E. $3\frac{1}{2}$ }
N.N.W. $1\frac{1}{2}$ } 5 miles.

Morning Observations (indifferent,—heavy drift).

| | | | | | | |
|----------|-----|---|-------------|-------------|-------------|------------------|
| 11h. 8m. | 8s. | - | 62° 58' 45" | Mer. Alt. ☉ | 66° 47' 00" | Sun N. 85° E. |
| 9 | 10 | - | 63 2 45 | Lat. | - 76 3 15 | N. Var. - 95° E. |
| 10 | 35 | - | 7 30 | | | |

FORTY-FIRST JOURNEY.

P.M. The snow to-day at starting bore great signs of thaw, being quite soft and wet, with one or two small pools round the sledge and tent. The weather is clear enough to observe the pack to the westward, and although we are apparently on the floe, yet we are surrounded by small patches of land, which makes it almost impossible to mark down the exact shape of the coast. I am therefore endeavouring to put down the outer edge of these patches. Started at 6., following the trend of what appears the mainland, which can only be distinguished by the slight undulations along the line of the horizon. This takes us nearly N.E. (true), snow falling heavily in very large flakes. The land appears to trend more to the eastward, and the ice to be more resembling regular sea ice. Wind increased to a heavy gale. Sounded every $\frac{1}{2}$ hour with the shovel to ascertain if we were on land or ice. At 10, crossed some high ridges of pressure and came to land which trended right round to the southward again. As we are travelling in total ignorance of what we are passing, I encamped at 10.

S.E. 7 c.q.
Ther. +26°.

On march, 4 h.
Encamped, 21 h.

E.N.E. $3\frac{1}{2}$ }
N.E. 3 } $6\frac{1}{2}$ miles.

S.E. 8 c.q.
Ther. +24°.
Very heavy snow, in large flakes.

Thursday, 19th May.—A.M. Blowing a heavy gale all day, with heavy snow and drift; unable to gain a view of our position.

FORTY-SECOND JOURNEY.

P.M. 7. Started, steering north (true). 7.30. Came to land and hauled to the westward upon it. 10. Observed an apparent gap in it bearing N.N.E. (comp.) in the direction of where I thought the land was turning to the eastward during last journey. Here we are certainly upon ice, but with patches of land showing in every direction, making our position most puzzling, and causing us to lose very much time. Our difficulties are also increased by the absence of the sun, and with very thick weather. The soil is here composed entirely of white sea sand with small black stones, as if it had been driven up by the pack.

South, 5 c.q.s.
Ther. +25°.

On march, $9\frac{3}{4}$ h.
Lunch, $\frac{1}{2}$ h.
Encamped, $12\frac{3}{4}$ h.

Friday, 20th May.—A.M. 12.30. Observed the main pack edge; steered out N.W. towards it. 2.30. Lunched, and proceeded through innumerable

N.N.W. 3 }
 W. 7½ - } 12¾ miles.
 S.W. 2¼ - }

S.W. 4 c.m.

small heaps of gravel. 5. The weather cleared a little, and I observed we were at the outer edge of these small patches, with the pack about 4 miles off. The land here runs to the N.N.W., in which direction I can see some very large masses of pressure showing over the extreme point. I shall now endeavour to keep in sight of the pack, as I see it that is the only way of following this extraordinary low and disconnected coast.

FORTY-THIRD JOURNEY.

S.S.W. 5 c.q.s.
 Ther. + 25°.

On march, 11¼ hours.
 Lunch, ½ h.
 Encamped, 13 h.

N. ¼ W., 13 miles.
 Wind, S.E. by E. (comp.)
 8 c.q.s.

P.M. 6. Started with sail set, steering about N. b. W. between the pack edge and the outer line of small knolls. Travelling deep, but the sail assisting. Midnight; altered course across the patches for the heavy masses of pressure. It appears as if the coast turns more to the eastward about them.

Saturday, 21st May.—A.M. 2. Lunched. 2.30. Proceeded between the patches of land; the ice here is full of holes and cracks. Wind increasing with very heavy drift, encamped at 6 close to the large hummocks, from which the land evidently trends more to the eastward.

FORTY-FOURTH JOURNEY.

West, 8 c.q.s.
 Ther. + 20°.

On march, 9½ h.
 Lunch, ½ h.
 Encamped, 13½ h.
 N.E. by E. 14½ miles.

W. by S. 8 c.q.
 Ther. + 15°.

P.M. 7. Started, steering by the sail about N.W. (comp.) Drift prevents our seeing anything around us. I have remarked lately that the heavy clouds hang over the pack, and a bright snow blink over the land. I therefore steered for the meeting point of the two, sail assisting us very much. Midnight; observed a mass of heavy pressure to the westward.

Sunday 22d May. A.M. 2. Came to some very large and old hummocks close upon the beach. On the weather clearing a little, found that we were making a very good course along the land. 4.30. Came to the end of the range and became entangled amongst old grounded hummocks. 5. Encamped. Blowing a hard gale; a point ahead bearing N.W. ½ N.

FORTY-FIFTH JOURNEY.

Variable from northward to westward, 4 c.q.s.
 Ther. + 20°.

Building cairn, 1 hour.
 On march, 10 h.
 Lunch, ½ h.
 Encamped, 13.

Calm. o.b.c.

6.30. Started, steering N.W. for a point of land. Found it to be slightly elevated above the rest. Built cairns and erected a bamboo. Deposited records stating the direction I had come from, also a chart containing discoveries. I could from here observe the land turn more to the eastward, and the pack continuing to the N.N.E. 10.30. Proceeded, steering N. b. W. ½ W. Travelling deep, snow falling heavily in beautiful crystal forms. Floe full of large cracks.

Monday, 23d May.—A.M. 2.30. Lunched; continued on the same course, supposing that we can follow the land by it. 6. Encamped. Sun came out for the first time since the 13th. I could now observe the land sweeping round ahead of us to the N.E.-ward.

FORTY-SIXTH JOURNEY.

N.W. 2 b.c.

On march, 10 hours.
 Lunch, ¼ h.
 Encamped, 13½ h.

N.E. 6¼ } 11¼ miles.
 N.W. 5 }

North, 5 c.q.

Beautiful evening. 7. Started, steering for the extreme land seen. 10.30. From a small knoll I found that the land swept round to the N.W.-ward, and that we were at the bottom of a deep bight. The land is of the same character, closely lined with immense hummocks. 11. The weather again clouded over and became very misty. Hauled out S.W. b. S. (comp.) So completely are we embayed that only 3 points of the horizon can be seen clear of land.

Tuesday, 24th May.—Passed the skeleton of a whale laying on the ice not very much decayed. 3.30. Record Hill S.E. by E. ½ E. (comp.); altered course to W. b. N. (comp.) through innumerable patches. 5.30. Weather very thick, with strong northerly wind. This being Her Majesty's birthday we all drank her health in an extra half gill of rum.

FORTY-SEVENTH JOURNEY.

N.N.E. 5 c.q.s.
 Ther. + 15°.

On march, 7¼ h.
 Lunch, ¼ h.
 Encamped, 15¾ h.

N.N.E. 9¾ h.

P.M. 7. Started, steering N.W. (comp.) It appears quite a lottery whether we steer the correct course or not, as the weather continues thick, and there is no perceptible difference between the land and the floe. Travelling most dreary and monotonous. The whole surface presents one wilderness of snow, being only broken by the heavy pack edge to the westward.

Wednesday, 25th May.—A.M. Lunched. 12.30. Proceeded. 3. Observed the land a little higher to the northward of us, appearing like an island.

Encamped, and packed small sledge with four days' provisions for 5 men. I find my travelling compass has become so sluggish that I can place little or no dependence on it. I have, therefore, replaced it with the spare needle, which I find to work quite lively. Not having procured any game since the 12th have been for some time on our bare allowance, which we find goes a very short way towards satisfying our appetites, and have now become perfectly ravenous. The dog (Buffer) is obliged to content himself with licking the pannikins, and certainly does not get fat on it.

North, 5 c.q.
Ther. + 9

FORTY-EIGHTH JOURNEY.

Blowing hard all day with drift, weather looking very threatening. Transferred traps from small to large sledge, leaving all the remaining gear, &c. lashed up in the boat with shears and flag erected as a mark. Our weight was now about 65 lbs. per man. Floe deep, but slightly improved by last night's breeze; steered for the only pieces of land visible. From the top of it I could observe that the coast continued to the N.E., and its character the same. A line of small patches indicates the edge of it, which cannot be seen more than 500 yards distant from it. The pack here closes in with the beach. Nothing can be seen to the westward but continuous pack without the smallest piece of floe. It appears ice of all ages driven up into one confused heap. To the E.S.E. (true) I observed rather higher land, which appears to terminate in that bearing.

N.W. 4 b.c.
Ther. + 20°

On march, 11½ h.
Lunch, ¼ h.
Encamped, 13 h.

Thursday, 26th May.—A.M. 3. Lunched. Observed point left 5° to the left of sun's shadow. Passed occasional masses of pressure with very large tidal cracks. We have to-day travelled at a good walking pace. This mode of proceeding I certainly prefer to the small sledge, as I am sure longer journeys can be performed with less fatigue to the men. The small sledge may certainly be made of very great use when the remaining crew are employed searching some other part of the coast. As a proof that we travelled with as small a quantity of traps as possible, when encamped we were obliged to fill the sledge with snow to hold the tent by. The men to-day are very much fagged, and are all snoring before supper is ready.

N.E. 18½ miles.

North extreme of pack - - - W.N.W. } Compass.
Point left - - - - - E. by S. }

Morning Observations.

| h. | m. | s. | o. | ' | " | h. | m. | s. | | | |
|----|----|----|----|----|----|----|----|----|----|----|---------|
| 7 | 46 | 41 | — | 46 | 47 | 45 | — | 7 | 56 | 22 | N 14 W. |
| | 48 | 18 | | | 59 | 30 | | | 57 | 35 | „ 14 „ |
| | 49 | 45 | | 47 | 8 | 30 | | | 58 | 40 | „ 15 „ |
| | 51 | 30 | | | 20 | 45 | | | 59 | 30 | „ 13 „ |
| | 52 | 55 | | | 30 | 15 | | 8 | 00 | 00 | „ 12 „ |

Second altitude.

8 1 53 48 30 45

Mer. altitude ☉ (Indiff.)

67° 58' 00" Strong wind and drift (results.)

Lat. 77° 00' 00" N.

Long. 121 5 45 W.

Variation, 114° 26' E.

Error Sext. 2' 7"
Ther. + 20°

FORTY-NINTH JOURNEY.

7. Started, leaving the tent pitched. Walked along the pack edge to the N.E.-ward. Land of the same character as far as can be seen, but rather more distinct. Midnight; struck off into the pack to gain a view from the highest hummocks, as the weather suddenly cleared to the northward and westward.

N.W. 5 c.q.s.

On march, 9 h.
Lunch, ½ h.
Encamped, 20 h.

Friday, 27th May.—A.M. The pack here is much heavier than any yet seen, being almost entirely composed of very old broken up floes. Over the land to the N.E.-ward I could see some immense pieces apparently driven upon the beach. 1. Lunched under the lee of a hummock, and commenced my return to the tent.

N.E. 11 } 22 miles.
S.W. 11 }

N.W. 7 c.q.s.
Ther. + 10°

Wind and drift increasing very much, with every appearance of a heavy gale. 4. Arrived at the tent.

FIFTIETH JOURNEY.

P.M. A furious gale has been blowing all day, with so much drift that we certainly could not see 10 yards from the tent. This is the heaviest

On march, 5½ h.
Encamped, 12½ h.

S.W. 10¾ miles.

North, 8 c.q.s.
Ther. +22°.

I have witnessed since the winter. Unable to get under weigh. Tried to get mer. alt., but got smothered in drift.

Saturday, 28th May.—A.M. Weather moderated a little. It was now necessary that I should determine upon my future proceedings, as I had but nine days' provisions remaining, and am 150 miles from my last depôt. Had the country been at all favourable for game I should certainly persevere to the N.E. for another day or two, but that not being the case, particularly as these northerly winds have set in with the change of moon, determined to steer across the land to the southward. Trusting that my supposed longitude is relatively correct, I shall endeavour to make the coast a little to the westward of Wolley Bay, by which I may escape the high and steep land seen in the vicinity of Walker Inlet. On reaching my depôt I shall follow the S.E. shore of this land to the northward, by which I think it possible that I may round the north end of this land. I proceeded under sail to the S.W. steering for Point Weatherall, and encamped off it at 6 A.M.

FIFTY-FIRST JOURNEY.

N.N.W. 8 b.c.
Ther. +20°.

P.M. Erected cairns, and deposited records and charts, &c. containing all the information about my past and future proceedings; also the new coast line discovered. 6.30. Started upon the old track for the baggage left on the 25th. Wind strong, but weather fine and clear. 11.30. Arrived at the baggage, dug it out and packed the sledge.

Sunday, 29th May.—A.M. Midnight; started under sail, steering E.N.E. (compass). The sky during the morning was covered with most remarkable clouds shooting up from the N.W. and S.E., the former bright and fleecy and the latter dark and heavy. For some time it was doubtful which would gain the mastery, but as the morning advanced the northerly wind freshened and appearances were greatly in favour of its lasting for a few days. Travelling over the land, but with no appearances of it except occasional patches of soil. 6. Encamped.

On march, 12½ h.
Lunch, ½ h.
Encamped, 12.
S.S.W. 8½ } 22¾ miles.
South 15 }

North, 5 b.c.q.
Light drift.

Mer. Alt. \odot 69° 58' 0" Lat. 76° 29' 45 Var. 110°

FIFTY-SECOND JOURNEY.

N.N.W. 6 b.c.q.
Ther. +20°.

P.M. Started 6, steering E.N.E. (compass); fresh breeze and clear weather. Sledge running on with the sail, keeping us at a brisk walk. As we proceed south the land becomes gradually more undulating, and on their south sides perfectly bare of snow. The soil is without any vestige of vegetation. Midnight; came suddenly to a very steep ravine running east and west; eased the sledge down and followed its course to the southward. The land is here very much cut up by ravines and deep gullies branching off in several directions: we were obliged to ease the sledge down the steep banks, the sail assisting very much in ascending again. Had we not this favourable wind we should find a considerable difficulty in travelling across such an uneven country.

On march, 12 h.
Lunch, ½ h.
Encamped 12 h.
South, 17 miles.

N.N.W. 8 c.q.s. (heavy drift.)

Monday, 30th May.—A.M. Wind increased to a gale, with drift so heavy that we could see no distance ahead. Found it was the best plan to make a straight course, and take the ravines as we met them. Sledge running at a rapid pace, obliging us occasionally to heave to and gain breath. Land very bare of snow. Passed occasionally large boulders of sandstone.

FIFTY-THIRD JOURNEY.

N.W. 7 c.q.s.
Ther. +20°.

P.M. Blowing a hard gale all day. 6.30. Started before the wind skirting a range of high hills, by following a ravine. Travelling very difficult, on account of heavy drift, and the numerous gullies and ravines. Sky clearing to the northward. Went to a high hill to gain a view; found a few traces of reindeer, also some pieces of wood exactly of the same kind and species as that found at Cape Manning: finding it in this position confirms my idea of its having grown in this land. Our prospects were not cheering from this position, for through the mist I could see nothing but high land all around me. About two miles further on, I gained a view from a most commanding position, from which I observed we were not far from the ice which must be near Walker Inlet. The ice in the direction of Cape Manning was seen, also a remarkable table hill to the eastward.

At 11.40 P.M. ☉ to Table Hill, 95° 30', struck into a steep-sided ravine which appears to lead to the ice. Midnight; gale freshened up again, with very heavy drift.

On march, 11½ h.
Lunch, ½ h.
Encamped, 12½ h.
S.E. 17 miles

Tuesday, 31st May.—1. Discovered buried in the east bank of the ravine, and protruding about eight feet, a tree of considerable size. During the afternoon I found several others much similar; circumference of first and second tree four feet; diameter of one, two feet ten inches. From the perfect state of the bark and its position, so far from the sea, leaves, I think, but little doubt of its having grown in the country. Sawed one in halves; it appears very close grained and immensely heavy, so that we could carry but very little of it. This may probably arise from its being so saturated with frost. 6. Arrived at the floe and encamped. Drift very heavy, which is most annoying, as I must ascertain whether this deep gap in the land is a channel or inlet.

N.W. 8 c.q.s.

N.N.W. 8 c.q.s.

FIFTY-FOURTH JOURNEY.

Unable to gain any view during the day, packed sledge with four days' provisions, and lashed up remaining gear in the boat. 7. Started to explore the head of the inlet in hopes of its clearing. Floe very uneven, and deep with snow. 9. Weather cleared a little; observed the land extending right round the head of the inlet.

N.N.W. 8 c.q.s.

Compass bearings.

| | |
|--------------------------------|------------------------------|
| Point Rogers - - N.E. ½ N. | West Point Inlet - N.E. b. E |
| Cairn Hill - - - N. b. E. ½ E. | East ditto - - - N.E. ½ N. |
| Point Hillock - - E.N. ½ E. | Flag - - - - - S.E. b. E. |

Observed a very remarkable pinnacle of rock to the S.E.-ward, the same as seen from the westward of Wolley Bay, and then thought to be a cairn in the bay. 10. Being certain that we were at the head of the inlet, turned again for the last encampment. Midnight; arrived at the gear, and packed the sledge. Started down the western shore of the inlet, went up the hills to the S.W.-ward to explore and look for game.

Calm, o.c.m.

Wednesday, 1st June.—A.M. Found the land moderately stocked with moss. Observed that at the head of the inlet the land becomes very low, and to the N.E.-ward there is an extensive plain, which is the same I mistook for the floe on the 9th ult. The ravines are now becoming dangerous to cross, as the snow banks occasionally give way suddenly. While in chase of a wounded deer, I found myself on the brink of one of these banks, and before I had time to turn the whole fell down with a loud report, almost filling up the bottom of the ravine. The snow there was fortunately for me very soft, as I fell about 30 feet. After a very long and fatiguing chase, the reindeer escaped, although he was wounded right through the head. While walking down to the sledge, I was startled by a noise close to me, and on turning found a fawn running close after me. The poor brute soon fell a victim to his curiosity. 6.30. Returned to sledge and encamped. Found the crew had been so fortunate as to procure a meal of ptarmigan during my absence. This was to us all a most welcome treat, as we have been upon the bare allowance for the last three weeks, which has not only kept us in a most unpleasant state of hunger, but has worked materially on the appearances of the men, who now are a good deal pulled down by their late exertions. It is to me very evident that, without occasional supplies of game, a long journey would be a very doubtful experiment.

On march, 11 h.
Lunch, ½ h.
Encamped, 12 h.

Calm, o.c.

N.N.W. 5 c.q.s.
Ther. +19°.

Mer. Alt. ☉ 71° 44' 00" Lat. 76° 02' 10" N. Sun N. 65° E.

| | | | |
|--|---|---|---------|
| East Point Inlet to Point Rogers - - - | - | - | 63° 17' |
| to N.E. corner Bight - - - | - | - | 103 10 |
| Point Rogers to last encampment - - - | - | - | 92 51 |
| to Point Hillock - - - | - | - | 109 5 |
| to N.E. corner Bight - - - | - | - | 71 6 |
| ☉ 12.30 to east Point Inlet - - - | - | - | 37 31 |
| Point Rogers to next point south of it - - - | - | - | 28 30 |
| to second ditto ditto - - - | - | - | 34 39 |
| to east Point Inlet - - - | - | - | 54 20 |

The land from Point Rogers up the Bight west, N.N.E. (comp.)

FIFTY-FIFTH JOURNEY.

Heard several avalanches of snow during the day. 7. Sent crew for the deer. Went up the land and found it to be only a mile across to Wolley Bay.

S.W. 5 c.q.s.
Ther. -24°.

On march, 7 h.
Lunch, $\frac{1}{2}$ h.
Encamped, 13 $\frac{1}{2}$ h.
S.E. 9 $\frac{1}{2}$ miles.

8. Weather came on very thick. 10. Started down the inlet, steering N.E. by N. $\frac{1}{2}$ N. The land trends N.E. $\frac{1}{3}$ E. Snow very damp and heavy.
Thursday, 2d June.—A.M. 2. Lunched; observed a gap in the land which almost makes an island of the southern part of the western land. There seems to be only a very narrow neck between us and Wolley Bay.

At 2 A.M. S.E. $\frac{1}{2}$ S. 6' from last encampment.

| | | |
|---|-------|---------|
| East Point Inlet to top of Range Bay | - - - | 60° 28' |
| to Point south of Point Rogers | - - - | 94 30 |
| First Point south of Point Rogers to Point Rogers | | 33 45 |
| to East Hill | - - - | 41 27 |
| to Point Hillock | - - - | 81 40 |
| Point Hillock to Gap | - - - | 108 20 |

S.W. 6 c.q.s.

2.30. Proceeded. Wind increasing, with snow and sleet. 5.30. Encamped.

FIFTY-SIXTH JOURNEY.

West, 2 c.m.s.
Ther. + 26°.

P.M. Great arguments in the tent respecting our whereabouts. This overland trip has fairly puzzled them. Weather quite oppressive, light rain falling. Went to the land, found it very bare of snow, and well covered with vegetation. Went to the cairn and noted my return from the northward, with particulars of cruise, and my future plan of proceedings. Shot two ptarmigan, and observed a flock of phalarope.

On march, 10 $\frac{1}{2}$ hours.
Lunch, $\frac{1}{4}$ h.
Encamped, 12 $\frac{1}{2}$ h.
9 $\frac{1}{2}$ miles.

Friday, June 3d.—2. Returned to the sledge and lunched. Went after a seal laying at its hole, but fell through another hole, which frightened it away. Rambled along the top of the hills, and met the sledges about a quarter of a mile from the depôt. Very hot.

Calm, b.c.
Ther. + 32°.

Morning Observations.

| h. m. s. | | | ° ' " | | | h. m. s. | | | ° ' " | | | | |
|----------|----|----|-------|----|----|----------|---|---|-------|----|---|-------|-------|
| 7 | 12 | 30 | — | 45 | 18 | 30 | — | 7 | 24 | 40 | — | N. 12 | W. |
| | 17 | 10 | | | 51 | 45 | | | 25 | 20 | | N. 11 | 20 W. |
| | 18 | 35 | | 46 | 2 | 30 | | | 26 | 20 | | N. 14 | 30 W. |
| | 19 | 35 | | | 11 | 15 | | | 27 | 10 | | N. 14 | W. |
| | 20 | 39 | | | 17 | 45 | | | 27 | 55 | | N. 13 | 30 W. |
| | | | | | | | | | 28 | 35 | | N. 12 | 30 W. |
| | | | | | | | | | 29 | 26 | | N. 15 | 20 W. |

Second Altitude ☉.

| h. m. s. | | | ° ' " | | | h. m. s. | | | ° ' " | | | | |
|----------|----|----|-------|----|----|----------|----|-----|-------|----|--|-------|----------|
| 7 | 31 | 12 | — | 47 | 36 | 45 | — | On | 34 | 00 | | | |
| | | 33 | | | | 54 | | Off | 30 | 00 | | | |
| | | 35 | | | 48 | 5 | 00 | | | 4 | | | |
| | | | | | | | | | | 2 | | Error | sextant. |

| | | | |
|--------------------------------------|---|---|----------|
| At 7.50. P.M. ☉ to Point Ptarmigan | - | - | 130° 40' |
| Point Ptarmigan to Bottom Bay | - | - | 63 38 |
| to end of range | - | - | 113 34 |
| Range of hill to S.W. point | - | - | 112 34 |

FIFTY-SEVENTH JOURNEY.

Calm, b.c.

P.M. 6.30. Sent small sledge for depôt. All the crew took to wearing their canvas boots and south-westers. Some of the party have worn a single pair of mocassins up to this time. 8.30. Started for the east point of the bay, went along the land exploring and looking for game; it is now quite bare of snow, and about here is thickly covered with moss, affording excellent feeding for animals. Heard a low hollow call frequently during the day, which I suppose to be the snowy owl. Observed a fine full grown buck, which I succeeded in shooting after a very long hunt. The shot started a doe close by. She made off, leaving a young fawn about 12 hours old. Stopped and skinned our prize, which was in excellent condition. Buffer made an extraordinary meal. Made a bed for the young one out of the buck's hide.

On march, 8 h.
Lunch, $\frac{1}{2}$ h.
Encamped, 12 $\frac{1}{2}$ h.
Skinning deer, 1 h.
Bringing depot, 1 $\frac{1}{2}$ h.

Saturday, June 4th.—A.M. 2. Lunched; went along land, leaving the sledge to follow along the beach. Travelling very difficult and slippery, among large blue hillocks of ice. Observed the north extreme of Eglington. On the weather clearing, gained a good view of opposite land, but the hills intercepted the view to the N.E.-ward. About Cape Hay, the small ridges of moss and bright colour of the pasture makes the scenery quite pleasant, after journeying so long on snowy and uninteresting beaches. To the northward I could see a range of large old hummocks, about eight miles distant. 6.30. Encamped.

E. by N. 9 $\frac{1}{2}$ miles.

Morning Observations.

| h. | m. | s. | ° | ' | " |
|----|----|----|----|----|----|
| 7 | 46 | 8 | 49 | 52 | 30 |
| | 47 | 26 | 50 | 1 | 45 |
| | 48 | 35 | | 9 | 00 |
| | 49 | 48 | | 18 | 00 |
| | 51 | 28 | | 30 | 30 |
| | 53 | 38 | | 45 | 45 |
| | 56 | 5 | 51 | 3 | 45 |

8 1 12 116 52 | O to stone.
Second Altitude, Compass S. 38 W.

8 4 7 52 1 00

| | | | | |
|--|---|---|---|---------|
| At 4.30. A.M. O to Cape Nares | - | - | - | 94° 11' |
| Cape Nares to south extreme of Eglington | - | - | - | 90 00 |
| North extreme to right tangent, Round Island | - | - | - | 25 00 |
| Buck Point to Cape Nares | - | - | - | 82 17 |

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N.N.E.—7 b.c.q.
Lost thermometer.

FIFTY-EIGHTH JOURNEY.

P.M. Found I had lost my thermometer. 7. After doing good justice to about 15 lbs. of venison we packed the sledge, erected a cairn, and deposited records, noting our past and future proceedings, also the character of the country for game, &c. Steering N.E. $\frac{1}{2}$ N. for the right tangent of a remarkable peninsula which divides the bay, looking like an island in it. Went round the land and struck off to get a view from the south point of Carter Bay. Ascended after some difficulty on the western face, where I observed the track of a deer down the steepest part. The side of the slope consists of large stones filled in with hard frozen snow. The top is flat, but with very large boulders and stones in all directions.

| | | | | |
|---|---|---|---|--------|
| At 11.30 P.M. O to a Ravine | - | - | - | 89° 9' |
| Ravine to Cape Hay | - | - | - | 55 00 |
| Cape Hay to Cape Nares | - | - | - | 47 28 |
| „ to Martello Head | - | - | - | 54 2 |
| „ to Sugar Loaf | - | - | - | 82 41 |
| Martello Head to N. extreme Eglington | - | - | - | 97 9 |
| Sugar Loaf to E. extreme N. land | - | - | - | 78 13 |
| „ to Point Manson on with Point Dames | - | - | - | 97 26 |
| Point Dames to summit high hill inland | - | - | - | 30 19 |
| „ to Table Hill seen on May 31st. | - | - | - | 47 00 |
| At 11 P.M. O to north extreme Eglington | - | - | - | 81 40 |
| Point Dames to top of bay | - | - | - | 19 30 |
| At 11.25 P.M. O to Point Manson | - | - | - | 48 20 |

On march, 10 $\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$ h.
Encamped, 12 $\frac{1}{2}$ h.
Building cairn, $\frac{1}{2}$ h.

N.E. $\frac{1}{2}$ N. 12 miles.

Calm, b.c.

From this position I obtained a beautiful view of all the land. That opposite has the appearance of an island. The land I am on is a remarkable mass about 200 feet high only joined to the main by a very narrow neck about 100 yards across, forming 2 deep bays between Cape Hay and Point Dames. Beyond Point Dames the land sweeps into another deep bay. There are also some remarkable hills north of my position, which from their shape give the land the appearance of turning more to the westward. Walked round Carter Bay to Point Dames, from which I observed high land over the north point of Eglington, which appears as if part of Melville Island.

Sunday, 5th June.—3.15. Rejoined the sledge and lunched; shot several ptarmigan during the day. Wind freshened up from the S.W.; made sail. 6. 30. Encamped; observed two small inlets at the head of Mould Bay, and a very steep ravine in the west corner of it.

FIFTY-NINTH JOURNEY.

P.M. 7.30. Started, steering across the bay for Point Manson; wind very S.W. 2 to 3 e.q.s. squally from South to N.W.

| | | | | | |
|--|---|---|---|---|---------|
| At 9.30 N.E. $\frac{1}{2}$ N. 3 $\frac{1}{2}$ miles from camp. | | | | | |
| Point Manson to Dingy Head | - | - | - | - | 53° 15' |
| To opposite point of a gap | - | - | - | - | 13 31 |
| To next point | - | - | - | - | 21 15 |
| To opposite point second gap | - | - | - | - | 27 41 |
| To Black Comb Head | - | - | - | - | 36 45 |
| To top of bay | - | - | - | - | 49 35 |
| To Snow Bunting Point | - | - | - | - | 60 55 |
| To Point Dames | - | - | - | - | 120 00 |

Shade of Sun over centre of first gap.

Landed on Point Manson, and obtained a good view of the land.

III.

3 X

Monday, 6th June.

S.W. 2 to 8 b.c.q., with heavy drift.

| | | | | |
|------------------|---|---|---|---------|
| 12.12 App. Time. | ⊙ to extreme of north land | - | - | 59° 53' |
| | to distant point of Eglington | - | - | 79 30 |
| | to distant north extreme | - | - | 80 25 |
| | Extreme of this land to point beyond this | - | - | 121 30 |
| At 12.20 | ⊙ to hill | - | - | 01 20 |
| | Hill to Point Dames | - | - | 50 35 |
| | Point Dames to Point Callaghan | - | - | 69 20 |

On march, 11 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 12 h.

N.N.E. 10 miles.

Calm.

This land turns more to the northward beyond Point Manson with a continuation of bays. Walked on to a hill to examine land beyond. Wind increased suddenly to a gale, with heavy snow-drift. Shot 6 ptarmigan, and saw a flock of phalarope. Found Ely's wire cartridge very effective to day during the strong wind. The land to the northward appears to be separated either by a deep inlet or channel. Observed the north point of Melville Island showing to the N.-ward of Eglington Island. 3. Returned to sledge and encamped; snow deep and heavy. Sun very hot. 6.30. Encamped. Saw a fox.

Morning Observations.

| h. m. s. | ° | ' | " | |
|----------|----|----|----|------------------|
| 7 47 48 | 50 | 48 | 00 | 7 56 15 N. 18 W. |
| 49 15 | | 57 | 30 | 57 37 16 |
| 50 45 | 51 | 9 | 30 | 58 33 16 |
| 52 18 | | 20 | 00 | 59 18 17 |
| 53 41 | | 29 | 00 | 59 43 17 |

Second Altitude.

Error Sextant 2'

| | | | |
|--------|-----------------|--------------|--------------|
| 8 1 55 | 52 58 00 | | |
| | ⊙ to point left | 8h. 3m. 55s. | 104° 50' 00" |

Next Altitude ⊙

8h. 12m. 28s. 53° 42' 30"

Calm, b.c.

Great refraction.

| | | | | | |
|-----------------------------|------------------|---|---|---|---------|
| Point left to right tangent | Eglington | - | - | - | 42° 24' |
| " to right tangent | gap in Eglington | - | - | - | 65 33 |
| " to left | do. | - | - | - | 74 22 |
| " to right tangent | 2nd gap | - | - | - | 87 53 |
| " to left | do. | - | - | - | 91 50 |
| " to north extreme | from floe | - | - | - | 95 37 |
| North extreme to east point | beyond us | - | - | - | 90 19 |
| Point beyond to top of bay | | - | - | - | 28 38 |
| " to bay abreast | | - | - | - | 97 15 |

Indifferent Mer. Alt. ⊙

72° 32' 00" Lat. N.

Noon. Observed point beyond to east extreme north land, 38.00, shown up by refraction.

SIXTIETH JOURNEY.

Variable, 1 o.c.

On march, 9 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 14 h.
Depositing records, $\frac{1}{2}$ h.

E. by S. 10 miles.

North, 2 c.m.f.

P.M. Examined our remaining provisions; find we have ten days of everything, and some extra tea and sugar. 6.30. Started across the bay, leaving the sledge to follow me as far as the opposite point, there to prepare small sledge with ten day's provisions for three men and the dog, and await my return to them. As the land beyond me appears to turn to the westward either in a bight or channel, I consider it will be my best plan to send the sledge to the east point of the land seen to the north-eastward, and there await my arrival, whilst I proceed with small sledge round the land to the westward and overtake them. From the appearances of the land on my return to them, I shall arrange the remainder of my explorations. 7.30. Observed a mound having something the appearance of a cairn upon the south side of the bay. Walked in to examine it, and soon came upon sledge tracks. On examination, found it contained a record from Commander M'Clintock, saying that he had visited this from the northward. I am now rather puzzled to know how he arrived here. The land to the northward may perhaps be a part of Melville Island, in which case the opening to the westward must be a channel, or else he has come here by the south shore of the north land. I am inclined to the latter supposition, in which case it is useless my proceeding further in this direction; I shall therefore proceed to what appears the north point of opposite land, and be guided in my future proceedings by Commander M'Clintock's notice there. I am greatly vexed by being stopped short in this interesting part of my journey.

Noted my proceedings upon a record and deposited it in the same cairn. 8.30. Started, steering E. by S. (true.) Weather very foggy; crossed several ranges of old hillocks, appearing at a short distance from them very much like the land.

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Tuesday, 7th June.—2. Lunched, ☉ to point left, 94° 12'. The hillocks about here are immensely high and very old. Observed a beautiful fog-bow. Unable to distinguish the extreme of land ahead, as it becomes very low.

N.W. 2 c.m.f.

Mer. Alt. 72° 54' 15" = Lat. 76° 8' 16" N. ϕ N. 60 E.
Var. 120° E.

SIXTY-FIRST JOURNEY

Weather very clear except to the eastward, where a heavy fog overhangs the horizon. This is the first bright day we have had since 1st May.

Calm, b.c.

| | | | | |
|---|--|----|----|---------|
| At 6.20 App. Time | ☉ to right tangent Eglington | - | - | 77° 55' |
| | Right tangent to Turret Hill | - | - | 11 58 |
| | Turret Hill to left tangent seen (very low) | - | - | 94 00 |
| | Left tangent Eglington to right tangent North Land | - | - | 36 42 |
| " | " to left tangent do. | - | - | 82 55 |
| " | " to lowp. beyond Point Disappointment | 98 | 57 | |
| " | " to Point Disappointment | - | - | 109 00 |
| Point Disappointment | to hill in Cairn Bay | - | - | 33 5 |
| " | " to M'Clintock's Cairn | - | - | 58 25 |
| " | " to Point Manson | - | - | 87 45 |
| " | " to Cape Hay | - | - | 111 22 |
| Cape Hay to right tangent Eglington | - | - | - | 34 11 |
| Left tangent Eglington to mark steering for | - | - | - | 7 26 |

7. Started, steering about east (true). The horizon has not the same appearance for $\frac{1}{4}$ of an hour together. I am quite puzzled to make out the land ahead. It occasionally appears as if joined to northern land. Crossed some immense ranges of hillocks and came to a much smoother and apparently younger floe. Midnight, the fog lifted suddenly, disclosing to our view very high land quite white with snow. It appeared as if within a few miles of us, but now there can be no doubt but that it is the N.W.-estern part of Melville Island.

Calm, b.c.

Wednesday, 8th June.—Went on to the land, leaving the sledge to travel to the extreme north point. On landing found I was on a small island about 500 yards from the main. Crossed over to it. The land is here of a very remarkable character, principally of a red and brown mud, much worn away by the action of the water, &c. There are several remarkable looking walls of mud, exactly resembling the side of a ruined house or hut, but on examination were found to be masses of worn away frozen mud. Found occasional traces of musk oxen, although the land is perfectly barren. Observed also several pools of considerable size in which there were several flocks of brent geese. The snow has quite disappeared from this part of the land, but Melville Island appears as wintry as when last seen. 6. Returned to the sledge and encamped on the extreme north point. The crew reported having crossed a heavy ridge of hillocks running to the N.W.-ward, also the tracks of a sledge. There appears to be a considerable rise and fall of tide, as I had some difficulty in landing, owing to the breadth of the tidal cracks and the overflow of water about them. The land to the north appears to turn sharp to the northward and Melville Island to the eastward. Distant land can be seen to the northward of the nearest extreme point.

On march, 10 $\frac{1}{2}$ hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 15 h.

East, 14 miles.

| h. | m. | s. | ° | ' | " |
|----|----|----|----|----|----|
| 7 | 43 | 22 | 51 | 12 | 15 |
| - | 45 | 45 | - | 28 | 30 |
| - | 47 | 18 | - | 39 | 00 |
| - | 48 | 28 | - | 48 | 00 |
| - | 49 | 54 | - | 57 | 00 |

S.W. 5 c.m.d.

Morning Observations.

| | | | | |
|---|---|---|---|---------|
| At 6. 45 ☉ to a patch | - | - | - | 89° 37' |
| Patch back to Black-striped Head (Melville) | - | - | - | 68 46 |
| At 7. ☉ to right tangent North Land | - | - | - | 67 57 |
| Black-striped Head to Spotted Point | - | - | - | 18 50 |
| " to Nd. near extreme (Melville) | - | - | - | 39 19 |
| " to distant extreme (do.) | - | - | - | 51 14 |
| " to right tangent North Land | - | - | - | 82 15 |
| Right tangent to left tangent North Land | - | - | - | 49 34 |
| " to right tangent of land left | - | - | - | 72 50 |
| " to black hill in Cairn Bay | - | - | - | 98 33 |
| " to M'Clintock's Cairn | - | - | - | 106 8 |

3 X 2

SIXTY-SECOND JOURNEY.

West, 4 c.q.s.

Examining cairn, 1 hour.
On march, 8h.
Lunch, $\frac{1}{2}$ h.
Encamped, 12 $\frac{3}{4}$.

S.S.W. 12 miles.

W.N.W. 4 c.q.s.

Blowing hard all day from S.W.-ward. We all overslept ourselves. Built cairns and deposited records. 9. Started, steering along the land to the E.S.E.-ward. Observed sledge tracks and cairn, which proved to be Commander M'Clintock's with record dated May 28th. Left a record noting my visit, and proceeded to the southward, as the opposite coast has already been examined.

Thursday, 9th June.—A.M. Travelling very good. Floe apparently not very old. Walked along the land and found several very large ponds, although the land about here is deeply covered with snow. The hills above the low land are very remarkably marked. They consist of different colored mud running in veins, much resembling in appearance geological drawings representing sections of different strata. 6.15. Encamped. Could not gain a good view of Melville Island owing to the heavy clouds and mist.

| | | | | |
|----------------|---|---|---|----------|
| At 6.50. A.M., | to left tangent this land | - | - | 105° 40' |
| | Left tangent to South Point Bay | - | - | 87 35 |
| | to North | - | - | 103 7 |
| | North Point Bay to left tangent, Melville | - | - | 50 30 |

Light rain falling.

SIXTY-THIRD JOURNEY.

N.W. 5 c.q.r.

On march, 8 $\frac{1}{2}$ hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 14 $\frac{1}{2}$ h.

S.W. 12 miles.

7. Started under sail at a brisk walk, weather looking very black and threatening; unable to see the opposite land. Coast continues very low and deep with snow. Midnight; came to a long low spit running out. Hauled outside of it, as the snow is very deep.

Friday, 10th June.—Weather as before. 4. Encamped.

| | | | | |
|---|--|---|---|----------|
| Observed Mer. Alt. \odot 74° 4' 45" = 75° 47' lat. N. | | | | |
| At 12.10. | to north point, north bight | - | - | 103° 24' |
| | North bight to Appointment entrance | - | - | 2 23 |
| | to Black-striped Bluff | - | - | 14 57 |
| | Black-striped Head to north extreme | - | - | 15 31 |
| | to north extreme this land (low) | - | - | 38 38 |
| | to patch on land abreast | - | - | 108 13 |
| | Patch to Castle Head over and inside extreme point | - | - | 90 49 |
| | Castle Head to south extreme this land | - | - | 22 37 |
| | to low extreme | - | - | 28 45 |
| | to S.W. Point Melville | - | - | 52 26 |
| S.W. Cape | to Haycock Bluff | - | - | 2 16 |
| | to Point Kelly | - | - | 13 18 |
| | to North Point Bay | - | - | 28 46 |
| | to N.W. Point | - | - | 67 27 |
| | to south point, second bay | - | - | 83 16 |

SIXTY-FOURTH JOURNEY.

North, 4 c.q.s.

On march, 13 $\frac{1}{2}$ hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 13 $\frac{1}{2}$ h.
E. $\frac{1}{2}$ N. 17 $\frac{1}{2}$ miles.

6.30. Started to the eastward for Melville Island. Weather looking very threatening. As the weather cleared saw the high snow-capped hills seen while crossing to the southward. The whole of the land of Melville Island in sight is high and steep, with several very remarkable hills towards the northern extreme. 10.30. Observed northern extreme shut in by land about Black-striped Head bearing W. b. N. $\frac{1}{2}$ N.

Saturday, 11th June.—A.M. 2. Observed an object much resembling a cairn at the entrance of a deep inlet. Walked on to the land and found it to be one of Commander M'Clintock's, date May 8th, stating he had been down to 75° 25' N. 8.15. Sledge arrived. Encamped. The bay apparently runs up about eight or nine miles.

Mer. alt., \odot 74° 12' 15" = Lat. 75° 48' 23" N. ϕ N. 64 E.

Morning Observations.

Calm, b.c.

| | | | |
|----|----|----|---------------|
| h. | m. | s. | |
| 9 | 15 | 20 | — 61° 46' 45" |
| | 17 | 52 | 62 3 00 |
| | 19 | 19 | 12 00 |
| | 21 | 4 | 23 00 |
| | 22 | 32 | 31 00 |
| | 24 | 2 | 41 15 |
| | 25 | 10 | 47 15 |

Variation, 116 E.
Error sext. 2' 22"

| Bearing from Sun at noon. | | ' | ° |
|---|-------|----|----------|
| First point beyond this on with hill at head of inlet | S. 94 | 24 | E. |
| Extreme bight at south end of inlet | - | - | - 99 21 |
| opposite point | - | - | - 102 38 |
| Extreme to high conical hill | - | - | - 21 34 |
| to opposite point of entrance | - | - | - 60 50 |
| to extreme of land | - | - | - 68 32 |

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Lieutenant Meham.

SIXTY-FIFTH JOURNEY.

P.M. Weather very hot, almost impossible to lay in the tent, still very little thaw has taken place. Built up the cairn again and deposited a record in it with his. Could not see the land at the N.E. corner of the bay. 10.30. Started along the land to the southward and westward. Went over the hills, but was soon obliged to descend, owing to the deep ravines and steep cliffs. Calm, o.e.

Sunday, 12th June.—Went to examine something which resembled a ruined hut, found it to be only natural formation of the soil and rock. The land about here is rather remarkable, rising in a series of terraces and with several rows of buttresses and pinnacles, formed by the decay of the soil and stones. The lemmings are very numerous about here, and appear to form a staple article of food for the burgomasters, who frequently pounce down and carry them up to their resting places on the rocks. At 2.15. ☉ on with land passed astern, the land running about S.W. b. S. 6. Encamped. Glare very great. Charles Nisbet complains of great pain in his right eye; supposing it to be caused by the glare, treated it as for snow-blindness. On march, 7½ hours.
Lunch, ½ h.
Encamped, 12 h.

| | | | | |
|---|---|---|---------|----------------------|
| At 6.55 ☉ to N. head rounded to-day | - | - | 71° 25' | S.W. by S. 7½ miles. |
| Headland to north extreme | - | - | 12 34 | |
| Mer. Alt. ☉ 74° 31' 45" = Lat. 75° 42' N. | | | | |

Exceedingly hot all day; able to sleep on the sail outside the tent. Constant noise of the stones rolling down the cliffs, and the screeching of the burgomasters. Shot three ptarmigan. Ca.m, b.c.

SIXTY-SIXTH JOURNEY.

P.M. Travelling oppressively hot under the steep black cliffs. Men dragging in their flannels. Large stones rolling down in all directions. At 6.55 opened a headland to S.W.-ward bearing by the sun 108° 26'. Passed a great number of lemmings on the floe, which were frequently carried up by the burgomasters. Passed the skin of a reindeer; also observed two seals at their holes. Land rises here at about an angle of 40° from the ice, and is principally formed by débris with pinnacles of decayed rocks forming occasional terraces; there is but little pressure, but generally the floe is old and rather hillocky, but the travelling very fair. Calm, b.c.
On march, 10 hours.
Lunch, ½ h.
Encamped, 15 h.
S. by W. 13¾ miles.

Monday, 13th June.—12.30. Opened a deep bight running to the eastward about eight or nine miles. The land here becomes lower, and at the N. point of the entrance to the inlet runs off in a low point. 4. Observed a cairn upon the S. shore, probably Commander M'Clintock's. Charles Nisbet suffering very much from a sore eye. 4.30. Encamped about two miles from the cairn. Calm, b.c.

| | | | |
|---|---|---|----------|
| At 4.40 A.M. App. Time. ☉ to Point Kelly | - | - | 104° 22' |
| Right tangent Melville to Haycock Bluff | - | - | 1 46 |
| to Point Kelly | - | - | 31 30 |
| to M'Clintock's cairn | - | - | 70 29 |
| Point Kelly to S. Point at head of inlet | - | - | 76 33 |
| to round land at head | - | - | 81 38 |
| to north head of inlet | - | - | 90 37 |
| North head to north point of inlet | - | - | 60 7 |
| to left tangent Melville | - | - | 66 18 |
| Left tangent Melville to right tangent Eglinton | - | - | 20 12 |
| to N. side Snowy Bay | - | - | 25 38 |
| to S. side | - | - | 37 19 |
| to Castle Head | - | - | 64 15 |
| to Spit Point | - | - | 102 24 |
| Spit Point to right tangent Melville | - | - | 66 10 |

SIXTY-SEVENTH JOURNEY.

P.M. 7.30. Started along the land to the southward among large hillocks of very old and heavy ice. The snow to-day bears more the Calm, b.c.

Journal of
Lieutenant Mecham.

On march, 12 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 23 $\frac{1}{2}$
miles.

appearance of thaw than I have yet seen. The water is also running down very rapidly in all the ravines and gullies. Observed the tracks of reindeer and wolves travelling to the westward from this shore. Lemmings very numerous upon the ice. Observed a cairn upon the first terrace above the beach, which I found to be Commander M'Clintock's, containing a note for me, dated May 7th, stating that he had come thus far in hopes of meeting us. This to me was very unexpected, as I passed here on April 29th, and then had no idea that it was Captain M'Clintock's intention of doing so. Deposited a record in the cairn, and proceeded.

Tuesday, 14th June.—I.M. Sent a man up a ravine to collect coal. 3. Came to the termination of this range of hills, and opened the bay in which our depôt is deposited. On landing found the whole plain a regular swamp, with numerous large ponds and streams. I could also observe that the sledge's crew were travelling nearly knee deep in water. Observed a great many brent geese and 15 musk oxen. Shot three of the former and one of the latter, and collected some eggs. I was in considerable alarm for our depôt as I found wolf tracks coming directly from it. At eight I arrived at the tent and found it quite safe, with a notice from Nares, dated May 5th, saying that Bailey was much improved. Sent the crew for the carcase of the bull, which was in excellent condition. We all enjoyed a good wash to day for the first time since leaving the ship. This place is much improved since our last visit. Its dull and monotonous appearance is now enlivened by the running streams and constant call of the ptarmigan, plover, and brent geese.

Morning Observations.

| h. m. s. | ° | ' | " | |
|----------|----|----|----|---------------------|
| 9 31 58 | 64 | 4 | 15 | |
| 32 55 | | 10 | 30 | |
| 34 8 | | 17 | 45 | On, 34.30 |
| 35 10 | | 24 | 30 | Off, 28.30 |
| 36 18 | | 31 | 15 | 6.00 |
| 37 14 | | 36 | 30 | |
| 38 39 | | 46 | 15 | Error 3.00 Sextant. |
| 40 18 | | 56 | 00 | |
| 42 26 | 65 | 8 | 30 | |

Wednesday, 15th June.—Determined to remain to-day to mend our boots and rest, &c. Built a large cairn upon a hill over encampment, and one upon the beach. Deposited records noting our past proceedings, also a chart containing discoveries, and all useful information. Cut all the meat off the bones of the bull.

Morning Observations.

| h. m. s. | ° | ' | " |
|----------|----|----|----|
| 7 26 8 | 49 | 7 | 45 |
| 27 55 | | 21 | 30 |
| 29 2 | | 30 | 30 |
| 30 00 | | 37 | 00 |
| 31 8 | | 45 | 45 |
| 32 45 | | 55 | 15 |
| 34 00 | 50 | 8 | 15 |

Lunar Observations. 8 P.M. Depôt Point.

| Sun's altitude. | | | |
|-----------------|-----|----|----|
| h. m. s. | ° | ' | " |
| 9 38 9 | 25 | 58 | 15 |
| 39 22 | | 52 | 30 |
| 40 40 | | 45 | 15 |
| 41 43 | | 39 | 45 |
| 42 49 | | 34 | 00 |
| D ⊙ | | | |
| 9 47 26 | 109 | 45 | 15 |
| 50 3 | | 45 | 45 |
| 51 5 | | 46 | 45 |
| 54 21 | | 47 | 45 |
| 56 55 | | 49 | 00 |

D ⊙

N. L.

Sun's altitude ⊙

10h. 1m. 5s. — 24° 3' 00"

SIXTY-EIGHTH JOURNEY.

P.M. Hauled sledge upon the ice and packed. 7.30. Started over the grounded hummocks. Water very deep, with a great quantity of sludge. While crossing a hummock it broke in two, which upset the sledge and disabled the left runner. Bored holes in the poppets, and after heaving the broken parts together with a Spanish windlass, lashed them securely with hide and fished the side with spare battens. Travelling along the land among the same range of enormous hummocks that we passed on April 28th. Obligated to take long rounds on account of weak runner, which, although safe, complains slightly among the large hummocks.

N.W. 3 b.c.

Mending sledge, 1 hour.

On march, 8½ h.

Lunch, ½ h.

Encamped, 14 h.

S.E. 8 miles.

Thursday, 16th June.—Sledge upset occasionally, which obliged us to unload. Travelling very heavy, with deep sludge and occasional large ponds of water. 5.30. Encamped.

Variable from N. to W., 5 b.c.q.

SIXTY-NINTH JOURNEY.

Water increasing very fast. The land here is perfectly bare of snow. The stillness of the scene is only broken by the roaring of the torrents down the ravines. 7.30. Started over a range of hummocks, and proceeded along the land upon very smooth ice with about a foot of water on it. The young ice makes it very painful to the feet and fagging, as it requires a heavy stamp at each step, which together with the cold water causes great pain to the feet.

Variable from N. to W.

6 b.c.q.

On march, 8½ hours.

Lunch, 20m.

Encamped, 15 h.

15 miles.

Friday, 17th June.—1.30. Passed Point Cyclops, which is about three miles deep and about eight across. 4. Encamped.

Calm, b.c.

SEVENTIETH JOURNEY.

7. Started under sail, the sledge running at a rapid pace without any dragging. Travelling drier than yesterday. Observed a herd of musk oxen with several calves. The land round Warrington Bay is undulating, with a high hill at the back, apparently favourable for game. Midnight, observed a white musk cow with a black calf. Tried to shoot her, but on my approach it made off up a steep hill. Shot a hare. From here the water becomes very deep and covered with very thick young ice. Wind freshened to a gale, obliging us to lower the sail while in the deep water.

N.W. 3 c.q.

On march, 8½ hours.

Lunch, ¼ h.

Encamped, 14 h.

Saturday, 18th June.—Travelling at a rapid pace, snowing and freezing hard. Very cold, and young ice most painful to the feet. Weather very thick; kept close along the land for fear of missing the depôt. Crossed the grounded hummocks and launched the sledge into a broad pool of water along the beach, tracked her along until close to the depôt, where we pitched upon a very wet bank of stony ground. Brought depôt down to the sledge. Most unpleasant weather. Our boots were so encased with ice that we were obliged to cut the lacings. The sledge appears like a solid mass of ice.

E.S.E. 14 miles.

W.N.W. 7 c.q.s.

SEVENTY-FIRST JOURNEY.

7.30. The water had increased during the day to about 50 yards wide, leaving only one place where we could make a portage. Built a cairn, and deposited a record. Took advantage of a piece of grounded ice in the centre; moored the sledge between it and the beach, and passed everything across by the hand. Repeated the operation to the hummocks. This was a long and tedious job, besides getting our traps very damp. Midnight; loaded the sledge on the ice, and proceeded along the land over rough and irregular ice, which occasioned us frequent upsets.

N.W. 7 c.q.s.

Making portages, 4½ hours.

On march, 8¾ h.

Lunch, ¼ h.

Encamped, 14½ h.

Sunday, 19th June.—Travelling very wet. Floe covered with water. 2. Struck off for the opposite point of the bay. Sludge makes it very heavy travelling. 9. Reached the opposite shore and encamped on the land. While crossing observed great numbers of musk oxen on the east side of the bay.

East, 14 miles.

Calm, c.o.

Morning Observations.

| | | | |
|---|----|-------------|---------------------|
| 10 ^h 32 ^m 48 ^s | — | 71° 16' 15" | Mer. Alt. ☉. |
| 34 15 | | 22 45 | |
| 35 20 | | 27 45 | 76° 26' 45" |
| 36 54 | | 35 00 | |
| 38 35 | | 42 45 | |
| 40 18 | | 50 00 | |
| 41 18 | | 54 45 | On 34 15 |
| 42 52 | 72 | 1 30 | Off 28 30 |
| 44 9 | | 6 45 | 5 45 |
| | | | Error 2 52 Sextant. |

SEVENTY-SECOND JOURNEY.

Variable.

Spent a comfortable rest and dried our baggage, &c. About here there are several curious knolls of earth, much resembling old cairns. Pulled one down with a pickaxe, but found it was only masses of decayed earth. The floe here resembles a vast swamp, which obliged us to travel very close to the land. Midnight; crossed a deep and rapid stream, and rounded Point Bailey. About here the land is covered with deep moss, and very swampy, with innumerable small ponds, in which there are several geese and ducks.

On march, 8 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 13 h.
7 miles.

West, 4 c. m.d.

Monday, 20th June.—Ice broke through; found the water four feet deep. Went in chase of some reindeer, and on my return found the sledge stopped by a deep and rapid stream, which had washed away all the ice off the beach. Sent the men up to collect coal, which was found here in great lumps. Shot two pintailed ducks. Rogers reported that from the hills he had seen great numbers of musk oxen. Found our only course was to drag the sledge over the grounded hummocks, and proceed among the pressed-up ice; our difficulties were augmented by a thick fog. 8.30. Encamped on the ice. Observed occasionally the south land of the gulf about Cape James Ross.

SEVENTY-THIRD JOURNEY.

S.W. 2 c.q.s.

9. Started, steering for the north point of a bay. Travelling became so heavy and deep that we were obliged to travel round the head of the bay. There is a perfect sheet of water inside the hummocks about four miles round. A boat might sail along this coast with ease, as a deep stream follows its margin. Observed two large herds of musk oxen.

On march, $8\frac{1}{2}$ hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 37 h.
9 miles.

Tuesday, 21st June.—A.M. Passed along the land, following every indentation of the coast, making our progress rather slow. Observed several flocks of ducks. The land here is well stocked with vegetation, with a good deal of saxifrage in blossom. 6.30. Hauled on the beach and encamped. About here there are a great many skeletons of musk oxen. From the hill the ice appears to be covered with deep sludge to the eastward.

Mer. Alt. \odot $76^{\circ} 19' 45'' =$ Lat. $75^{\circ} 3' 26''$.

Cape James Ross bearing south by sun at noon.

| | | |
|--|---|--------|
| At 11-10. App. Time, $\mid \odot$ to right tangent Savage Head | - | 109-20 |
| South point this land to Cape James Ross | - | 32-35 |
| Cape James Ross to Point Hoare | - | 83-21 |
| Point Hoare to top of East Creek | - | 38-3 |
| „ to right tangent Savage Head | - | 47-6 |
| „ to left ditto ditto | - | 52-12 |
| „ to \odot Hardy Bluff on with next point this land | - | 63-58 |
| „ to land at \odot of top of inlet | - | 69-53 |

P.M. Shot a hare, and found a dead musk ox upon the hill. 4. Wind freshening from S.W.-ward. Came on to rain heavily. The tent kept it out very well for five hours. Considered it better to remain encamped. The streams commenced running with increased vigour, and the snow is disappearing very fast from the ice, which will improve our travelling.

W.S.W. 5 c.q.r.

Wednesday, 22d June.—A.M. 3. Rain ceased and snow commenced falling, which soon gave the land quite a wintry appearance. Started over the hills to look for game, and sent a man in the opposite direction. Returned with only one ptarmigan. P.M. Blowing very fresh all day from W.S.W. with occasional heavy showers of rain.

SEVENTY-FOURTH JOURNEY.

S. W. 5 c.q.

9.30. Started close along the land, where we found the travelling good and tolerably dry; in every hole the water is rushing down with great force. There are two deep ravines here which keep up a continuation of the stream along the land. Midnight; opened a deep bay. At the point on the N. side there is a magnificent headland.

On march, 11 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 15 h.
22 miles.

Thursday, 23d June.—12.30 Struck across the bay. The water here is about 14 inches deep, without a single dry spot. It is covered with strong young ice, which together with the sharp wind occasioned great pain to the feet and ankles, also ruination to the boots. On arriving at the opposite point of the bay the ice became more drained. The land all round

this bight is composed of steep and black cliffs, intersected with rugged ravines. The land about Mount Joy is composed of débris about 500 feet high, principally of immense stone, through which the water gurgles with a peculiar noise. We now appear to be at the narrowest part of the inlet. Went on to the N.-ward so as to open the bight in the N.E. corner. Built a cairn and encamped. 8. Returned to the sledge. West, 4 b.c.

Mer. Alt. \odot $75^{\circ} 55' 30''$ Latitude $75^{\circ} 16' N.$

| | | | | |
|--|----|---|---|--------|
| Cape Jas. Ross to Point Hoare | - | - | - | 20° 57 |
| Point Hoare to right tangent Savage Head | - | - | - | 19 6 |
| to left tangent ditto | - | - | - | 63 22 |
| to nearest point | - | - | - | 92 29 |
| Nearest point to Point Hardy Bluff | - | - | - | 28 9 |
| to opposite corner of inlet | - | - | - | 32 50 |
| Point Hardy Bluff to Point at corner of land at head | 20 | 9 | | |
| to N. Point this side on with Head | | | } | 35 22 |
| of west inlet | - | - | | |
| to Cairn | - | - | - | 121 35 |
| Cairn to left tangent this side | - | - | - | 85 39 |
| Cairn to Cape Jas. Ross | - | - | - | 97 43 |
| At 12:30 \odot to Hardy Bluff | - | - | - | 127 55 |

Light rain falling during the latter part of the day.

SEVENTY-FIFTH JOURNEY.

Deposited a record in the cairn. 9. Started for the east side of the inlet. Calm, c.m.r.
Rain coming down in torrents; every particle of snow has disappeared, and we travelled through water varying in depth from eighteen inches to two feet. Along the land the water is running down in large streams, and there are several fine cascades along the steep cliffs.

Friday, June 24th.—12.30. Arrived at the east shore, where we found a well drained lead close along the cliffs. This is however a matter of perfect indifference to us, as we are thoroughly drenched with the rain, which makes it unpleasantly cool. The cliffs here are about 200 feet high, and present a curious sight of dilapidated pinnacles of rock, about which there are a great many burgomasters. 3. Opened a small creek running to the N.E.-ward, about $3\frac{1}{2}$ miles deep. The northern shore is low, and covered with a bed of moss, about which several musk oxen are grazing. 3. Sun came out, which was a most comfortable change to us in our wet clothes. 5.30. Came to a low piece of land at the entrance of a ravine. Encamped, and opened out all our things to dry. Shot three hares. The land here is very favourable for game, and rises in two high terraces to an elevation of about 450 feet. There are also several very fine ravines about here. On march, $8\frac{1}{2}$ hours.
Lunch, $\frac{1}{2}$ h.
Encamped, $15\frac{1}{2}$ h.
18 miles.

| | | | | |
|---|----|----|---|--------|
| S. Point Creek to Savage Head | - | - | - | 8° 54' |
| S. Point, Savage Head to point at head of inlet | - | - | - | 1 3 |
| to right corner west creek | - | - | - | 4 24 |
| to left ditto on with S. Point Creek | 10 | 58 | | |
| to last encampment | - | - | - | 24 4 |
| Savage Head to point near Mount Joy | - | - | - | 35 59 |
| to inner point ditto on with S.W. | | | } | 41 18 |
| corner of bay | - | - | | |
| to S. Point opposite bay | - | - | - | 79 13 |
| Inner Point, Mount Joy to Cape of 21st | - | - | - | 74 17 |
| to extreme point | - | - | - | 82 36 |
| Extreme point to Cape Jas. Ross | - | - | - | 45 20 |
| to next point on this side | - | - | - | 56 15 |

SEVENTY-SIXTH JOURNEY.

P.M. Built a cairn and deposited a record. 9. Started along the land, Calm, c.m.d.
threading our way among heavy hummocks. Midnight; struck in to the beach. Observed three large bulls, who made off on our approach. Landed and went in pursuit of a herd of eight oxen. Shot two heifers: one ran at the man who was with me, but his wounds prevented his doing any mischief; the remainder stood in a most stupid manner within a few yards of us. Took the four hind quarters, which appear to be beautiful meat. Sent the sledge across the bay and walked round myself upon a perfect field of grass and moss much resembling a rich meadow. Several musk oxen and reindeer grazing. A large flock of snowy geese flew over.

On march, 10 hours.
Lunch, and skinning oxen, 1½ h.
Encamped, 1½ h.
15 mi es.

Saturday, 25th June.—A.M. The crew with the sledge had some trouble in crossing, owing to the great depth of the water. Observed two herds of reindeer going to the westward at full speed. 3. Lunched. Observed Hooper's Island and Cape Edwards. The water became so deep and the ice so uneven and slippery, that we found the greatest difficulty in getting along. Water in many places over four feet. 8. Hauled in upon a dry beach and encamped; light rain falling all day. Shot two hares.

SEVENTY-SEVENTH JOURNEY.

N.E. 7 c.q.

P.M. Our ancles are to-day very sore and swollen. Bandaged them up with flannel which gave great relief. Built a cairn and deposited a record. Shot two hares. Observed several musk oxen, who made off up the steepest part of the hills. Crossed a bay and steered for Cape Edwards. It is necessary to travel here according to the tides, as the water overflows the tidal cracks for several feet.

On march, 10¾ hours.
Lunch, ½ h.
Encamped, 1½ h.
15 miles.
N.E., 6.b.c.q.

Sunday, 26th June.—4. Struck out across Barry Bay. Water deep and ice slippery. Wind very cold and sharp from the N.E.-ward. 9. Arrived at the east side and encamped. Went to the top of the land and observed a large lagoon at the head of the bay. A deer came within a few feet of the tent. Traces of musk oxen very numerous.

SEVENTY-EIGHTH JOURNEY.

N.N.E., 8 b.c.q.

P.M. 11. Started close along the beach upon tolerably dry ground, but with a very deep stream between us and the beach. The cliffs are all composed of decayed stone and débris of heavy masses of earth, &c. Wind coming down in tremendous squalls over the hills, making it very cold to the feet.

On march, 9 hours.
Lunch, ¼ h.
Encamped, 15 a.
18 miles.

N.E. 6 b.c.

Monday, 27th June.—3. Came to a bay round which the land is sloping and richly covered with moss. Beyond it are magnificent cliffs about 700 feet high, and appearing like a most elaborate piece of masonry. 5. Lunched at the point of Bushman cove. Sent sledge across with directions to encamp on the opposite point. Walked into Bushman Cove and examined Commander M'Clintock's cairn, beside which was laying the remnants of Sir Edward Parry's cart, left in 1820. Replaced the record with one of mine. At the foot of a hill were several musk oxen and reindeer grazing upon a beautiful flat of moss. Crossed the cove and walked over the land to the eastward. Observed the head of the gulf to turn to the N.E.-ward and became very low; just beyond this there is a very large lagoon. 11. Returned to the tent and encamped. The sugar pemmican made me very unwell.

SEVENTY-NINTH JOURNEY.

N.-Easterly, 7 b.c.q.

On march, 12 hours.
Lunch, ½ h.
Encamped, 14 h.
24 miles.

N.E. 4 b.c.

11. Started along the land to the point beyond this. The cliffs here are almost perpendicular, with overhanging banks of snow. On passing them some musk oxen climbed up with great activity out of our way. Where the land gets low again there are several musk oxen grazing. Struck out for the opposite shore. Water very deep, with occasional patches of very heavy sludge, which obliged us to dig the sledge out occasionally. The ice is not quite so slippery, which eases our ancles very much.

Tuesday, 28th June.—A.M. 2. Arrived at the opposite shore. Set the sail. Gained a view of the head of the gulf, which sweeps round, with low land to the N.E.-ward about 10 miles distant. Steered along the land round a very deep bay; at the head of it the water was very deep, owing to a very rapid stream, which gave us much difficulty in crossing. Found some small pieces of decayed wood. Near the lagoon I found an empty meat tin (Hogarth), and the mark of an encampment, proved to be Mr. Nares'. Required great care in crossing the mouth of the lagoon, as the torrent was making out with great fury. Carried away sheers of sail. 11. Encamped at the entrance of depôt ravine. Found the cart all right, and a large budget of welcome news from the ship, also some lime juice and vegetables.

EIGHTIETH JOURNEY.

Journal of
Lieutenant Meham.

Wednesday, 29th June.—A.M. 1. Sent men for the cart and depôt; carried the traps to the first ridge, and packed the cart. Found the leather boots a great treat, as we are all nearly barefooted. 3. Started, but was obliged to unload again and proceed with half the traps. The country here is a perfect swamp, the wheels sink down to the axletrees in the mud; so that we are hardly able to move the cart along, and occasionally it drags off our boots. 11. Pitched the tent and lunched; sent the crew back with cart for the remaining traps. P.M. Went on to examine the road beyond; found no improvement, but it is intersected with deep and rapid streams. At the large ravine the stream is about fifty yards wide, four feet deep, and running with great fury. Built occasional cairns as guides for to-morrow's route. 6. Cart arrived; Encamped. The men dead tired. Raining hard all the afternoon.

South, 5 c.m.r.

On march, 17 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 14 h.
2 $\frac{1}{2}$ miles (good).Travelling over deep swamps,
and ascending the first range
of hills.

| | h. | m. | s. | | | |
|---|----|----|----|---|----|-------|
| | 6 | 56 | 44 | — | 40 | 36 15 |
| | | 58 | 23 | | | 24 45 |
| 7 | 5 | 40 | | | 39 | 30 30 |
| | | 8 | 12 | | | 11 30 |
| | | 9 | 42 | | 39 | 00 00 |
| | 11 | 20 | | | 38 | 48 00 |

EIGHTY-FIRST JOURNEY.

Thursday, 30th June.—A.M. Gloomy, with occasional heavy showers. The rain has increased the swamps and deepened the streams. 8. Started with the cart, carrying half our traps. 8.30. It stuck fast in a swamp close to a snowy patch. Loaded the sledge and proceeded, winding about to keep on the small patches of snow, which obliged us to go over about four times the distance; indeed we were put to our wits' end to get along at all. Arrived at a large ravine. Sent sledge back for the cart and remaining traps. P.M. 2. Loaded the cart with everything and entered the stream with every precaution; four men at the pole and the remainder at the wheels. This was certainly an experiment of considerable risk; the water ran with such force that it came up to our armpits and almost made a clean breach over the cart; the men worked with a will and we crossed all safe. The land here rises to a considerable height. Carried our traps up the side of a ravine and loaded the sledge with everything. Put cart on top of sledge and made sail over all. We now got on tolerably well, as there is occasionally a little snow upon the ground and a strong wind right aft; men in great spirits at so favourable a change. 9. Encamped upon a swamp, which is the driest spot to be found. Observed the top of the Table Hills above Winter Harbour.

S.E. 2 c.m.r.

On march, 13 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 14 h.
4 miles (good).Travelling through deep
swamps, and crossing a broad
stream in the first ravine.North, 5 c.m.r.
Raining hard all day.

EIGHTY-SECOND JOURNEY.

Friday, 1st July.—11. Started with sail set upon the cart, making good progress among the patches of sludge. The work was exceedingly heavy as there were frequently patches of stones and mud. The level land to the eastward of us is one sheet of water, having the appearance of a large lake. Observed the cairn on Cape Bounty. Noon; observed the cairns upon the south side of middle ravine. Came to the end of the snow; put sledge upon top of the cart rails and proceeded under sail, which helped us considerably, but shook the men very much.

N.W. 4 b.c.

Carts, with sail set, placed on
the sledge, travelling through
swamps, occasionally over a
little snow.

P.M. 2. Crossed another rapid ravine and proceeded, carrying half our traps up the opposite side. 4. Lunched. Beyond this we experienced the greatest difficulty in crossing small rapids; in one the cart was carried away and only stopped by the wheels becoming clogged in the snow. The most unpleasant part of these streams is that the bottom is covered with slippery ice which occasionally breaks through and takes us up to our waists in water.

On march, 15 hours.
Lunch, $\frac{1}{2}$ h.
Encamped, 15 h.
6 miles (good.)

Saturday, 2d July.—This has been a most harassing day for the men, who are regularly dead beat, and wet up to the armpits. Went on to examine the route for to-morrow; found the pivot of the compass broken by the jerking of the cart.

Calm, b.c.
Making portages across middle
ravine, and several rapid
streams to the southward of it.

EIGHTY-THIRD JOURNEY.

Lat. by Mer. Alt. 74° 52' 00" N.

P.M. Found several streams across our course. Made up the greater part of our traps into packs and proceeded, carrying them; in this manner we

S.S.W. 7 b. c. q. r.

Carrying as much as able on our backs to Winter Harbour.

On march, 16½ hours.
Lunch, ½ h.
Encamped, 15 h.
6 miles good.

made better progress and with less fatigue. The ground becomes much drier as we neared Winter Harbour, and the water in the ravines much less rapid; this shows distinctly the difference between a northern and southern aspect. The land which when covered with snow appears like a level plain, is now intersected with innumerable deep gullies, which makes the travelling very tiresome. 9.30. Arrived at Winter Harbour. Landed the traps at the depôt and returned for the cart and sledge. Shot a reindeer. While crossing this land we have travelled 30 miles more than made good.

Dragging cart and sledge to Winter Harbour.

Sunday, 3d July.—2. Arrived at the cart; started with it, and although almost empty, we could hardly get it along. Work most harassing, as it jerks and shakes the men off their feet. 9.45. Arrived at Winter Harbour. Encamped at the spot of Sir E. Parry's observatory. Shot two reindeer. All of us dead tired.

Morning Sights.

| h. | m. | s. | ° | ' | " |
|----|----|----|---|----|-------|
| 10 | 17 | 44 | — | 70 | 41 00 |
| | 19 | 5 | | | 46 45 |
| | 20 | 23 | | | 52 45 |
| | 21 | 43 | | | 59 00 |
| | 23 | 00 | | 71 | 5 15 |
| | 24 | 10 | | | 10 15 |
| | 25 | 30 | | | 16 30 |

Sextant error.
0 2' 45"

Afternoon Observations.

| h. | m. | s. | ° | ' | " |
|----|----|----|---|----|-------|
| 6 | 38 | 40 | — | 41 | 56 45 |
| | 40 | 01 | | | 46 30 |
| | 41 | 5 | | | 38 15 |
| | 42 | 23 | | | 28 15 |
| | 43 | 28 | | | 20 15 |
| | 44 | 35 | | | 11 30 |
| | 45 | 43 | | | 2 15 |
| | 46 | 51 | | 40 | 53 45 |
| | 48 | 20 | | | 42 00 |

EIGHTY-FOURTH JOURNEY.

Calm, b.c.

Monday, 4th July.—A.M. Followed up our track of last autumn in search of my rifle, but returned unsuccessful. The land and small streams in this neighbourhood are quite dry. Noon; packed sledge and placed dismantled cart upon it. Walked down to the Sandstone Boulder, and deposited a chart of discoveries. Found a record stating that "Investigator" was abandoned. The water was running down the second ravine with great force. 2. P.M. Met the sledge at Reef Point, and travelled to the eastward towards Fife Point. Water very deep and ice very slippery. Observed the pile of casks at the depot. Steered direct for Cape Bounty. 9.30. Encamped at the edge of some large hummocks about three miles south of Point Wakeham.

Visiting record, &c., 3 hours.

On march, 7½ h.
Lunch, ½ h.
Encamped, 15 h.

North, 2 b.c.

EIGHTY-FIFTH JOURNEY.

Calm, c.m.r.

On march, 10 hours.
Lunch, ½ h.
Encamped, 8 h.
E. by N. 13 miles.

Tuesday, 5th July.—A.M. 12. Started over very uneven ice, but with occasional large pools of water. The hummocks about here are of a dirty brownish colour, as if the dust had blown off the land. P.M. came to heavy grounded hummocks between Capes Halse and Bounty; followed inside of them. Observed rather an amusing fight between two boatswain birds and a burgomaster. Came to a crack in the ice about 50 feet broad, extending to the southward. Followed along it and crossed. Struck off to the outer island off the cape. 10. Encamped. Wind shifted in a squall from the northward. Weather cleared up. Observed the ships.

N.W. 4 b.c.

EIGHTY-SIXTH JOURNEY.

N.W. 3 b.c.

On march, 7 hours.
Lunch, ¼ h.
12 miles.

Wednesday, 6th July.—A.M. Observed some one crossing to us from the mainland, which proved to be Mr. Nares from a shooting party. 6. Packed and started to the eastward for Dealey Island. Crossed several very large ponds of water. Passed a party from the mainland with fresh meat. Noon; lunched.

Ship hoisted masthead flags. 1. Arrived alongside. Cheered by the ships' companies. Captain Kellett was absent surveying, but we were kindly welcomed by all the officers.

TRAVELLING ABSTRACT.

Journal of
Lieutenant Meham.

| | | |
|---|--------------------------------------|-----------------------|
| Number of days travelling out | - - - - | 54 days. |
| Number of days travelling home | - - - - | 40 " |
| Absent from the ship, total | - - - - | 94 " |
| Number of marches | - - - - | 86 No. |
| Total distance travelled - 1006 miles (geographical) | = | 1,163 miles (statute) |
| Total number of hours actually walking | - - - - | 862 hours. |
| Total number of hours at luncheon | - - - - | 35 $\frac{3}{4}$ " |
| Total number of hours arranging depôts and building cairns | - - - - | 19 " |
| Total number of hours actually under weigh | - | 916 $\frac{3}{4}$ " |
| Average number of hours actually walking per day | - | 10h. 1m. |
| Average number of hours actually under weigh | - | 10h. 39m. |
| Total number of hours encamped for rest and cooking | - | 1,116 hours. |
| Total number of hours detained by bad weather, sickness, &c. | - - - - | 198 " |
| Average number of hours encamped for rest and cooking per day | - - - - | 12h. 57m. |
| Mean rate of travelling per day throughout | - | 10.7 miles (geo.) |
| Cairns built | - - - - | 19 No. |
| Records deposited | - - - - | 26 " |
| Small charts of discoveries and positions of depôts, &c. | - - - - | 4 " |
| Maximum temperature registered | - - - - | 27° above zero. Fahr. |
| Minimum | - - - - (lost the ther. on June 4th) | 33° below ditto |

TRACES FOUND.

| | |
|--|---------|
| Cairns, containing records from H.M.S. "Resolute," | } 6 No. |
| Dealy Island, by Captain M'Clintock | |
| Cairns, containing records from H.M.S. "Assistance," | } 1 " |
| Griffith's Island (1851) by Captain M'Clintock | |
| At Bushman's Cove, remains of Sir E. Parry's cart. | |
| Crossing Melville Island two encampments of Sir E. Parry. | |
| At head of Liddon Gulf, a meat tin (Hogarth) and camping place of Mr. Nares. | |

CONCLUDING REMARKS.

Deeply grateful to the Almighty for the preservation of our health and strength during this journey. We much regretted our unsuccess in its primary object; but on our arrival at the lagoon depôt, I with pleasure read your letter relating the success of another party of our shipmates in the discovery of H.M.S. "Investigator" and the safe arrival of them all on board the "Resolute;" also the general welfare which had attended all the parties detached from the expedition in execution of your orders. Our journey being principally amongst unknown lands, I was gratified to find that the route I had decided upon was exactly in accordance with your wishes. The amount of game procured, together with the care displayed by James Tullett in issuing the provisions and fuel, would have enabled me to have extended the journey for several days longer had I not been stopped short by finding the coast had been searched by Captain M'Clintock. In justice to the men of my party, I beg to refer you to my chart, which will I feel convinced show the amount of labour it cost them in tracing a coast exposed for such an extent to heavy old pack. The constant wet travelling and swampy state of Melville Island during the summer was equally laborious. Throughout the journey their conduct excited my warmest admiration. We all arrived on board in excellent health, although I regret to say Charles Nisbett had lost the sight of his right eye since the 10th of June.

G. F. MECHAM,
Lieutenant commanding the party.

Journal of
Lieutenant Meham.

RESULTS of ASTRONOMICAL OBSERVATIONS.
Chronometer 2111. Arnold.

| Date. | Latitude. | | Longitude. | | Error on M.T. Greenwich. | | Rate. | Variation. | | Remarks. |
|----------|-----------|-----------|------------|----|--------------------------|------|-----------|------------|--|----------|
| | North. | West. | h. | m. | s. | L. | East. | " | | |
| April 14 | 74 58 42 | 111 28 30 | 7 | 4 | 3.2 | - | 131 30 | | On April 13 watch ran down. | |
| 20 | 75 2 00 | 114 6 30 | 7 | 4 | 5 | 0 28 | 124 15 | | | |
| 23 | 74 57 45 | - - - | - | - | - | - | 118 15 | | | |
| 24 | 74 57 45 | 115 3 45 | 7 | 4 | 9 | 1 00 | 116 00 | | | |
| 28 | - - - | 117 24 00 | 7 | 4 | 26.6 | 4 4 | 112 00 | | | |
| 29 | 74 15 15 | 117 40 30 | 7 | 4 | 31 | 4 4 | 110 5 | | | |
| May 1 | 75 25 00 | - | - | - | - | - | - | | | |
| 4 | 75 36.4 | 119 30 45 | 7 | 5 | 5.8 | 6 97 | 106 22 15 | | | |
| 7 | 75 50.4 | - | - | - | - | - | - | | | |
| 9 | 75 50 30 | 120 40 00 | 7 | 5 | 40.74 | - | 100 | | | |
| 11 | 75 44 47 | - - - | - | - | - | - | - - - | | Strong snow drift. | |
| 16 | 75 54 35 | - - - | - | - | - | - | 101 | | Strong snow drift. | |
| 18 | 76 3 15 | 123 14 00 | 7 | 6 | 43.5 | - | 95 | | Indifferent heavy drift. | |
| 26 | 77 0 50 | 121 5 45 | 7 | 7 | 39.5 | - | 114 26 30 | | Indifferent } Good latitude. } sights for Snow drift } time. | |
| 29 | 76 29 45 | - - - | - | - | - | - | 110 | | | |
| June 1 | 76 2 10 | - - - | - | - | - | - | 115 | | | |
| 3 | 75 50 30 | 120 47 45 | 7 | 8 | 35.4 | - | 106 16 | | Position of 7th May. | |
| 4 | 75 49 00 | 120 27 45 | 7 | 8 | 42.3 | - | - - - | | Found error in observations for variation. | |
| 6 | 76 11 00 | 119 22 30 | 7 | 8 | 56.8 | - | 119 00 | | | |
| 7 | 76 8 16 | - - - | - | - | - | - | 120 00 | | | |
| 8 | 76 7 30 | 118 16 00 | 7 | 9 | 10 | - | - | | | |
| 10 | 75 47 00 | - | - | - | - | - | - | | | |
| 11 | 75 48 23 | 116 47 15 | 6 | 59 | 27.9 | - | 116 | | | |
| 12 | 75 42 | - | - | - | - | - | - | | | |
| 14 | 75 15 15 | 117 40 30 | 6 | 59 | 48.9 | - | - - - | | Position of April 29. | |
| 14 | 75 15 15 | 117 35 30 | 6 | 59 | 48.9 | - | 110 | | | |
| 19 | 74 58 45 | 115 10 00 | 7 | 0 | 23.7 | - | - - - | | Position of April 23 & 24. | |
| 21 | 75 3 26 | - | - | - | - | - | - | | | |
| 29 | 74 58 42 | 111 28 30 | 7 | 1 | 33.4 | - | - - - | | Position of April 14. | |
| July 3 | - - - | 110 48 15 | 7 | 2 | 1.3 | - | - - - | | | |
| 7 | - - - | - - - | 7 | 2 | 29.2 | - | - - - | | Comparison with ship's chronometer. | |

G. F. MECHAM,
Lieutenant commanding Party.

GAME PROCURED DURING THE JOURNEY.

| Dates and Localities. | Musk Oxen. | Reindeer. | Hares. | Parnigan. | B. Geese. | King Duck. | Pin-tailed Ducks. | Plover. | Lemmings. |
|--|------------|-----------|--------|-----------|-----------|------------|-------------------|---------|--------------|
| During April and between June 11th and July 6th on Melville Island - - - | 4 | 4 | 15 | 15 | 5 | 2 | 2 | 2 | Innumerable. |
| Between May 2d and 4th and June 8th to 10th on Eglington Island. | - | - | - | 6 | - | - | - | - | |
| Between May 7th and June 6th on Prince Patrick's Land - | - | 3 | 1 | 20 | - | - | - | - | |
| Total - - - - | 4 | 7 | 16 | 41 | 5 | 2 | 2 | 2 | |

Game was only procured when required for use, otherwise great quantities might have been obtained on Melville Island. About the sloping land from Cape Smyth up to the head of Liddon's Gulf, the above list of animals were seen in great numbers, but particularly about the 115th of longitude, where both in April and June musk oxen were very numerous. I saw in a walk overland of 10 miles as many as 150 head of cattle. At Cape Smyth, on June 18th, a perfectly white musk cow was seen with a

black calf grazing with another cow and calf of the usual colour. Only one small herd of reindeer was seen while crossing Melville Island to Winter Harbour in July, as the land was then covered with water or else in a deep swamp. In June and July, innumerable lemmings were seen both on the land and ice. Those on the latter were frequently carried off by the burgomasters, which were always in great numbers wherever the land was high or steep. At the entrance of Liddon's Gulf two large flocks of snowy geese were seen, but, in general with all the waterfowl, were very wild.

From the barren state of the soil of Eglington and Prince Patrick's Land, I am inclined to think that it is not a very favourable resort for animals. Several traces were seen in May and June on the ice, all travelling *from* Melville Island to the westward. On Patrick's Land we found vegetation only immediately on the south beach, and that only as far as 122° W. Throughout the journey beyond that, until returning again to the southern shore on June 1st, no traces or animals were seen of any kind except two bears off Cape Manning. A young fawn and hare were caught alive; the latter of a light brownish colour, much resembling a small rabbit. It was killed by the upsetting of the sledge. The reindeer I always found evinced the greatest curiosity on our approach, and frequently ran up to within easy gun shot. On one occasion a herd of six followed me for about three miles, and on another I was startled by hearing the clattering of a fawn's feet, which was following me at about 50 yards distant. When at all shy they always ran round in a large circle, reducing the size of its circumference at each round.

The musk oxen were all very wild in April, and generally seen in large herds from 10 to 70 in number. In June they were stupidly tame, and seemed to be worried with their heavy coats of wool, which was hanging loosely down their shoulders and rumps in large quantities; the herds much smaller, and generally composed of cows and calves.

At Cape Russell I walked up to about 10 yards of two cows and a bull without their taking the least notice of me, and when I fired only ran about five yards and commenced grazing. The cows were at first butting at the bull, who received their blows with the crown of his horns, which sounded like the meeting of two heavy skittle balls.

G. F. MECHAM,
Lieutenant commanding the party.

NAMES given to new DISCOVERIES.

Availing myself of Captain Kellett's permission to give names to new discoveries, and considering that the good conduct and exertions of the crews entitles them to the first share in this privilege, I selected bays and points generally known to them by incidents connected with our adventures, and named them after those men mentioned in my journal of April 4th, 1853. The S.W. extremity of Eglington Island I named after Mr. Nares, whose assistance and exertions contributed much to our success. Mould Bay on Patrick's Land, and Hill of Barra on Eglington Island, also at his request. A deep inlet, upon the south shore of Melville Island, I selected for the name of my kind friend, Commander Murray, R.N. On Patrick's Land a deep and curiously shaped inlet I distinguished with the name of my kind friend and patron, Sir B. W. Walker, now surveyor of the navy. The name of my first captain, to whom I am indebted for much kindness during my first cruize at sea, I placed at the S.W. extreme of Melville Island, Cape Russell, from which headland Eglington Island was discovered. A large bay, near Cape Smyth, I named after Lieutenant Hardy, at the hydrographical department of the Admiralty, and, at his request, gave the name of Hay to the first position landed upon on Patrick's Land. The S.W. extreme of our discoveries I called after my much esteemed friend, Captain Manning of the 1st Dragoon Guards. An inlet on the west side of Melville Island bears the name of our ship. Its northern point I named after my old friend Captain Stevens, R.N. Warrington, Carter, Bloxsome Bays, besides Points Dames, Cam, Gardener, and Callaghan, were named after friends to whose kindness I am much indebted, and who doubtless, during the period of our travels, have frequently offered their

best wishes for our success. Some names have been given to places either characteristic of themselves, or from little incidents that occurred in their vicinities, which immediately suggested to us appropriate names.

G. F. MECHAM,
Lieutenant commanding party.

SCHEDULE of JOURNALS of the Proceedings of travelling Parties from H.M. Ship "Resolute" and Steam Tender "Intrepid," between 12th September 1852 and the 15th May 1854.

1852 and 1853.

1. From Dealy Island, Bridport Inlet, Melville Island, on N.W. Melville Island line of search. Commander F. L. M'Clintock, between 14th September and 25th October 1852, and 4th April and 18th July 1853, with auxiliary under M. De Bray, Enseigne de Vaisseau, between 4th April and 18th May 1853.

2 & 2^a. Southern and western Melville Island line of search. Lieutenant G. F. Meham, between 21st September and 14th October 1852, and 4th April and 6th July 1853, with auxiliary under Mr. G. S. Nares, Mate, between 21st September and 16th October 1852, and 4th April and 14th June 1853.

3. N.E. Melville Island line of search. Lieutenant R. V. Hamilton, between 4th and 17th April 1853, and 27th April and 21st June 1853.

4. Banks Land. Lieutenant B. C. T. Pim, between 21st September and 8th October 1852, and 10th March and 19th April 1853; Lieutenant R. V. Hamilton, between 21st September and 7th October 1852, with auxiliaries to the above officers, Mr. E. De Bray, Enseigne de Vaisseau, between 21st September and 8th October 1852; auxiliary to Lieutenant Pim, Dr. W. T. Domville, surgeon, between 10th March and 19th April 1853.

5. Beechey Island. Mr. Richard Roche, Mate, between 7th May and 18th June 1853.

Across Melville Island to Cape Fisher. Lieutenant B. C. T. Pim, between 19th May and 9th June 1853.

1854.

6. Frozen in 28 miles S.W.S. of Cape Cockburn to Prince of Wales Strait and Ramsay Island. Lieutenant G. F. Meham, between 3d April and 12th June 1854.

6^a. Harbour of Mercy, Banks Land. Mr. George F. Krabbé, Master, between 3d April and 13th June 1854.

6^b. Dealy Island. Lieutenant R. V. Hamilton, between 8th May and 12th June 1854. (Letter of proceedings.)

6^c. Beechey Island. Lieutenant R. V. Hamilton, between 4th March and 11th April 1854. Letter of proceedings of Mr. G. S. Nares, Mate. Ditto of Lieutenant W. H. Haswell.

HENRY KELLETT, Captain.

No. 5.

N.W. MELVILLE ISLAND LINE OF SEARCH. Proceedings of travelling Parties under Commander F. L. M'CLINTOCK, between 14th September and 25th October 1852, and between 4th April and 18th July 1853; with Auxiliary under Mr. DE BRAY, Enseigne de Vaisseau, between 4th April and 18th May 1853.

JOURNAL of H.M. Sledge "STAR OF THE NORTH," Commander M'CLINTOCK, whilst searching to the North-west of Hecla and Griper Bay for the missing Expedition under the Command of Captain Sir John Franklin.

Note.—The observations are in *italic*. The true direction of the wind is given.

COPY of ORDER to F. L. M'CLINTOCK, Esq., Commander of H.M.S. "Resolute," and in charge of the Steam Tender "Intrepid."

By Henry Kellett, Esq., C.B., Captain of H.M.S. "Resolute."

In order to insure as extended a search as practicable, agreeably with their Lordships' instructions, I am glad to have at my disposal an officer of your experience and tried zeal for such service.

You are so fully acquainted with the object of your journey—the *most extended and persevering search for our missing countrymen*—that it is only necessary for me to point out the direction of it, and the force to be employed.

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CHART
SHEWING
THE COASTS DISCOVERED
BY
COMMANDER F. L. M. CLINTOCK
WITH
HIS TRACK IN SEARCH OF
SIR JOHN FRANKLIN'S
EXPEDITION.
1853.

REFERENCES.

- — Outward track of H.M. Sledge "Star of the North"
- — Homeward "Star of the North"
- — Outward "Satellite"
- — Homeward "Satellite"
- ⊕ — Latitude by observation.
- ⊙ — Longitude by Chronometer.
- ⊕ ⊙ — Both the foregoing.
- ▲ — Records buried under Cairns.



EXPEDITION
SIR JOHN FRANKLIN'S
HIS TRACK IN SEARCH OF
COMMANDER F. L. M. CLINTOCK
THE COASTS DISCOVERED
CHART

You will, therefore, take under your command the crews of H.M. Sledges "Star of the North" and "Hero," equipped for this service under your own direction, manned with 18 men from the crew of the "Intrepid," and with as much provisions as you consider it safe to carry.

"Star of the North," ten men.
"Hero," one officer and eight men.

Passing over the land into Hecla and Griper Bay, you will follow the coast of the north-west, carefully examining it for traces of the missing, and depositing records in conspicuous places; bearing in mind the following paragraph of their Lordships' orders, a copy of which has been supplied you, viz.: "The detaching travelling parties in a westerly direction for the combined purpose of a search for traces of *Sir John Franklin*, and of depositing notices in conspicuous places as to where supplies are left (for any parties that might reach such positions from Captain Collinson's or Commander M'Clure's ships), but being at the same time strictly enjoined to return to their ships before the usual period of the breaking up of the ice."

Paragraph 9.

Paragraph 6.

Any suggestions you may have to make that you find would assist you in your journey, and which you know are practicable with our means, send back by your auxiliary, and they shall be acted upon.

For transmission to me on your return you will keep ample notes, or remarks on the new coast you will have to travel along, a journal of your proceedings, and obtain data for putting on paper the coast or islands you may discover. To assist the memory in protracting your walking journey (and future navigators), you will name on your skeleton chart all capes, bays, islets, &c., if possible, from something characteristic of themselves. On the same chart you should lay off daily the true course you have been steering, and the estimated distance you have marched, leaving for your return the correction of this dead reckoning by the astronomical observations you may be enabled to obtain, *without sacrificing to them time that might be occupied in marching.*

Possessing as you do the same opinion with myself, that yours is a most important direction for search, I feel confident that your personal exertions will be equal to the importance of your mission, and that those under your command will vie with each other in seconding you.

It now only remains for me to assure you of the deep interest I feel for your own personal welfare and success, as well as of those under your command.

Given under my hand on board H.M.S. "Resolute," in Winter Quarters, Dealy Island, April 1853.

HENRY KELLETT, Captain.

THE NORTH-WESTERN SEARCHING DIVISION.

| Names. | Ratings. | Remarks. | |
|-----------------------|----------------------|--|---|
| George Green - - | Ice quarter-master - | Captain of the Sledge. | H.M. Sledge "Star of the North," Commander M'Clintock. Days absent, 105. Weight at starting, 2,280 lbs. |
| Henry Giddy - - | Boatswain's mate. | | |
| John Salmon - - | Captain fore-castle. | | |
| Richard Kitson - - | Able seaman. | | |
| Richard Warne - - | " " | | |
| John Hiceles - - | Marine. | | |
| Jeremiah Shaw - - | " " | | |
| Thomas Hood - - | " - | Returned sick; received J. Drew. | |
| John Coombes - - | Stoker - | } Returned on board to assist the engineers. | |
| Joseph Smithers - | " - | | |
| John Cleverly - - | Gunner's mate - | Captain of the Sledge. | H.M. Sledge "Hero," — E. De Bray { Enseigne de Vaisseau. Days absent, 44. Weight at starting, 1,784 lbs. |
| James Miles - - | Leading stoker. | | |
| Samuel Deane - - | Carpenter's mate. | | |
| John Drew - - | Able seaman - | Exchanged into "Star of the North." | |
| Robert Ganniclift - | " " | | |
| Thomas Hartnoll - | " " | | |
| William Walker - | " " | | |
| Alexander Johnstone - | Steward. | | |

7h. 0m. a.m.
Easterly 2 m.
Temperature, zero.

Noon.
Temperature + 3°.

First March.
Travelled, 9 hours.
Lunched, 1.
Encamped, 12½.
Distance, 10½ miles.

Noon.
Temperature - 2°.
4h. 0m. p.m.
North. 2. c.m.
Temperature - 4°.

Second March.
Travelled, 9½ hours.
Lunched, ½.
Encamped, 15.
Distance, 5½ miles.

7h. 0m. a.m.
Temperature - 10.
5h. 0m. p.m.
1 b.c. northerly.
Temperature - 8°.

Third March.
Travelled, 9¾ hours.
Lunched, ¼.
Encamped, 14½.
Distance, 8¼ miles.

7h. 0m. a.m.
N.b.W. 6 o.m.z.
Temperature - 18°.
Noon.
N.b.W. 8 o.z.
Temperature - 14°.
6h. 0m. p.m.
Do. W.r.
Temperature - 22.

Fourth March.
Travelled, 3½ hours.
Lunched, —.
Encamped for rest, 14.
Distance, 2 miles.
Detained by weather, 6 hours.

7h. 0m. a.m.
Temperature - 21°.
Noon - 18°.
5h. 0m. p.m. - 19°.
Detained by weather this day.

7h. 0m. a.m.
Temperature - 21°.
Noon - 16°.
5h. 0m. p.m. - 19°.
Detained by weather this day.

N.N.W. 9. b.z.
7h. 0m. a.m.
Temperature - 23°.
5h. 0m. p.m.
Temperature - 14½.
Detained by weather this day.

4th April 1853.—Not a very promising morning. We all left the ships at 7.10 A.M. The western searching division consisted of the sledges "Discovery" and "Perseverance," Lieutenant Meham and Mr. Nares; they proceeded with sails set, and their cheers were returned with interest by the five sledges composing the north-west and north-east divisions, and which were proceeding by the overland route to Hecla and Griper Bay. Those who remained in charge of the ships mounted upon a hummock to see us off, and evince their sympathy by a parting cheer, which they did with all their might, but so few were they in number, and therefore so feeble was the sound, that we were almost unconscious of the honour done to us. These few men were all non-effectives.

Crossed the peninsula and inlet, landed, crossed the lake, and encamped close to its north shore at five o'clock. The weather had improved during the day, and the evening was pleasant. A herd of nine oxen were seen, but were too wild to allow our sportsmen within 200 or 300 yards.

5th April.—Started at 5h. 45m. A.M. Double manned the sledges until we had ascended sufficiently to enter the large ravine, up which we proceeded. Soon found it to be choked up with snow, therefore crossed the glacier upon its eastern side. Here the ascent was so steep that our whole force of 39 men was required to drag my sledge up. The view in this part of the ravine, although cheerless and forbidding in the extreme, was both grand and imposing, and to us explorers it was also deeply interesting. Passed the fresh tracks of four reindeer going to the eastward.

At 11.40. A.M. reached the elevated plain of the interior, by a tributary ravine; after having our luncheon here we proceeded, directing our course by compass, until we encamped at four o'clock.

Crossed a few more deer tracks.

6th April.—Started at seven o'clock. Crossed Crooked ravine, and lunched upon the plain beyond. Here there is much soft snow, that which is hard lies in ridges in the direction of the prevailing wind. Saw a herd of seven musk oxen; they were much too wild to afford us a supply of fresh beef. Two birds, supposed to be ravens, were seen, and also a few deer tracks. Encamped in Separation ravine, near one of our autumn encampments, at 4h. 50m.

Found the snow very soft and deep in this ravine.

7th April.—A very severe morning. Started at seven o'clock. Captain Kellett left his sledge in the ravine, and accompanied us for three hours, his sledge's crew assisting at the remaining four sledges. He then took leave of us, and commenced his return journey. At 10h. 30m. we were obliged to encamp, being unable to see our way; the wind was directly against us, and the snow flew past in dense clouds of drift; the temperature was also very low. This short march was all up hill, and we are now upon the "stony plain." It is blowing a hard northerly gale with clear sky. In a more genial climate this would be considered a fine day, although a windy one, but here, all surrounding objects beyond 20 or 30 yards are obscured by the drifting snow, which powders one over in less than a minute with a more perfect envelope of white than any miller can boast of. The temperature in the tent was 6° below zero, so that we did not feel very comfortable or secure from frostbites.

8th April.—The gale continues, the snow-drift rushes past with a hissing sound, and the sun is beautifully bright. Of course we are unable to proceed.

9th April.—No abatement whatever in the weather. I was snow-blind all this day, the effects of pioneering the route for three or four days, latterly in misty weather, with the snow blowing in one's eyes.

10th April.—The gale still rages as furiously as ever. We are all cramped, stiff and cold; and also inclined to think travelling, notwithstanding the weather, would be less disagreeable than this confinement in the tents; but it is impossible to face such a bitter blast, and as the object of our journey is far too important to be risked by any undue exposure of the

men at the outset, I have resolved to wait for a change of weather. Temperature in the tent is 11° below zero.

Journal of
Commander M'Clintock

11th April.—The gale is broken, sky cloudy, and atmosphere so hazy, that we can scarcely see a hundred yards. Started at half-past eight A.M.; it is still windy and cold. Our sleeping bags and furs are very wet, the snow-drift having penetrated from without, and the condensed vapour from our provisions, our breath, and the evaporation from our bodies, from within; fortunately, the men are all well. Encamped at half-past five. This has been a very disagreeable day, but the weather is decidedly improving. The late gale has swept the snow off most of the land, so that it is often necessary to drag the sledges, one at a time, over the stones, as well as to make considerable detours. The men are all much fatigued, and one of the "Hope's" crew is quite knocked up. No traces of animals seen.

8h. 30m. a.m.
N.b.W. 6 m.o.
Temperature -14°
1h. 30m. p.m.
N.b.W. 4 m.o.
Temperature -5°
6h. 0m. p.m.
N.b.W. 3 c.
Temperature -10° .

Fifth March.
Travelled, $8\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, $14\frac{1}{2}$.
Distance, $6\frac{1}{2}$ miles.
S.W.b.S. (compass.)

12th April.—A most beautiful calm morning, but temperature is low. Spent an hour in airing our furs and sleeping bags. It was a great puzzle to some of the men how these things could be expected to dry, when the snow was unaffected by the bright sun's rays, and the temperature was several degrees below zero. Started at eight o'clock, our furs and blankets hoisted up to dry. Travelled in a shallow ravine which first led us to the north-east, and then to the north, passing close by the autumn "Cart Cairn," reached "Little Cairn," and launched at half-past one. A favorable breeze now sprang up, and we proceeded rapidly down a ravine between the coast hills toward the sea, the furs assisting as powerful sails. On approaching that part of the ravine where we had found an arch of ice last autumn, I went in advance, and saw that the tunnel beneath was filled up with snow. The sledges were pulled on the west side of the ravine, one at a time, and after a couple of hours delay, we passed the obstructed part, and descending into the ravine again, encamped at seven o'clock, about two miles from the sea. Our bags and furs are nearly dry.

8h. 0m. a.m.
Calm b.c.
Temperature -5° .
1h. 30m. p.m.
S.S.E. 2 b.c.
Temperature -8° .

7h. 0m. p.m.
South 4 b.c.
Temperature -12° .

Sixth March.
Travelled, $10\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, $13\frac{1}{2}$.
Distance, $10\frac{1}{2}$ miles.
S.W.b.S. by compass.

13th April.—Here we separate from the north-east division. Lieut. Hamilton, with his sledge "Hope," returns to the ship after depositing provisions; and Mr. Roche, with the sledge "Beauty," proceeds towards Cape Mudge with another depôt. Received from them both a small quantity of provisions, but which was all they could spare. Examined the sledges; found eight rivets in the iron shoeing of the "Star of the North" broken, and two rivets broken in the shoeing of the "Hero." Ascertained that all the men were free from frostbites, before the departure of the "Hope." Examined provisions left with cart on this beach last autumn.

8h. 30m. a.m.
S.E. 3 b.m.
Temperature 12° .

2h. 30m. p.m.
Southerly 1 b.c.
Temperature $+1^{\circ}$.

6h. 30m. p.m.
South 5 b.c.
Temperature -3° .

Started at half-past eight under sail, reached the coast, and travelled along it to the westward.

Seventh March.
Travelled, $9\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, $13\frac{3}{4}$.
Distance, 10 miles.
Ice—smooth along shore.

A very pleasant day; our progress over the ice is far less laborious than it has been over the land, therefore we are all in the best possible spirits. Towards evening the wind freshened up, and upset my sledge twice. Passed Point Read (of Parry) and encamped about $1\frac{1}{2}$ miles beyond it at half-past six. Cooked with some wood from the large tree drifted on shore to the eastward of Point Read. The tracks of a few deer coming from west to east were seen for miles along the beach.

8h. 30m. a.m.
West 3 b.
Temperature -13° .
2h. 0m. p.m.
Temperature -7° .
7h. 0m. p.m.
Calm -8° .

14th April.—Started at a quarter past eight. Mr. De Bray shot a hare. Encamped at Point Nias at 6.40. P.M. Found our provisions quite safe, which we had carried out here last autumn. The evening is unusually fine. The men are all very tired, as the snow was deep.

Eighth March.
Travelled, 10 hours.
Lunched, $\frac{1}{2}$.
Encamped, 13.
Distance, 9 miles.
Ice—as yesterday
8h. 0m. a.m.
South 4 m.s.
Temperature -6° .
1h. 30m. p.m.
South 6 m.s.
6h. 0m. p.m.
N.W.b.N. 8 o.q.
Temperature -8° .

15th April.—A strong south wind with snow. Completed provisions from the depôt with the utmost dispatch, to start again with this fine fair wind, as we knew that our load would be increased to 253lbs. a man. Left nine days' provisions for "Star of the North," and 16 days' for the "Hero." Commenced removing Parry's monument to get at any records placed beneath, but the weather soon obliged us to desist. Left a record with our depôt on the beach, and started after lunch at 1h. 45m. P.M. under sail, steering across Hecla and Griper Bay, direct for Cape Fisher. It was still snowing, so we soon lost sight of the land. The wind gradually fell light;

Ninth March.

Travelled, 4 hours.
Lunched, —
Encamped, 14.
Distance, $2\frac{1}{2}$ miles.
S. $\frac{1}{2}$ E. (compass.)
Ice—very rugged.
Detained arranging depôts and provisions at Port Nias 6 hours.

10h. 0m. a.m.
N.W.b.N. 7 c.z.
Temperature -13° .
6h. 0m. p.m.
N.W. 3 b.c.
Temperature -24° .
Detained by weather this day.

7h. 0m. a.m.
Calm, c.o.
Temperature -8° .
1h. 0m. p.m.
Calm, c.o.
Temperature $+1^{\circ}$.
6h. 0m. p.m.
Temperature -4° .

Tenth March.

Travelled, 9 hours.
Lunched, $\frac{3}{4}$.
Encamped, $13\frac{1}{2}$.
Distance, 8 miles.
Ice—noted in remarks.

7h. 0m. a.m. Calm o.c.
Temperature $+1^{\circ}$.
Noon temperature $+5^{\circ}$.
4h. 0m. p.m. 2 S.S.E. o.m.
Temperature $+4^{\circ}$.

Eleventh March.

Travelled, $8\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, 15.
Distance, 7 miles.
Ice—as yesterday.

7h. 0m. a.m.
S.S.E. 2 m.o.
Temperature -4° .
Noon.
Temperature $+2^{\circ}$.
5h. 0m. p.m.
Temperature -8° .

Twelfth March.

Travelled, 9 hours.
Lunched, $\frac{1}{2}$.
Encamped, $12\frac{3}{4}$.
Distance, $8\frac{3}{4}$ miles.
Ice—ordinary old floe.

at 5 o'clock the weather suddenly cleared up and wind shifted to north-west. From a fresh fair wind it changed to a very heavy contrary gale, in little more than an hour. We were obliged to encamp at a quarter before six, the squalls were most violent, with the usual accompaniment of penetrating snow-drift.

16th April.—It blew very hard all night, and still blows strongly; quite impossible to proceed. The bright sun and sharp winds of the last few days have blistered our faces and lips; some have sore cheeks and noses from frostbites, and one man's nose is so raw and sore that he is obliged to wear a cover. To-day the temperature in the tent is -4° .

Whilst upon the north shore between the cart depôt and Point Nias, the only animal seen was a hare, which Mr. De Bray shot, and the only tracks were those of the deer already mentioned, and of a fox which had mounted to the top of Parry's monument.

The evening became, calm and temperature fell to -24° .

17th April.—Prepared to start. Our tent furniture is considerably more penetrated with frost after yesterday's snow drift. Started at eight o'clock, and travelled direct for Cape Fisher. On nearing it we saw that it was much lower than the back land, from which it projected considerably.

The ice in this great bay bears no indication of rupture; its surface is very deeply channelled, and these are partially filled with snow.

Encamped at 5. 40. P.M.

18th April.—Started at seven this morning, for Cape Fisher, and encamped at four o'clock in the afternoon. No improvement in the ice, and the men much fatigued. On examining my sledge I found that one runner was sprung in two places; this startling discovery depressed our spirits, and kept me awake nearly all night, plotting how a "break-down" could be best guarded against. Passed two deer tracks crossing from Melville Island to Sabine Land.

19th April.—Examined the shoeing of the runners. Out of sixty-eight rivets in my sledge, thirty-two were found broken, and fourteen rivets were broken in the "Hero;" in fact, all the rivets in the "dead-flat" of both sledges are gone, but near the extremes where there is little or no spring in the runner they are as firm as ever. I also found that the other runner of my sledge was sprung.

Started under sail at seven o'clock. As we approached the shore, we found the ice less rugged. Reached the cape just in time to get a meridional altitude, whilst the parties were at lunch. Saw a herd of 16 or 17 oxen moving slowly to the south-east, and two reindeer. Mr. De Bray walked a short way inland, where he saw two oxen and wounded one of them, but it escaped. Crossed from Cape Fisher to the next point of land, subsequently ascertained to be an island, and encamped upon the ice about a mile beyond it, at 4. 30. P.M.

The character of this land differs from that about Point Nias; the hills in the interior are very lofty, and from them the land gradually slides down towards the sea, terminating in bold points. In the island a dark hard stone abounds in the sides of the ravines and upon a rocky eminence in a little peninsula, appearing to protrude through the sandstone; it contains impressions of fossil corals. On the eastern extreme of this island Mr. De Bray found numerous small fragments of coal.

About Cape Fisher the traces of oxen and deer were very numerous, although we saw scarcely any vegetation.

Observations 19th April.

| Noon for Latitude. On Cape Fisher. | | | Travelled in to Cape Fisher $4\frac{1}{2}$ miles. | |
|---------------------------------------|---------|-----|--|--|
| Chronometer. | \odot | " | Temperature $+2^{\circ}$ Index corr. $6' 10'' +$ | |
| h. m. s. | ° | ' " | | |
| 6 54 26 | 50 26 | 50 | Crossed from Cape Fisher to Middle Point S. 9° E. (Compass) $3\frac{1}{2}$ miles, and from thence to encampment 1 mile. | |
| 7 00 45 | 27 | 40 | | |
| 03 35 | 27 | 00 | | |
| 08 35 | 27 | 00 | | |
| 09 50 | 26 | 40 | | |

| <i>P.M. Sights for time.</i> | | | | <i>At Encampment.</i> | | <i>Journal of Commander M^cClintock.</i> |
|------------------------------|-----------|-----------|----------|--|---------------------------|--|
| <i>Chronometer</i> | | | | <i>Temperature</i> —8° | <i>Index corr.</i> 6' 10" | |
| <i>h.</i> | <i>m.</i> | <i>s.</i> | <i>°</i> | <i>⊙ to Middle Point</i> | | |
| | | | | <i>(Cape Fisher just shut in.)</i> | | |
| 11 | 38 | 54 | — | <i>Chronometer.</i> | <i>∠ distance.</i> | |
| | 39 | 26 | | 11h. 43m. 15s. | 104° 5' 5" | |
| | 39 | 56 | | | | |
| | 40 | 31 | | <i>North extreme to depth of Bay—71° 31'</i> | | |
| | 40 | 58 | | <i>Depth of Bay to Middle Point 106° 00'</i> | | |

20th April.—A most beautiful bright morning; started at a quarter past five for the next point, which shuts out from our view the land beyond it. Crossed several deer-tracks going south-eastward.

After rounding the point, we occasionally got upon glassy ice and made good progress before the wind, which now blew strong, raising up the snow in drifts. At 10h. 15m. three oxen were seen near the beach and a herd of 15 further off. Stopped the sledges whilst Mr. De Bray and I went in chase of the former. I was fortunate enough to approach unseen, and to shoot a bull; although at our first appearance all three of them galloped away, the two survivors now stood resolutely facing us, and when the party came up to carry down the meat, we were obliged to pelt them with stones to get them to move away; but once having commenced their retreat, they galloped off with surprising speed up the hills for nearly two miles.

This was a welcome supply of fresh beef; our appetites have so greatly increased since leaving the ships that we could easily consume double our allowance. Saw four reindeer.

Encamped here at half-past twelve; the weather being severe and snow-drift very thick.

The most distant visible land ahead of us is a low point about half a mile off.

The glassy ice passed over to day was most beautifully transparent and blue; through it the sandy bottom could be distinctly seen, and the few small tufts of sea-weed frozen in it at different depths looked exactly like the mosses in agate. Off shore the ice is very rugged, but unbroken.

Courses.—To north extreme 3 miles (see tr. bearing); thence along shore N.W. by W. ½ W. (tr.) as nearly as could be ascertained in the thick snow-drift.

21st April.—A few slight cases of snow-blindness having occurred, I took the opportunity of our early halt yesterday to change the hours of travelling. We were obliged to fish both our wounded sledge runners this morning. Started at 2h. 45m. A.M.; rounded Hillock Point, so named from the shingle being confusedly arranged upon it in heaps of 20 and even 60 feet high. There is no evidence of recent pressure upon this shore. Here the hills approach within a mile of the sea, but their elevation is not above 500 feet; the lofty range is further inland and is intersected by numerous deep ravines, at right angles to the coast-line, and which is now tolerably straight. Much snow-glare to day; some of the men have inflamed eyes.

Whilst crossing a bay and about a mile off the land, we passed four separate tracts of lemmings travelling in for the land. If these little creatures are migrating across the ice, it would seem to be from some land in the north-east or east.

Encamped at a quarter before one o'clock. My sledge's crew are unusually tired; the fishes have stiffened the sledge very much and it does not drag so easily; the flexible runner is far preferable to the rigid one.

22d April.—Started at two o'clock this morning; rounded Flat Point, and saw the land still stretching away to the northward. Heard a ptarmigan calling. After a most fatiguing march over hummocks with soft snow between, we encamped at noon about two miles from Long Point. The lofty hills inland of Hillock Point recede from the coast, trending away about W.N.W. Vegetation is more abundant here than we have found it since crossing Melville Island; traces of animals are numerous, but no recent tracks.

5h.0m. am.
S.E.-ly. 2.b.c.
Temperature —16°.
Noon.
S.E. 6 to 7.o.c.z.
Temperature +8°.

13th March.
Travelled, 5 hours.
Lunched, 0.
Encamped, 14½.
Distance, 7 miles.
Ice—noted in remarks.
Detained by weather and procuring beef, 5 hours.

2h. 30m. a.m.
N.W. 2 o.c.s.
Temperature +8°.
8 a.m. Temperature +16°.
1h.0m. p.m.
Temperature +21°.

Fourteenth March.
Travelled, 9½ hours.
Lunched, ½.
Encamped, 13½.
Distance, 9½ miles.
N.N.W. (true.)
Ice, old floe.
Snow soft after yesterday's drift.

2h. 0m. a.m.
Calm, o.s.
Temperature +1°.
7h. 0m. a.m. +14°.
Noon, easterly 1 c.
Temperature +8°.
Fifteenth March.
Travelled, 9½ hours.
Lunched, ½.
Encamped, 12½.
Distance { S.S.W. 2 } 7 miles.
 { S.W. 5 }
Ice, in-shore, deeply covered with snow; off-shore, old and very rough.

12h. 40m. a.m. N.W. 2 b.c.
Temperature +2°.
6h. 0m. a.m. N.W. 3 b.c.
Temperature -12°.
11h. 0m. a.m. N.W. 5 to 6.
b.c.z.; temperature -4°.

Sixteenth March
Travelled, 9½ hours.
Lunched, ½.
Encamped, 14¾.
Distance, 8 miles.
W.S.W. 2½ }
S.b.E. 5½ } compass, 8 miles.
Ice—as yesterday.

1h. 20m. a.m.
N.W. 5 c.z.
Temperature -11°.

6h. 20m. a.m.
W.b.N. 6 b.c.
Temperature -12°.

10h. 0m. a.m.
W.b.N. 4 b.
Temperature -8°.

Seventeenth March.
Travelled, 8 hours.
Lunched, ½.
Encamped, 14¾.
Distance—
S. by E. 2½ }
S.S.E. 3½ } compass } 8½ miles.
E.b.S. 2½ }
Ice—hummocks along shore;
snow deep and soft.

1h. 0m. a.m.
W.b.N. 4 b.c.m.
Temperature -12°.
6h. 0m. a.m. W.N.W. 5 b.c.

Temperature -11°.
10h. 0m. a.m. Do. weather.
Temperature -3°.

Eighteenth March.
Travelled, 8¾ hours.
Lunched, ½.
Encamped, 13¼.
Distance—
S.E.b.S. 3' }
S.E.½S. 5' } compass } 8 miles.
Ice—as yesterday.
11h. 50m. p.m.
W.N.W. 2 b.c.
Temperature -11°.

8h. 0m. a.m.
N.W. 3 b.c.
Temperature -6°.

Nineteenth March.
Travelled, 8¼ hours.
Lunched, ½.
Encamped, 14½.
Distance—
S.E.½S. 4' }
S.S.W.½W. 2¾ } compass } 6¾ m.
Ice—very old; heavy floe.
10h. 0m. p.m.
N.W., 2 b.c.
Temperature -14°.
4h. 0m. a.m.
Temperature -7°.

8h. 0m. a.m.
N.W.-ly, 2 b.c.
Temperature, zero.

Twentieth March.
Travelled, 9 hours
Lunched, ½.
Encamped, 14

23d April.—Started 12h. 40m. A. M. On rounding Long Point we came in sight of, and travelled direct for, Grassy Cape, against a very cold north-west wind. Encamped at 20 minutes before 10 o'clock. Crossed over some low points during the early part of this march; the few mud-heaps pressed up upon their extremes alone pointed out the boundary between land and sea.

24th April.—Started at 1.20 A. M. When passing Grassy Cape about two hours after we saw a ptarmigan and a herd of 18 reindeer; one deer had a single antler, the other 17 had none. Mr. De Bray shot a doe. On the south-eastern slope of the cape there was more grass than we have hitherto seen. Passed the tracts of a few deer travelling southward over the ice; Found the ice and snow generally smooth in shore, but the former is very old and rugged in the offing. When a few miles north of Grassy Cape, we saw the first heavy masses of ice; there were only a few of them, lying aground and about 20 feet high; this ice is very similar to that off Cape Dundas. Encamped at 9h. 50m. A.M. We have had a very severe march, but anticipate a good venison supper. All the land near the coast from the mount in Mount's Bay to here is very low, except Grassy Cape, which is the extreme of an oblong mass of table land, conspicuous above the general level, and lying nearly at right angles to the coast-line.

25th April.—Started at a quarter before one o'clock. The morning is very cold, and the land is low and uninteresting; travelled close along it for several hours, and then across a bay towards some high land. Encamped at 10 o'clock in this large bay about a mile and a half off shore.

As we advance we find stronger symptoms of occasional movement in the ice; it is almost always such as we call "heavy floe," of two or more years old. There is seldom any pressure on the beach, and the tide crack is often scarcely discernable.

Nothing seen except the track of one wolf and of two or three foxes. Started again at 11h. 15m. P.M.; at midnight the sun was one diameter high, with a vertical column of bright rays ascending from it, and a parhelion on each side.

26th April.—Reached Depôt Island, and encamped upon its east side at eight o'clock.

Buried a depôt of five days' provisions for our return, and left a record of our proceedings in a cairn upon the top of them.

Thomas Hood (marine,) is unwell; he has been spitting blood, complains of a severe pain in his side, and giddiness; gave him aromatic spirit and a warm drink.

P. M. Started at half-past ten; travelled for the next point of main-land, distant three miles, and from thence along shore to the N.N.W. (true.)

27th April.—An extraordinary degree of refraction. Grassy Cape appears very high and close to us, instead of being twenty-five miles off and scarcely visible above the horizon.



Grassy Cape, strongly refracted, and its reflection above it.

Saw refracted land in the north; its eastern extreme is abrupt, but to the north-west it stretches away and is lost in the distance.

There is also an appearance of land bearing E.N.E. This powerful refraction lasted about an hour; it appeared only to seaward, that is, between north and south-east; the sky became clouded over just before it ceased. Encamped at 8h. 10m. A.M.

Hood has been quite unable to work since before luncheon time yesterday, nor do I think he will be able to drag any more. Mr. De Bray and I have tried to cure him, but his malady baffles our medical skill; he suffers much from some internal hurt or strain. Some fresh deer tracks going southward were

seen to-day. The land is now of moderate elevation, with gentle slopes; we can discover but little vegetation on it. The snow is soft and our progress therefore is both laborious and slow. Distance, 9 miles. Ice—hummocks along shore snow deep and soft.

A.M. Observations, 26th April.

| For Time. | | | Temperature -6° | |
|-----------------|----|-------|--------------------------------------|--|
| Chronometer. | ☉ | | Index corr. $+6' 10''$ | |
| <i>h. m. s.</i> | ° | ' " | <i>h. m.</i> | |
| 3 45 58 | 43 | 23 40 | ☉ to Hummock 3 49 $< 97^{\circ} 15'$ | |
| 46 27 | | 26 50 | Hummock to Grassy Cape $< 80 40$ | |
| 47 01 | | 30 20 | | |

Noon Observations.

| For Latitude. | | | Temperature -4° | |
|-----------------|---|---------|--|--|
| Chronometer. | ☉ | | Index corr. $+6^{\circ} 10''$ | |
| <i>h. m. s.</i> | ° | ' " | <i>h. m.</i> | |
| 6 57 00 | — | 54 4 50 | ☉ to Grassy Cape 7 19 $< 278^{\circ} 39''$ | |
| 7 00 55 | | 6 00 | | |
| 02 35 | | 7 20 | Approximate Azimuth. | |
| 13 10 | | 7 50 | Chronometer. | |
| 15 38 | | 7 20 | <i>h. m. s.</i> | |
| | | | 7 35 00 ϕ N. 55° E. | |

Extremes of Land S.W. b. S., & N.W. b. N. (Compass.)

A.M. Observations, 27th April.

| For Time. | | | Temp. zero. | Index corr. $+6' 20''$ |
|-----------------|----|-------|--|------------------------|
| Chronometer. | ☉ | | ☉ to North-west extreme 3h. 38m. $\angle 98^{\circ} 5' 00''$ | |
| <i>h. m. s.</i> | ° | ' " | Last Point to Grassy Cape $- 15^{\circ} 0' 0''$ | |
| 3 34 38 | 42 | 45 50 | Grassy Cape to N. W. extreme 99 0 0 | |
| 35 11 | | 49 30 | North extreme to (Emerald } 44 0 0 | |
| 35 46 | | 52 30 | Isle) N. W. extreme, } | |

N.B. This "N.W. extreme" is the z.t. of Emerald Isle, which subtends an angle of 2° . "North extreme" is the continuation of this land.

Noon Observations.

| Chronometer. | ☉ | | Temperature $+2^{\circ}$ |
|-----------------|----|-------|--------------------------|
| <i>h. m. s.</i> | ° | ' " | Index error $+6' 20''$ |
| 7 7 40 | 54 | 30 40 | |
| 10 55 | | 30 50 | |
| 14 05 | | 31 00 | |
| 17 30 | | 29 40 | |
| 19 10 | | 29 00 | |

p.m. Started at 10h. 15m. During this march we gradually turned away much more to the westward, following the coast-line. Saw that the land in the north-east is an island. Its agreeable aspect subsequently gained for it the flattering title of "Emerald Isle;" but in these regions, where anything green is a rarity, the term has only a comparative meaning.

28th April.—Encamped at a quarter before eight this morning. Hood suffers less pain but is very weak. This land becomes gradually lower as we advance; here it is very low, and there is no ice-pressure on its shores. The refraction has lifted up to our view very distant land lying beyond our next extreme of Melville Island, and stretching across to Emerald Isle. Whether it is connected with this shore or is the opposite side of a strait I cannot hazard a conjecture at present. A ptarmigan was the only thing seen to-day.

A.M. Observations, 28th April.

| For Time. | | | Temperature $+1^{\circ}$. | Index corr. $+6' 20''$ |
|-----------------|----|---------|---|------------------------|
| Chronometer. | ☉ | | Courses travelled. | |
| <i>h. m. s.</i> | ° | ' " | S.S.W. $\frac{3}{4}$ mile } Compass. | |
| 3 28 02 | 42 | 28' 20" | S.S.E. $4\frac{1}{2}$ " } | |
| 28 37 | | 32 30 | S.E. $\frac{1}{2}$ S. $\frac{3}{4}$ " } | |
| 29 15 | | 36 20 | | |

10h. 0m. p.m.
West 4 b.c.
Temperature, zero.
4h. 0m. a.m., 28th.
Do. weather.
Temperature -2° .
5h. 0m. a.m. $+1^{\circ}$.
Noon. -4° .
Twenty-first Marc
Travelled, 9 hours.
Lunched, 1.
Encamped, 13 $\frac{1}{4}$.
Distance, 9 miles.
Ice—tolerably level.

Journal of
Commander M^cClintock,

Noon Observations.

| Watch. | | | ☉ | | | Comparison. | | | |
|--------|----|----|----|----|----|-----------------------------------|-----|----|-------|
| h. | m. | s. | ° | ' | " | h. | m. | s. | |
| 12 | 16 | 00 | 54 | 27 | 30 | Watch | 12 | 48 | 00 |
| | 18 | 00 | | 30 | 30 | Chronom. | 6 | 54 | 30 |
| | 20 | 30 | | 33 | 20 | | | | |
| | 23 | 30 | | 36 | 20 | Watch fast | 5 | 49 | 30 |
| | 25 | 00 | | 39 | 40 | | | | |
| | 28 | 00 | | 42 | 20 | M. De Bray's meridional altitude. | | | |
| | 32 | 00 | | 46 | 20 | | 55° | 3' | 00" |
| | | | | | | | | | +6 20 |

☉ to Peninsula (Cape Scott) P.M. before starting

| Time. | Distance. | ☉ | Temperature, +4°. |
|---------------------|-------------|------------|-------------------|
| Chron. 4h. 5m. 30s. | 40° 36' 00" | 4° 52' 00" | |
| | 1 00 | 1 00 | |

9h. 0m. p.m.
W.S.W. 4 b.c.
Temperature +4°.
7h. 0m. a.m., 29th.
W.S.W. 2 b.c. Zero.
Twenty-second March.
Travelled, 9½ hours.
Lunched, ½.
Encamped, 14¼.
Distance, 5½ miles.
Ice—very rough, with deep snow

P.M. Started at nine o'clock this evening. Crossed over the neck of a little peninsula, which is the northern extreme of this part of Melville Island, and on which a cairn and record of our proceedings were left. Proceeded direct for the next point of land. Clear weather with very strong refraction, throwing up the land nearly all round us. I left the sledges under the guidance of Mr. De Bray, and walked eight miles towards the nearest refracted land bearing north-west, without appearing to diminish the distance much; this walk, however, satisfied me that it is not connected with this land.

29th April.—Encamped at seven o'clock in the morning, two miles off shore. At eight o'clock the refraction ceased, and the whole of the distant land, which extended from east to west and had puzzled us so much, disappeared also. Mr. De Bray saw three oxen and two ptarmigan. The fine weather of the last few days has enabled us to dry our sleeping bags and furs; they had become very stiff and heavy from the quantity of frost in them.

| For Time. | | | ☉ | | | A.M. Observations, 29th April. | | |
|-----------|----|----|----|----|----|--|------------|-------|
| h. | m. | s. | ° | ' | " | Temperature, zero. | Index cor. | 6° 20 |
| 2 | 21 | 32 | 35 | 39 | 50 | φ to Cape Scott. | | |
| | 22 | 28 | | 46 | 50 | 2h. 25m. 00s. ∠ 37° 58' 00" | | |
| | 23 | 24 | | 53 | 10 | Courses, S.E. ½ S. 2 miles. } Compass. | | |
| | 24 | 02 | | 57 | 40 | S.E. 6 " } | | |

Noon.
Temperature, +7°. Index cor. +6° 30"

| For Latitude. | | | ☉ | | | For Variation. | | |
|---------------|----|----|----|----|----|----------------|-----|----|
| h. | m. | s. | ° | ' | " | Chronometer. | φ | |
| 7 | 11 | 00 | 55 | 41 | 10 | h. m. s. | | |
| | 14 | 00 | | 41 | 30 | 7 29 40 | 312 | 30 |
| | 17 | 30 | | 41 | 10 | 33 30 | 311 | 00 |
| | 19 | 00 | | 40 | 50 | 35 20 | 310 | 50 |
| | 21 | 10 | | 39 | 50 | | | |

9h. 0m. p.m.
W.S.W. 3 b.c.
Temperature, zero.

P.M. Started at 9h. 10m. The wind felt unusually sharp to our faces, after yesterday's bright sun. The sledges crossed a little bay filled with hummocks and loosely packed ice, whilst Mr. De Bray walked along the shore. In this way the shores of the bays were always examined when they could not be satisfactorily scrutinized from the sledges. Mr De Bray reports the land to be almost quite barren.

3h. 0m. Temp. - 8.

30th April.—Passed over the extreme of Sandy Point; saw on it the footprints of an ox and a ptarmigan. The coast now trends south-west and is extremely low, but, as the land recedes from it, it gradually rises. The visible extreme of Melville Island seen from here is a noble bluff headland with lofty hills adjoining it, exactly resembling those inland of Cape Fisher. The opposite side of the strait appears to be 25 miles distant; it is not so high as this land, and its extremes are low and indistinct; I had an excellent view of it from the top of a hill. Found plenty of a stunted description of moss, but hardly any grass. Saw a few fox tracks coming from the westward, also, some lemming tracks. Shot a brace of ptarmigan. The ice is tolerably smooth, and the wind has been blowing very steadily

8h. a.m. W.S.W. 1 b.c.
Temperature - 4.

Twenty-third March.
Travelled, 9½ hours.
Lunched, ½.
Encamped, 14.
Distance, direct for C. De Bray,
10 miles.
Ice—noted in remarks.

through the strait for the last few days. Very strong refraction all night; at times we could see two distinct images (or reflections) above the object. Encamped at 7h.10m. A.M. close to the shore.

Journal of
Commander M'Clintock.

A.M. Observations, 30th April.

| For Time. | | Temperature, -4° | Index cor. +6' 30" |
|-----------------|----------|------------------|--------------------|
| Chronometer. | ☉ | For Variation. | |
| <i>h. m. s.</i> | ° ' " | <i>h. m. s.</i> | ° ' " |
| 2 32 48 | 37 24 20 | 2 41 18 | N. 18° W. |
| 33 29 | 29 10 | 42 24 | 19 |
| 34 25 | 35 30 | 43 22 | 19 |
| 35 12 | 41 00 | 44 04 | 19 |
| | | 44 45 | 18½ |

S.W. Bluff (Cape De Bray) to ☉ | 2h. 38m. 18s. — ∠ 108° 48' 00"

Compass bearing, N. 272° W.
The bluff on refracted land, N. 222° W. (North-west bluff.)

Noon Observations.

| For Latitude. | | Temperature, +10° | Index correction, +6' 45" |
|-----------------|----------|-------------------|---------------------------|
| Chronometer. | ☉ | For Variation. | |
| <i>h. m. s.</i> | ° ' " | <i>h. m. s.</i> | ° ' " |
| 7 14 13 | 56 28 40 | 7 38 10 | φ 303 30 |
| 18 30 | 29 40 | 40 40 | 303 00 |
| 20 20 | 29 10 | 41 55 | 303 00 |
| 22 05 | 28 30 | 43 25 | 302 00 |
| 24 25 | 27 00 | 45 10 | 301 00 |
| 26 00 | 27 30 | | |

P.M. Started at nine o'clock; travelled for the extreme bluff, Cape De Bray. Mr. De Bray and I walked nearly round a deep bay and along shore for several miles; passed three deer tracks crossing the strait to the north-west, and saw a few tracks of foxes, lemmings, and ptarmigan; a few of the latter were seen. The snow has become soft, and the ice beneath it being old and rugged, our labour is very severe.

9h. 0m. p.m.
Calm c.
Temperature +8°.

1st May.—Encamped at seven o'clock this morning. I purpose taking on the "Hero" for one march more only; then I shall reduce my party to eight, deposit surplus provisions, and exchange sledges, as mine is too much injured for a protracted journey.

2h. 30m. a.m.
Calm b.c.
Temperature -11°.
7h. 0m. a.m.
Temperature -5°.

Before proceeding from this encampment we fortified ourselves with a hot meat breakfast instead of the usual cold bacon one; also washed our faces. The "scrub" was refreshing, and would have been delightful, but for the frostbites and blisters, which had hitherto been almost hidden by a coating of filth. Blistered and frost bitten faces and sore lips are the "favours of the climate" at this particular season; we have fairly earned them by constant exposure to the sharp winds, severe temperature, and unsetting sun.

Twenty-fourth March.
Travelled, 9 hours.
Lunched, ½.
Encamped, 14.
Distance, 9½ miles East (compass).
Ice—rough.

I think it probable that we may meet the "western division," and we wish, of course, to look as respectable and clean as circumstances will permit. Let a reef out of our tent, which has increased its length from 12ft. 4in. to 14ft. 4in.; it now affords luxurious space for 11 persons.

A.M. Observations, 1st May.

| Chronometer. | ☉ | Temperature, -5° | Index corr. +7' 10" |
|-----------------|----------|------------------|---------------------|
| <i>h. m. s.</i> | ° ' " | For time. | |
| 2 9 43 | 35 14 00 | | |
| 10 15 | 17 50 | | |
| 10 53 | 21 50 | | |
| 11 37 | 27 10 | | |

Noon Observations.

| For Latitude. | | Temperature, +6° | Index corrections, +7' 30" |
|-----------------|----------|------------------|----------------------------|
| Chronometer. | ☉ | For Variation. | |
| <i>h. m. s.</i> | ° ' " | <i>h. m. s.</i> | ° ' " |
| 7 16 07 | 57 19 10 | 7 42 15 | φ N. 63 40 E. |
| 19 15 | 19 10 | 46 00 | 62 00 |
| 21 00 | 18 30 | 47 00 | 63 00 |
| 23 40 | 17 50 | 48 00 | 65 00 |
| 26 00 | 17 00 | 49 00 | 65 20 |
| | | 51 50 | 63 30 |

The
needle is
sluggish.

Journal of
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| | <i>h. m. s.</i> | <i>° ' "</i> | <i>For Variation.</i> |
|---|-----------------|--------------|-------------------------------------|
| <i>West Entr. of North land</i> } to ☉ | 8 0 0 | ∠ 79 50 | |
| <i>(Point Wilkie) - - -</i> | | | <i>Spare Needle.</i> |
| <i>to C. De Bray - - -</i> | 55 00 | | <i>h. m. s.</i> |
| <i>C. De Bray to height over great ravine</i> | 50 30 | | 8 21 15 φ N. 287 00 W. |
| <i>dark cliff in depth of bay</i> | 92 30 | | 23 20 287 30 |
| <i>Round Hill to Quoin Hill - - -</i> | 8 56 | | 24 10 287 45 |
| <i>Quoin Hill to North-east bluff - - -</i> | 97 00 | | 25 00 287 30 |
| <i>North-east to North-west bluff - - -</i> | 55 00 | | 25 50 287 00 |
| <i>North-west bluff to Point Wilkie - - -</i> | 16 00 | | |
| | | | <i>Quoin Hill N.W. ¼ N.</i> |
| | | | <i>Great Ravine N.E. ½ N.</i> |
| | | | <i>North-west bluff S.S.E. ½ E.</i> |

9h. 0m. p.m.
N.E.-ly 1 b.c.
Temperature - 5°.

P.M. Started at nine o'clock, a most delightful evening. I walked to the land, crossing the mouth of a rather deep bay, which Mr. De Bray will examine on his return. The ice is now ordinary "pack;" there is no pressure on the shore. We have left the low land behind us; here, it rises abruptly into lofty hills with bold outlines, and is intersected by numerous deep ravines. This part of Melville Island is very beautiful dark land, not much covered with snow; found grass, saxifrages, and poppy, but hardly any moss. Saw several large lumps of gneiss, one very large one had the rounded form of a boulder; it was 40 or 50 feet above the sea, was about six feet in diameter, and contained numerous coarse garnets. The first snow buntings of the season were seen here. Tracks of foxes and ptarmigan were numerous, and there were also two fresh wolf tracks coming from the south-west.

3h. 0m. a.m.
Temperature - 12½°.

2nd May.—After luncheon we came to heavier "pack," and were obliged to keep in for the shore, along which we travelled over smooth ice, and encamped upon the beach among some pressed-up mud heaps at half-past six. The hills rise directly from the beach and are so steep that they throw a broad shadow upon the ice; within this shadow we found the snow quite hard. Three ptarmigan were seen this march. Commenced digging a pit to receive the depôt of provisions, and building a cairn. The beach is frozen earth without stones. Hood has been unable to work since the beginning of his illness, he still suffers from internal pains; he therefore returns with the "Hero," exchanging with John Drew, A.B. The stokers, Joseph Smithers and John Coombes will also return, as their services are required on board.

7h. 0m. a.m.
Temperature - 4°.

In the evening after breakfast these exchanges were effected, also an exchange of tents and sledges. The return party was completed with 11 days' provisions to take them to Point Nias. Twenty days' provisions were stowed upon my sledge, and the remainder, amounting to about 30 days' allowance, together with all extra clothing and every disposable article, was secured in depôt. A cairn was built, and record placed in it, and having obtained satisfactory observations for latitude, longitude, and variation, we were prepared to "part company."

Twenty-fifth March.
Travelled, 9 hours.
Lunched, ½.
Encamped, 13¼.
Distance, 9½ miles E. ½ N. (compass.)
Ice—pack off-shore.
Detained securing depot and building a cairn, 2 hours.

I gave Mr. De Bray short written orders for his guidance, and a note for Capt. Kellett detailing my proceedings. He started at half-past nine and was soon out of sight.

A.M. Observations, 2d May.

| <i>Chronometer.</i> | <i>h. m. s.</i> | <i>° ' "</i> | <i>h. m. s.</i> | <i>° ' "</i> |
|---------------------|-----------------|--------------|--|--------------|
| | | ☉ | | |
| | | ☉ | | |
| 2 28 22 | 37 54 50 | | ☉ to Quoin Hill, 2 31 07 | > 54 08 30 |
| 29 01 | 49 20 | | <i>Altitude of Quoin Hill, 0° 21' 0"</i> | |
| 29 42 | 38 04 40 | | <i>Temperature, 4°</i> | |
| | | | <i>Index corrections, + 7' 20"</i> | |

Noon Observations.

| <i>Chronometer.</i> | <i>h. m. s.</i> | <i>° ' "</i> | <i>Temperature, + 13°. Error, + 7' 20"</i> |
|---------------------|-----------------|--------------|---|
| | | ☉ | |
| | | ☉ | |
| 7 16 05 | 58 07 30 | | <i>Extreme of this land, N. 72° E. 1½ mile.</i> |
| 18 15 | 7 50 | | <i>Point Wilkie, S. 3° W. about 20 miles.</i> |
| 19 50 | 7 30 | | <i>Quoin Hill to N.W. bluff, 96° 25'</i> |
| 21 45 | 7 10 | | <i>N.W. bluff to Point Wilkie, 10° 00'</i> |
| 23 30 | 7 00 | | <i>„ extreme beyond, 19° 40'</i> |
| 25 45 | 6 00 | | |

| P.M. Observations. | | | |
|--------------------|----|-------|------------------------------------|
| Chronometer. | ☉ | | Temperature, + 6° |
| <i>h. m. s.</i> | ° | ' " | <i>Index corrections, + 7' 20"</i> |
| 1 5 05 | 31 | 11 50 | <i>Time.</i> |
| 5 41 | | 7 50 | <i>azimuth.</i> |
| 6 23 | | 3 00 | <i>h. m. s.</i> |
| 6 54 | 30 | 59 10 | 1 8 45 ϕ N. 217 30 W. |
| 7 17 | | 54 40 | 10 20 217 00 |
| | | | 11 27 218 00 |

P.M. Started at 9h. 50m. and travelled close along the beach under the shadow of the hills; the ice was tolerably smooth, and having a greatly reduced load, made fair progress. I walked over some of the hills and found them to be almost quite barren; their surfaces are composed of slaty sandstone and clay. The hills immediately overlooking the strait are from 300 to 350 feet high; upon their slopes we found a great deal of a dark hard stone, more resembling clay iron-stone than any other. The hills in the interior rise several hundred feet higher. After travelling nine or ten miles, we came to much lower land, and at the end of 12 or 13 miles encamped upon a more fertile shore, where I saw the skeleton of an ox, and shot three ptarmigan. There has been considerable ice pressure upon this beach; large masses having been forced up on it, six or eight feet above the level of the floe.

3d May.—Passed twelve deer tracks to-day, nine of them coming from the north shore of the strait, and three going to it; fox tracks are abundant.

P.M. Observations, 3d May.

| Temperature, + 11° | | <i>h. m. s.</i> | ° ' " |
|--|--|-----------------|--------------------|
| West Extr. of North land (westward of Pt. Wilkie), to Sun, | | 9 38 00 | \angle 108 30 00 |
| Altitude, ☉ 26° 53' 00". | | | No error. |

| | | |
|--|-------------------------------|--|
| West Extr. of North land to r. tan. Eglington Island | 55 20 | |
| " " near Cape on ditto | - 56 20 | |
| " " r. tan. Table Mount | - 83 50 | |
| " " r. tan. Dark Point | - 92 53 | |
| (More land to the left, but very indistinct.) | | |
| " next extreme (Terrace Cape) | 129 50 | |
| Altitude of ditto | - 00 15 | |
| Bearing of ditto | - N. 81 30 E. | |
| Hills in depth of Haven, N. by E. | Altitude of ditto, 2° 55' 00" | |

| Compass Courses. | |
|---------------------|---------------------|
| E. by S. | - 2 miles. |
| E. $\frac{1}{2}$ S. | - 2 $\frac{3}{4}$ " |
| E. by N. | - 2 $\frac{3}{4}$ " |
| E.N.E. | - 2 " |
| N.E. by E. | 2 $\frac{1}{2}$ " |

| <i>h. m. s.</i> | ☉ | ° ' " | Temperature, - 4° | ☉ to Terrace Cape. |
|-----------------|----------|-------|-------------------|-----------------------|
| 2 30 10 | 10 50 10 | | Error, + 7' 20" | 2h. 35m. 45s. 93° 32' |
| 31 55 | 44 00 | | | |
| 33 05 | 39 30 | | Ice horizon. | |
| 34 50 | 34 20 | | Dip, 5 feet. | |

P.M. The morning mists passed off and the day was beautiful and clear. Land is seen nearly all round. We are almost at the mouth of a most magnificent haven running in to the eastward, and in which the ice is perfectly smooth. The distant land across the head of it is mountainous, cut up by numberless ravines, and resembling a vast assemblage of peaked hills. On the south side of the haven is a very remarkable dark steep cliff 930 feet high; it is the highest land bordering the coast which I have seen. We have recognized it when 45 miles distant, and I am sure it may be seen much farther in clear weather.

The view of this haven and the neighbouring land forms by far the most beautiful Arctic scenery I have ever beheld. The visible extreme of Melville Island is a bold terraced headland 750 feet high, and very much resembling Cape Dundas. To the west the land is much lower, and just now is so much distorted by refraction as to appear like a group of islands.

Started at twenty minutes before eight this evening, the sledge proceeding direct for Terrace Cape, whilst I walked across the haven examining its depths with my glass, and from thence along shore to the south-west.

4th May.—At half-past one this morning, when we halted to lunch, the temperature was 18° below zero! Encamped at a quarter past six off the

| | |
|--------------------|--|
| 7h. 40m. p.m. | |
| Calm, b.c. | |
| Temperature - 4°. | |
| 1h. 30m. a.m. | |
| Calm, b.c. | |
| Temperature - 18°. | |

6h. 30m. a.m.
Calm, b.c.
Temperature -10° .

Twenty-seventh March.
Travelled, 10 hours.
Lunched, $\frac{1}{2}$.
Encamped, 13 $\frac{1}{2}$.
Distance, 11 miles.
(N. 82° E.)
Ice—*noted i* remarks.

entrance of a deep bay or inlet. The ice has been level, and has probably been formed last autumn, but the snow is soft and deep. We have had very strong and remarkable refraction all night, throwing up some portions of Eglington Island, and exhibiting inverted images, without affecting certain intermediate parts of the same land. The shore I walked along between the haven and deep bay, off which we are now encamped, has a northern aspect, and with the exception of some ridges on the beach, forced up at various periods by the ice, it is deeply covered with snow. Along the tops of these bare ridges ptarmigan have been searching for food. Off each ravine there is a low projection of shingle mixed with muddy débris, and on their south-west extremes, where the pressure has been greatest, the ridges are highest, rising several feet about the point on which they are heaped. Some that I noticed were 25 feet high, and with large blocks of ice imbedded in them. The land in the interior is lofty and appears to be traversed by ravines in all directions. On the southern side of this great bay (Ibbett Bay) stratification appears, dipping slightly to the south-west.

A.M. Observations, 4th May.

| For Time. | | | | Temperature, -10° | |
|--------------|-----------|-----------|-----------|--|-------|
| Chronometer. | | | | Index corrections, $+ 7' 20''$ | |
| | | | | Terrace Cape, N. 82° E., its altitude, $0^{\circ} 39' 00''$ | |
| | | | | North point of Ibbett Bay, N. 32° W. | |
| | | | | Last extreme (C. De Bray ?) S. 87° W. | |
| | <i>h.</i> | <i>m.</i> | <i>s.</i> | $^{\circ}$ | $'$ |
| | 2 | 5 | 28 | 36 | 15 40 |
| | | | | | 29 10 |
| | | | | | 39 20 |
| | | | | | 51 10 |

Noon Observations.

| Chronometer. | | | | Temperature, $+ 5^{\circ}$ | |
|--------------|-----------|-----------|-----------|-------------------------------|------------|
| | | | | Index correction, $+ 7' 20''$ | |
| | | | | For Variation. | |
| | | | | <i>h.</i> | <i>m.</i> |
| | | | | <i>s.</i> | $^{\circ}$ |
| | <i>h.</i> | <i>m.</i> | <i>s.</i> | $^{\circ}$ | $'$ |
| | 7 | 1 | 27 | 59 | 47 30 |
| | | | | | 48 50 |
| | | | | | 51 20 |
| | | | | | 52 00 |
| | | | | | 52 50 |
| | | | | | 53 10 |
| | | | | | 53 10 |
| | | | | | 52 50 |
| | | | | | 52 10 |
| | | | | | 51 50 |
| | | | | | 51 30 |
| | | | | | 49 10 |
| | | | | | 47 30 |

| <i>h.</i> | | <i>m.</i> | | $^{\circ}$ | |
|-----------|----|-----------|--------|------------|----|
| 6 | 58 | 15 | ϕ | N. 56 | E. |
| 7 | 06 | 10 | | 60 | |
| | | | | 39 | 20 |
| | | | | 40 | 20 |
| | | | | 41 | 30 |
| | | | | 42 | 10 |
| | | | | 42 | 50 |

Haven Cliff, N. 70° W.

8h. 0m. p.m.
E.N.E. 2 b.c.
Temperature -1° .
1h. 45m. a.m.
Temperature -8° .
6h. 30m. a.m.
Temperature -1° .
N.E. 2 c.

Twenty-eighth March.
Travelled, 9 $\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, 15.
Distance 11 $\frac{1}{2}$ miles (N. 80° E.)
Ice, greater part good, latterly packed.

Off-shore 200 yards.

| Chronometer. | | | | Temperature, $+ 15^{\circ}$ | |
|--------------|-----------|-----------|-----------|-------------------------------|------------|
| | | | | Index correction, $+ 7' 20''$ | |
| | | | | Sun indistinct. | |
| | | | | For Variation. | |
| | | | | <i>h.</i> | <i>m.</i> |
| | | | | <i>s.</i> | $^{\circ}$ |
| | <i>h.</i> | <i>m.</i> | <i>s.</i> | $^{\circ}$ | $'$ |
| | 7 | 3 | 0 | 60 | 41 10 |
| | | | | | 43 00 |
| | | | | | 45 10 |
| | | | | | 46 00 |
| | | | | | 46 10 |
| | | | | | 45 40 |
| | | | | | 46 20 |
| | | | | | 45 30 |

| <i>h.</i> | | <i>m.</i> | | $^{\circ}$ | |
|-----------|----|-----------|--------|-------------------|----|
| 7 | 13 | 00 | ϕ | N. 299 | W. |
| | | | | 298 | |
| | | | | 298 | |
| | | | | 296 $\frac{1}{2}$ | |

Terrace Cape, N. 86° E. 2 miles.
C. De Bray, S. 79° W.
Last of these cliffs, N. 88° W. 4 miles.

Started at eight o'clock this evening.

5th May.—Encamped under the cliffs about two miles north of Terrace Cape at 6h. 10m. A.M. Passed the tracks of a few deer crossing from Eglington Island, and shot a ptarmigan. The coast line is now a noble range of cliffs 600 or 700 feet high, broken at intervals by wide ravines. I intend sending back the sledge with six men, to search Ibbett Bay, and proceeding myself, with two men and the little "Satellite" sledge, for about 20 miles further, in the hope of meeting Lieut. Meham and arranging with him for the complete search of the land to the north, that no part may be omitted, nor any valuable time lost.

P.M. Started at 9h. 20m. with the "Satellite," manned by Hy. Giddy and John Drew, and laden with six days' provisions and our blanket bags. At the same time the "Star of the North" under the charge of Geo. Green, quarter-master, proceeded to examine Ibbett Bay. I appointed the N.E. part of its entrance as our rendezvous on the fourth day. Saw five deer coming towards us from the nearest point of Eglington Island, one of which I was fortunate enough to kill at 190 yards. It was a fine buck, in good condition. Took a portion of the meat with us, and buried the rest in a cleft in the ice.

9h. 0m. p.m.
Calm, b.c.
Temperature + 8°.

On reaching Terrace Cape we saw an exactly similar one about 25 miles further on.

3h. a.m. 6th.
Calm, b.c.
Temperature - 10.

Terrace Cape is the loftiest, most prominent, and steepest of this range of precipitous cliffs. Although the turn of the coast line is very gradual, the cape may easily be known by the absence of ravines, and those nearest it on each side diverge, showing that the cape is the extremity of the central ridge. To the south-west of the cape there has been a very "heavy nip," the floe having been forced up against the cliffs to a height of 40 or 50 feet.

Most of the ice is very heavy and old, but under the shadow of the cliffs the snow is still hard, and travelling good.

6th May.—Passed numerous deer tracks, all of them crossing from Eglington Island to Terrace Cape, and thence along shore to the north-east, until the ravines afford them access to the interior of this land. After crossing a very deep bay similar to the one passed yesterday, we encamped at nine o'clock on the land. Here commences another range of cliffs which continue to the south-west. Found more vegetation upon these slopes than I expected, particularly as they are exposed to the N.W. Saw several tracks of hares, which hitherto we have rarely met with; also a wolf track, but no traces of deer since passing Terrace Cape. From the top of a hill I saw all round the bay distinctly, and have named it after the senior engineer of the "Intrepid," Mr. Purchase, whose voluntary services as one of a sledge's crew, employed in carrying out our depôt provisions last autumn, fully entitle him to this honorary distinction.

9h. 0m. a.m.
West 2 b.m.
Temperature + 3°.

The ice has been smooth along shore, but the snow is soft, except close under the shadow of the cliffs. Had venison for supper and breakfast.

Twenty-ninth March.
Travelled, 9 hours.
Lunched, $\frac{1}{2}$.
Encamped, 13.
Distance, 15 $\frac{1}{2}$ miles.
Ice—*noted in remarks.*
Detained procuring game, 2 $\frac{1}{2}$ hours.

Noon Observations.

| <i>h. m. s.</i> | \odot | $\frac{\circ}{7}$ | $''$ | <i>Temperature, + 7°</i> |
|-----------------|---------|-------------------|-------|--|
| 7 14 45 | — | 61 | 56 00 | <i>Index correction, - 1' 00''</i> |
| 17 30 | | | 56 00 | <i> \odot to bluff in bay, 7h. 1m. 20s. — 104° 44'</i> |
| 18 45 | | | 56 00 | <i>" last of C. Terrace cliffs 77 42</i> |
| 20 10 | | | 57 00 | <i>" nearest Pt. Eglington Isld. 121 00</i> |
| 21 30 | | | 57 00 | <i>Last of Cape Terrace Cliffs to west } 68 00</i> |
| 25 25 | | | 56 00 | <i>extr. Eglington Island - - - }</i> |

*Travelled across Purchase Bay, 6 $\frac{1}{4}$ miles.
Next visible extreme, being part of the range of cliffs, E.S.E. 1 $\frac{3}{4}$ miles.
Trend of this side of the bay is N.W. by N.
Bluff in bay, N.W. $\frac{1}{2}$ W. 9 or 10 miles.*

Courses and Distances.
E. $\frac{1}{2}$ N. - - - 8
N.E.b.E. - - - 7 $\frac{1}{2}$

P.M. Started at ten o'clock. Passed over two miles of smooth ice, and then came to very heavy polar ice, but without its pressing heavily on the shore.

7th May.—Seeing that it would cost me a day's march to reach the next cape in sight, and that Lieutenant Meham would probably pass along here before crossing to the north-west, I halted at one o'clock, when 5 $\frac{3}{4}$ miles from my last encampment, and built a cairn upon a conspicuous little brow, 30 feet above the sea and at the base of the cliffs, and placed in it a note for Lieutenant Meham. We then turned back, recrossed Purchase Bay, and encamped upon its low north-west point at half-past nine.

A strong breeze all day.

P.M. Started at 9h. 10m. Travelled close along the cliffs all this march. Picked up our depôt of venison, which had frozen in the exact shape of the cleft of ice, so that we could scarcely get it out.

8th May.—Encamped upon the south-west side of Ibbett Bay at 8h. 20m. A.M. Shot a ptarmigan, and saw a raven.

Built a cairn here, and left a record in it. The opposite point of the entrance of Ibbett Bay bears S.W. b. W. (compass). During the day the temperature rose to + 20°.

10h. 0m. p.m.
Calm, b.c.
Temperature + 2.
4h. 0m. a.m.
North 2 b.
Temperature - 11°.
9h. 30m. a.m.
North 4 b.
Temperature - 3°.
Thirtieth March.
Travelled, 10 hours.
Lunched, $\frac{1}{2}$.
Encamped, 11 $\frac{3}{4}$.
Distance W.N.W. tr., 5 $\frac{3}{4}$.
Thence to encampment, 10.
Ice—in remarks.
Building cairn, 1 hour.
9h. 10m. p.m.
North 2 b.c.
Temperature + 4°.
3h. 0m. a.m.
S.W. 1 m.o.
Temperature - 2°.
8h. 30m. Do. weather.
Temperature + 15°.
1h. 0m. p.m. + 20°.
Thirty-first March.
Travelled, 10 $\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, 13.
Distance, 17 miles.
Building cairn, 1 hour.

10h. 15m p.m.
Calm o.s.
Temperature + 10°.

0h. 30m. a.m. 9th.
South 2 b.c.m.
Temperature + 10°.

Thirty-second March
Travelled, 9½ hours.
Lunched, ½.
Encamped, 13¾.
Distance —
S.W.b.W. 8 miles.
W.b.S. ½S. 3½.

9h. 45m. p.m.
West 1 o.s.
Temperature + 10°.
4h. 0m. a.m.
Westerly 1 o.s.
Temperature + 13°.
4h. 0m. a.m.
W.N.W. 2 o.s.
Temperature + 15°.
Thirty-third March.
Travelled, 10½ hours.
Lunched, ½.
Encamped, 13¾.
Distance, 12½.

P.M. Started at a quarter past ten. Crossed the bay, and found my party all well; they were just preparing to start for Rendezvous Point when I arrived, and proceeded there with them, a distance of 3½ miles. There we found the "Satellite," Giddy having come straight across the mouth of the bay, 8 miles. Green has carefully examined the bay, and left a record near its head. He saw a herd of six musk oxen and succeeded in shooting one of them; it proved to be in excellent condition. Green has kept an accurate "log of his proceedings," whilst acting independently. He states, that at the close of his first march, he encamped within the western point of Ibbett Bay, having travelled 9½ miles. The second march was across the bay, and inclining into it, for 6½ miles, a hard day's work for four men, as he and a companion walked nearly round it, taking bearings of the points, &c., and rejoined the sledge after an absence of 14 hours. He describes the hills about the head of the bay to be of moderate height, with flat land between them and the shore. Besides the herd of oxen, he saw two reindeer and a bird supposed to be an owl; he found but little vegetation. The third night his party were employed in fetching the meat to their encampment; and when about to start on the fourth night, I arrived.

Whilst detached, the sledge "Star of the North" has travelled 19½ miles, and Green has walked round the bay 26 miles.

The ranges of cliffs which I passed along last night and the night previous are of sandstone rock; the greater part is hard and dark, but with layers of the common pale reddish yellow colour occasionally appearing. Found small pieces of coal off two of the ravines. The ice in Purchase Bay was smooth, but with a few straggling masses of huge polar ice frozen in it. Here at Rendezvous Point tracks of hares have become numerous in the last few days; there are also fresh tracks of deer which have crossed from Eglinton Island. Shot a brace of ptarmigan. Travelled direct for Cape De Bray until we encamped about a mile off shore at 8h. 20m. A.M. of

9th May.—The last two nights have been cloudy and without refraction.

The snow is now so very soft, that dragging even a light sledge is by no means light work; but the weather is delightful for travelling, although still rather cold at night. Tufts of moss and the tops of stones are gradually peeping up through the snow, and as the season advances the animals appear to increase in numbers. I picked up two caterpillars to-day, the first insects seen. Three or four ptarmigan are usually seen every march, also an occasional snow-bunting. Fox tracks are very numerous, traversing both land and ice in all directions, but the majority are crossing to the north-westward, probably following up the ptarmigan. Lemmings are abundant, and these wonderful little creatures, which constitute the chief support of foxes, ravens, wolves, owls, and even every species of gull, are as active tourists as the larger animals, crossing these wide straits in all directions. Many reindeer have crossed from the north-west and gone into the interior; they seem to have hesitated about crossing our outward track, going along it a little way before doing so. Hare tracks are pretty common along the shore, and upon the sides of steep hills; they have not crossed the ice, so I suppose they have come down from the bare hill tops and rocky eminences amongst the cliffs which afford them a secure retreat; they also make burrows under the snow, but we have never found them in the earth like those of the fox and lemming. No traces whatever of the polar bear have been met with, and only a few tracks of wolves coming from the southward. No traces of the musk ox upon the ice or along shore; if they migrate at all, it is only from the interior to some favourite slopes upon the coast.

P.M. Started at 9h. 45m. A misty evening; could occasionally see Cape De Bray, for which we were cheerfully travelling across the floe after a sumptuous breakfast of fresh beef, in addition to our chocolate and biscuit. One gradually becomes more of an animal under this system of constant exposure and constant hard labour. Our immediate wants are our first care, and the most important of these is eating and drinking; at least, it is that which we devote most of our attention to. The men say they could not eat half so much at home as they can here, and even if they could, they would be ashamed to do so.

10th May.—Encamped about 6 miles from Cape De Bray and close to the shore, at half past eight this morning.

About three inches of snow has fallen during this march, and it continued to fall during the greater part of the day.

P.M. Started for the Cape De Bray depôt at 10h. 20m.

11th May.—Encamped beside the depôt at a quarter past three this morning. Dug it up, and secured it upon the sledge. Buried a record in the cairn. Obtained a fresh rate for my chronometer here.

| For Time. | A.M. Observations. | |
|---------------|--------------------|----------------------------|
| | ☉ | |
| 2h. 51m. 20s. | 45° 31' 40" | Temperature, + 13° |
| 52 18 | 38 10 | Index correction, + 7' 30" |
| 53 14 | 44 20 | |
| 54 22 | 52 10 | |
| 55 32 | 46 00 20 | |

A fresh west wind all day.

P.M. Started at 7h. 20m. across the strait for Point Wilkie, where I intend making a fresh depôt of most of my provisions, and then proceeding to the south-westward to examine an apparent strait in that direction. On my return from this short trip, we shall trace the land along from Point Wilkie to the north-east.

This day two years I thought myself extremely fortunate when I reached the shores of Melville Island with 34 days' provisions on my sledge; but now, after having travelled a greater distance from my ship, we are about to leave its opposite extreme with a sufficiency for at least 50 days, it may be supposed that our hopes are high indeed.

12th May.—The sledge seems unusually heavy. The freshly fallen snow is deep, and the old snow lies in furrows across our route and is almost as hard and polished (with the drift) as marble. Although the men work with great spirit, yet the labour was so severe that I encamped at 20 minutes past four, having come only 4½ miles. On re-calculating my sledge load I was greatly astonished to find that it amounted to a ton in weight, being just 280 lbs. a man, instead of 215 lbs. as I assumed it to be; it seems wonderful that either sledge or men could stand such tremendous work. My horror at this discovery was so great that even the chronometer was forgotten and allowed to run down. This accident was of no importance, as I had sights the day before and was still so close to the same position; but that my sledge was not broken, nor men knocked up, was a matter of sincere congratulation. The pride of the morning was thus most effectually checked. Snow fell at intervals during the day.

P.M. Left the half of our load and started with the remainder at ten minutes before eight this evening, advanced it about four miles and then returned for the remainder.

13th May.—Arrived with the second load and encamped at 5h. 10m. A.M. Since the latter end of April, the improved temperature has enabled us to dry our blanket feet wrappers and stockings in the open air, with the exception of the pair in immediate contact with the feet; they are, even still, invariably covered with frost when taken off. Since the ox and reindeer were shot upon the 6th, we have had fresh meat suppers, and ½ lb. of pemmican each in addition to our breakfast.

| P.M. Sights for Latitude and Time. | | Index corrections, + 7' 20" | |
|---|----------|--|----------|
| Temperature, + 5° | ☉ | Temperature, + 3° | ☉ |
| Chronometer. | o ' " | Chronometer. | o ' " |
| h. m. s. | o ' " | h. m. s. | o ' " |
| 5 44 50 | 63 43 20 | 11 30 30 | 33 53 10 |
| 46 30 | 41 50 | 31 30 | 46 30 |
| 47 58 | 40 20 | 32 20 | 40 50 |
| 49 46 | 38 10 | 33 21 | 33 20 |
| 52 25 | 35 40 | 35 00 | 21 50 |
| 54 55 | 32 50 | | |
| 55 30 | 31 20 | | |
| Mark travelled for (bearing S. 2½ W.) to ☉ | | ☉ Terrace Cape 11h. 42 92° 35' | |
| 5h. 58m. 30s. — ∠ 110° 34' 00" | | " to Haven Cliff 13 50 | |
| + 720 | | " Quoin Hill 46 00 | |
| | | Extremes of northern lands, 248° to 272° | |

10h. 20m. p.m.
Northerly 3 o.
Temperature + 7°.
3h. 30m. a.m.
Do. weather.
Temperature - 1°.
8h. 30m. a.m.
Westerly 2 o.
Temperature + 13°.
Thirty-fourth March.
Travelled, 5 hours.
Lunched, 0.
Encamped, 13.
Distance, 6½ miles.
Detained by depot and cairn,
5 hours.

7h. 20m. p.m.
West 2 h.c.m.
Temperature + 10°.
0h. 30m. a.m.
N.W-ly. 2 m.s.½
Temperature + 5°.

4h. 30m. a.m.
N.W. 1 o.m.s.
Temperature + 7°.

Thirty-fifth March.
Travelled, 8½ hours.
Lunched, ½.
Encamped, 15½.
Distance—
S. 2°½ W., 4½ miles.
Ice—indifferent floe.

7h. 50m. p.m.
North 3 o.g.s.
Temperature + 8°.
1h. 40m. a.m.
N.E-ly. 2 o.g.
Temperature + 5°.
5h. 30m. a.m.
Do. weather.
Temperature + 12°.
Thirty-sixth March.
Travelled, 8¾ hours.
Lunched, ½.
Encamped, 15½.
Distance—
S. 2°½ W., 12 miles.
Ice—as yesterday.

Chron. slow on App.
Time.
6h. 45m. nearly.

8h. 30m. p.m.
Northerly 1 b.
Temperature -3° .

P. M. Started at a quarter before nine o'clock. Travelled as yesterday, for a mark on the land near Point Wilkie, bringing on one-half of our load at a time.

2h. 0m. a.m.
Do. weather.
Temperature -6° .

7h. 30m. a.m.
N.E. 2 b.
Temperature $+4^{\circ}$.

Thirty-seventh March.
Travelled, 10 hours.
Lunched, $\frac{1}{2}$.
Encamped, 14.
Distance, $13\frac{1}{2}$ miles.
(S. $2^{\circ}\frac{1}{2}$ W.)
Ice—indifferent floe.

14th May.—Encamped half a mile from the beach, having advanced $4\frac{1}{2}'$ this march. At this encampment, being still in sight of the cairn of the 11th, where my last sights were taken before the chronometer ran down, I obtained all the observations I could wish for. Whilst the men were fetching on the second load I went on shore. The beach is of mud, is very low and has the footprints of deer and birds frozen in it. A few hundred yards from the beach there are steep hills about 150 feet in height, and upon the sides of these, in reddish coloured sandstone, casts of fossil shells abound; they are all small and of only a few varieties, the greater part being bivalves. Found here plenty of moss but scarcely a blade of grass. I saw a herd of 11 reindeer and had the good fortune to shoot three of them. On my sudden approach they ran off with great speed, but after reconnoitering me from a hill trotted briskly back, halting for a few seconds every now and then. In this way they approached within about seventy yards when I shot two of them; subsequently they allowed me to approach near enough to shoot a third buck. Whether their natural curiosity prompted them to come towards me, or that they looked upon me as an intruder upon their feeding ground and wished to drive me off, I cannot tell; however, the supply of venison was decidedly most fortunate. Saw six ptarmigan.

P.M. Observations, 14th May.

| For Time. | | | Temperature, zero. | |
|-----------------|----|-------|------------------------------|----------------------------------|
| Chronometer. | ☉ | | Index correction, $+7'55''$ | |
| <i>h. m. s.</i> | ° | ' " | | |
| 1 22 28 | 50 | 07 20 | Terrace Cape | - - $298\frac{1}{2}^{\circ}$ |
| 24 12 | 18 | 20 | Haven Cliff | - - 326 |
| 25 14 | 25 | 30 | Quoin Hill | - - 33 |
| 26 10 | 30 | 40 | A refracted mount | - - 97 |
| 27 11 | 37 | 00 | Reindeer Mount | - - $193\frac{1}{2}$ miles. |
| 28 02 | 42 | 20 | Extremes of Prince Patrick's | } 101° to 227° |
| | | | Land from | |

Noon Observations.

| <i>h. m. s.</i> | | | Temperature, $+8^{\circ}$ | |
|-----------------|----|-------|---------------------------|---------------|
| ☉ | | | For Variation. | |
| ° | ' | " | <i>h. m. s.</i> | ' |
| 5 16 00 | 65 | 23 00 | 5 41 50 | ϕ 295 30 |
| 18 15 | 22 | 30 | 45 15 | 293 45 |
| 22 10 | 22 | 20 | 46 30 | 293 40 |
| 24 12 | 22 | 10 | 48 05 | 292 45 |
| 25 30 | 22 | 00 | 49 40 | 292 30 |
| 26 40 | 21 | 45 | 51 00 | 291 40 |
| 28 35 | 21 | 10 | 52 30 | 291 00 |
| 31 55 | 19 | 50 | | |

P.M.

| ☉ | | | ☉ | | |
|-----------------|-------|-----------|-----------------|-------|-----------|
| Chronometer. | Obsd. | Distance. | Chronometer. | Obsd. | Distance. |
| <i>h. m. s.</i> | ' | " | <i>h. m. s.</i> | ' | " |
| 6 00 08 | 73 | 16 10 | 12 42 55 | 76 | 12 50 |
| 01 17 | 17 | 15 | 44 52 | 13 | 40 |
| 02 57 | 17 | 45 | 46 26 | 14 | 00 |
| 04 20 | 18 | 40 | 47 44 | 14 | 50 |
| 05 32 | 19 | 10 | 50 12 | 15 | 50 |
| 06 50 | 19 | 20 | 51 43 | 16 | 40 |
| 09 00 | 20 | 40 | 53 45 | 17 | 50 |
| 10 25 | 21 | 10 | | | |

9h. 0m. p.m.
Calm, b.
Temperature $+4^{\circ}$.
2h. 30. a.m.
West 4 b.c.
Temperature $+5^{\circ}$.
8h. 30m. a.m.
S.W. 5 5.
Temperature $+15^{\circ}$.

P.M. Started at 9h. 10m. and landed all our provisions.

15th May.—It cost us both time and labour to secure a depôt here, there being no stones except upon the hill tops, and the mere surface of the earth being only partially thawed. Deposited under a heap of earth and stones every thing we could spare off the sledge, and all the provisions except enough for 25 days. Built a cairn upon one of the highest and most peaked hills, (Reindeer Mount) half a mile from our new depôt, and left a record in it. Took the fresh supply of venison on the sledge and started off again, following the coast-line to the south-west. Several ptarmigan

and snow-buntings seen. Encamped this morning at 8h. 20m. We now consume a kettle full of stewed venison for supper, and two-thirds of a pound of pemmican each for breakfast, besides a pint of chocolate; we also have $\frac{1}{4}$ lb. of bacon for luncheon, and $\frac{3}{4}$ lb. of biscuit daily. The kettle is capable of holding thirteen pints of water, and is always crammed full of meat for supper, yet, this we consider a "light meal" when divided amongst the nine of us. If we had the fuel to cook with, we would not restrict ourselves, now that fresh meat is abundant; and I think a still more liberal allowance than we enjoy at present would be beneficial to the men.

p.m. The weather wore a most threatening appearance when we encamped, and it has been blowing hard and snowing all day. Started at a quarter past ten, proceeding along shore inside the grounded hummocks. The weather improving.

16th May.—A very thick fog came on just as we were crossing over some flat land; it was quite calm, and there was not a speck upon the snow. I found the easiest way to keep a straight course was to walk backwards from the sledge, which then followed upon my track. On regaining the beach, the tide crack guided us along shore until we encamped at 8h.45m.A.M. Only one ptarmigan seen this march, and nothing unusual except a large mass of gneiss. The beach is very low and flat, but there are low hills about half a mile inland. Saw plenty of moss with a few blades of grass intermixed.

p.m. Find that our encampment is on the extreme of a long flat point. It blew strong all day with a vast deal of snow-drift, but moderated towards evening. Started at 9h. 40m. The land before us looks like the opposite side of a large inlet. I directed the sledge to travel across it for Snow-patch Point, and I then set off to explore this shore of it; but after walking for seven miles and getting a few bearings, the weather became thick, and I was obliged to rejoin the sledge.

17th May.—As very thick snow was falling and we had got amongst hummocks, I encamped at three o'clock this morning, quite unable to see beyond 100 yards. Employed refitting tent equipment, &c.

p.m. During the day it blew strong from the southwest with high temperature; in the tent it rose to + 45°! Started at nine o'clock, weather misty; steered by compass for Snow-patch Point.

18th May.—During the night the weather became calm and clear. Saw two deep bights to the right of Snow-patch Point, so travelled for the land between them. Encamped at a quarter past seven o'clock, about a mile off shore. The men are quite worn out by this march over a very rugged floe with deep and soft snow.

Journal of
Commander M'Clin'ock.

Thirty-eighth March.
Travelled, 6 hours.
Lunched, $\frac{1}{2}$.
Encamped, 14.
Distance, 6 miles.
Ice, good.
Detained about depot and cairn,
4 $\frac{3}{4}$ hours.

10h. 15m. p.m.
S.W. 4 o.m.s.
Temperature + 13°.
4h. 45m. a.m.
Southerly 1 m.o.
Temperature + 16°.
9h. 0m. a.m.
S.E.-ly. 1 E.
Temperature + 25°.

Thirty-ninth March.
Travelled, 10 hours.
Lunched, $\frac{1}{2}$.
Encamped, 13
Distance, 11 miles.
Ice—level in shore.

Courses. (Compass.)
S.E.b.S. - - 3 miles.
S.b.E. - - 2 $\frac{1}{2}$ "
S.W. - - 1 $\frac{1}{2}$ "
S.b.E. - - 4 "

9h. 40m. p.m.
East 5 c.
Temperature + 17°.
3h. 0m. a.m.
South 2 o.s.
Temperature + 21°.
9h. 0m. a.m.
S.W. 2 o.m.s.
Temperature + 31°.

Fortieth March.
Travelled, 5 $\frac{3}{4}$ miles.
Lunched, —.
Encamped, 13.
Distance—
South, 7 miles.
Ice—old and hummocky.
Detained by weather, 5 hours

9h. 0m. p.m.
S.W. 3 o.g.m.s.
Temperature + 27°.
3h. 0m. a.m.
Calm c.
Temperature + 25°.
7h. 30m. a.m.

Calm b.c.
Temperature + 34°.

A.M. Observations.

| For Time. | ☉ | Temperature, + 34° |
|-----------|----------|----------------------------|
| h. m. s. | ° ' " | Index correction, + 7' 55" |
| 1 33 50 | 52 30 10 | |
| 34 55 | 26 00 | |
| 36 08 | 34 10 | |
| 36 58 | 39 00 | |
| 37 50 | 44 20 | |
| 39 01 | 51 40 | |
| 40 12 | 59 10 | |
| 41 09 | 53 04 40 | |
| | | For Variation. |
| | | h. m. s. |
| | | 1 46 30 |
| | | 49 15 |
| | | 51 00 |
| | | 52 15 |
| | | 53 30 |
| | | 54 30 |
| | | 55 30 |
| | | 56 45 |
| | | 359 |
| | | 360 |
| | | 360 |
| | | 360 |
| | | 359 |
| | | 358 |
| | | 357 |

]☉ to Double Streak Head, 1h. 43m. 00s. — 86° 17' 00"

Compass Bearings.

| | |
|--|--------|
| Visible right tangent of Prince Patrick's Land | - 349° |
| Saddle Hill | - 67 |
| Double Streak Head | - 86 |
| Left point of entrance of Intrepid Inlet | - 88 |
| Nearest land, distant $\frac{1}{2}$ mile | - 135 |

Pinnacle, 185°; the depth of Green's Bay is shut in by Pinnacle Cliffs; Rugged Point, 216°; Snow-patch Point, 251°; the south-west extreme of land, 294°.
Haven Cliff (?), 349°.

Journal of
Commander M. Clintock.

Noon Observations.

| <i>h. m. s.</i> | \odot | <i>Temperature, + 28½°</i> |
|-----------------|----------|------------------------------------|
| 5 8 45 | 65 40 40 | <i>Index corrections, + 7' 55"</i> |
| 13 20 | 42 30 | |
| 14 38 | 43 10 | <i>Courses and Distances.</i> |
| 16 45 | 43 40 | <i>S. ½ E. 4 miles.</i> |
| 19 15 | 43 50 | <i>S. by W. ¾ W. 3 "</i> |
| 20 40 | 44 00 | <i>S. 41° by W. 4 "</i> |
| 24 30 | 44 00 | |
| 27 42 | 43 40 | |
| 29 30 | 43 30 | |
| 32 20 | 43 00 | |

Forty-first March.
Travelled, 9¾ hours.
Lunched, ½.
Encamped, 13¾.
Distance, 11 miles.
Ice, very rough.

A fresh breeze and very fine warm day; the sun was so powerful that we thawed enough snow for breakfast. Before the breeze sprung up the temperature in the tent rose to 70°. Provisioned the "Satellite" for six days, for the examination of "Intrepid Inlet," and gave Green orders to search the bay to the westward during my absence. Snow-patch Point was the place of rendezvous.

9h. 0m. p.m.
E.N.E. 2 b.c.
Temperature + 24°.

P. M. Both the sledges started at nine o'clock; the "Star of the North" having a fair wind, proceeded with the tent hoisted as a sail, whilst the little "Satellite" manned by John Salmon (capt. fore-castle) and John Heels, travelled for the entrance of Intrepid Inlet, which we reached at midnight, after following the land round a considerable sweep to it.

2h. 40m. a.m.
North 2 c.
Temperature + 27°.

19th May.—After travelling along its western shore for eight miles more, we encamped at half-past five this morning. This inlet reminded me forcibly of Liddon's Gulf; the land about it is uniformly high, probably 500 feet, and is in many parts broken into flat-topped masses surrounded by steep slopes, so that the small hills are exact pyramids. I walked over several low hills near the shore, and found them composed of fine gravel, and almost entirely destitute of vegetable life; the beach is low, and of fine sand or mud. There is not much snow on the land; that which overlies the ice is harder than any we have met with for some days; the ice is old. No tracts have been seen, and only three ptarmigan. Our encampment is on a gravel ridge which does not afford us the luxury of a stone pillow; we get wet feet now from the snow thawing upon our canvas boots.

5h. 30m. a.m.
Calm o.g.
Temperature + 32°.

P. M. This day was calm and dull, and the heat seemed to us most oppressive. I awoke bathed in perspiration at one o'clock; got out of my bag, yet found it too hot to sleep, so spent an hour in making some experiments with the thermometer. There was no wind or sun. When the thermometer was placed in its gutta percha case, upon a black surface, it stood at 65°; when taken out of the case and laid on the black surface, it fell to 52°; and when placed with its bulb an inch above the wet sand, the other end being on the snow, it fell to 46°, but rose again to 47°. Having no tent we slept in the open air.

Forty-second March.
Travelled, 8 hours.
Lunched, ½.
Encamped, 14¼.
Distance, 13¾.
Ice, smooth along shore.

Courses and Distances.
88° - - - 4½ miles.
121 - - - 6 "
130 - - - 1¾ "

Observations.
At midnight on west point of entrance.—Saw the land all round the inlet. Saddle Hills, 51°; Double Streak Head, 85°; right tangent of Wedge Cape in depth of inlet, 101°; trend of this shore for two miles, 125°; valley between cliffs on opposite side, 34°; to encampment, passed four little points; at encampment took bearings. Valley, 34½; Saddle Hills, 6; Double Streak Head, 60°; Wedge Hill, 84°; next point, 98°; depth of next bay, 130°; distant, two miles.

7h. 45m. p.m.
West 1 o.g.
Temperature + 32°.

P. M. Started at a quarter before eight for a very remarkable cliff (Double Streak Head) farther into the inlet and upon its opposite side.

1h. 30m. a.m.
Calm o.g.s.
Temperature + 28½°.

This is without exception the darkest and most gloomy arctic summer night I have ever seen. The atmosphere is excessively close; we are throwing off all our outer garments, complaining of the heat, and perspiring freely. Some light snow falling.

20th May.—The first seal was seen upon the ice. On examining the "seal hole" I saw that the water was fully three feet below the surface of the ice. On going down the hole, found a recess or cavern large enough to contain two or three seals and just above the water. This habitation was amongst hummocks, and seemed to be formed in the deep drift of snow collected

about them; the roof although strong enough to walk over, admitted sufficient light; the interior was coated with ice, and the numerous icicles afforded proof that the place was sufficiently warm before the hole to the surface (which seals always require to breathe through) was increased to its present dimensions. Snow falling thinly, the crystals being in the form of minute spiculæ. We suffered great inconvenience from the heat, having only one suit of clothes, and which of course were adapted to extreme cold.

Encamped at 3h. 10m. A. M., under Double Streak Cliff.

Towards the afternoon the mist cleared off but the sun did not appear.

Wedge Hill, 150°, about 4½ miles; Distant Head, 145°, 5 miles; depth of Inlet 135°, 6 miles; next point on this side, 275°; west point of entrance, 272°. "Distant Head" is the last of a range of steep hills, of which Wedge Hill is the nearest, and most remarkable.

3h. 30m. a.m.
Do. weather.
Temperature + 28°.
Forty-third March.
Travelled 7 hours.
Lunched, ½.
Encamped, 15½.
Distance, 10 miles.
Ice—old broken up floe.

Courses and Distances.
60° - - 10 miles.

P.M. Started at 6h. 40m. Having seen all round the head of the inlet we proceeded out again along its eastern shore. The ice is broken up, old floe frozen together again. Not the slightest pressure, tide crack is often imperceptible. On this shore the beach and low land is chiefly mud and clay. It supports a considerable quantity of the usual arctic plants; including sorrel. Footprints of oxen, deer, and seabirds are still distinct in the frozen earth.

21st May.—Passed under a range of cliffs shortly before encamping. Found a few fragments of coal in a ravine. Shot a hare and five ptarmigan. This is certainly the favoured side of the inlet. Under these cliffs we found fresh water upon the sea ice, the first of this season's thawing. After crossing a secure bay (¾ miles deep) we encamped at 4h. 50m. The hare and ptarmigan just served for supper and breakfast.

Bearings, &c.

After going four miles, our encampment bore 95°; encampment of 19th, 236°; next point, 302°, five miles; cliffs seen over it and 1° to the left. At encampment, the cliffs 124°; next point, 275°, 1 mile; Snow Patch Point, 232°.

6h. 30m. p.m.
S.W. 3 m.o.
Temperature + 26°.
Midnight.
S.W. 5 o.g.s.
Temperature + 20°.
5h. 0m. a.m.
S.S.W. 6 o.m.s.
Temperature + 21°.

Forty-fourth March.
Travelled, 9¾.
Lunched, ½.
Encamped, 17.
Distance, 15½.
Ice—noted in remarks.

Courses and Distances.
E. ½ N. - - 4 miles.
N.E.b.E. - - 11 "

P.M. A strong breeze all day, with much snow drift. It was not too hot now, so we slept very comfortably in our bags, with the sledge's sail spread over to keep the drift off. Started at ten o'clock across the ice for Snow-patch Point. Before we had left the shore ten minutes the wind freshened to a strong gale, with snow-drift in our faces.

22nd May.—After blowing most furiously for five hours the wind moderated for a short time and we caught a glimpse of the land. The unusual warmth of the last few days had unfitted us for such a sudden relapse of severe weather, and we felt this searching blast as keenly as if it was blowing through us, as well as through the holes in our garments. Reached the point and found my party encamped under it at half-past six this morning. I never appreciated the shelter of a tent so much before. Some portion of the venison having become "too high" during the hot weather, we consumed the remainder for supper.

P.M. It has been blowing a gale all day, with a most liberal allowance of snow drift. Green has kept a very circumstantial account of his minute examination of this bay, and which I have therefore named after him. It occupied him for three nights, during which time the sledge travelled 27 miles, and he walked 15 miles. Its shores are barren, and no birds or animals were seen. His party have built a cairn six feet high upon this point, about 50 or 60 feet above the sea, and I have placed a record in it.

Bearings.

Very misty weather. Rugged Point, 140°; Pinnacle, 100°.

Started this evening at 7h. 40m., and travelled along shore to the southward under hills with steep snowy slopes. Found smooth ice inside the hummocks, so made fair progress. The land becomes lower as we advance.

At eleven o'clock we saw and shot two very large musk bulls, a well-timed supply, as the last of the venison was used this morning; we found them to be in better condition than any we have ever seen. I shall never forget the death struggle of one of these noble bulls; a Spanish bull fight gives no idea of it, and even the slaughter of the bear is tame in comparison. This animal was shot through the lungs and blood gushed from his nostrils upon the snow. As it stood fiercely watching us, prepared yet unable to charge,

10h. 0m. p.m.
W.S.W. 6 c.z.
Temperature + 18°.

3h. 30m. a.m.
West 8 c.m.z.
Temperature + 14°.

7h. 0m. a.m.
West 7 o.m.z.
Temperature + 16°.

Forty-fifth March.
Travelled, 8 h.
Lunched, ¾h.
Encamped, 13h.
Distance, 14 miles.
Ice—rugged old floe.

7h. 40m. p.m.
W.N.W. 5 o.s.
Temperature + 18°.

2h. 0m. a.m.
N.W. 2 o.s.
Temperature + 12°.

7h. 0m. a.m.
North 2 o.s.
Temperature + 17°.

Forty-sixth March.
Travelled, 9 hours.
Lunched, $\frac{1}{2}$.
Encamped, 14 $\frac{1}{2}$.
Distance, 12 $\frac{1}{2}$.
Ice—smooth along shore.
Procuring meat, 2 $\frac{1}{2}$ hours.

9h. 0m. p.m.
N.W. 3 b.c.
Temperature + 9°.
3h. 30m. a.m.
N.W. 3 o.m.s.
Temperature + 15°.
8h. 0m. a.m.
Same weather.
Temperature + 25°.

Forty-seventh March.
Travelled, 10 hours.
Lunched, $\frac{1}{2}$.
Encamped, 13 $\frac{1}{2}$.
Distance, 10 miles.
Ice—ordinary floe.

9h. 0m. p.m.
N.N.W. 4 m.o.s.
Temperature + 14°.

3h. 0m. a.m.
Do. weather + 13°.
8h. 30m. a.m.
N.N.E. 5 m.o.s.
Temperature + 23°.

Forty-eighth March.
Travelled, 10 $\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, 14 $\frac{1}{2}$.
Distance, 13 miles.
Ice—varied.

10h. 0m. p.m.
North 1 b.c.
Temperature + 10°.
4h. 0m. a.m.
S.W. 1 B.
Temperature + 6°.
8h. 0m. a.m.
West 2 B.
Temperature + 14°.

Forty-ninth March.
Travelled, 9 hours.
Lunched, $\frac{1}{2}$.
Encamped, 13.
Distance, 13 miles.
Ice—ordinary floe.

its small but fixed glaring eyes were almost concealed by masses of shaggy hair, and its whole frame was fearfully convulsed with agony; the tremulous motion was communicated to its enormous covering of tangled wool and hair; even the coarse thick mane seemed to rise indignant and slowly waved from side to side. It seemed as if the very fury of its passion was pent up within it for one final—a revengeful charge. There was no roaring, the majestic beast was dumb, but the wild gleam of savage fire which shot from his eyes and his menacing attitude, was far more terrible than the most hideous bellow. We watched in silence, for time was doing our work, nor did we venture to lower our guns until, his strength becoming exhausted, he reeled and fell.

I have never witnessed such an intensity of rage, nor imagined for one moment that such an apparently stupid brute, under any circumstances of pain and passion, could have presented such a truly appalling spectacle. It is almost impossible to conceive a more terrific sight than that which was presented to us in the dying moments of this matchless monarch of these northern wilds. A mile or two farther we saw four milch cows and a very small calf.

23d May.—The land consists more of clay and less of gravel than in either of the last two inlets, yet there appears to be but little vegetation. Encamped upon the extreme of a low spit at seven o'clock. Shot a brace of ptarmigan.

Bearings, &c.

After proceeding along shore for four miles direct, Snow Patch Point bore S.W. by W. Proceeded, crossing three bays to Calf Point, 5 $\frac{1}{2}$ miles, N. 302° W. Proceeded from hence to our encampment, 1 $\frac{1}{2}$ miles, N. 272° W.

Eglington Island, from 338° to 298°. A dark round hill bears 298°.

P.M. Started at half-past nine.

24th May.—Crossed a considerable bay and encamped at eight o'clock. The coast has become very shoal and free from ice pressure; the land is chiefly clay, and there is a perceptible increase of moss and grass. A few ptarmigan have been seen. The sail has been set all day.

Bearings and Courses.

Made good 10 miles E. by S. The next point is distant 3 $\frac{1}{2}$ miles, and also bears east.

P.M. Continued gloomy thick weather, snow constantly falling. Started under sail at 9h. 20m.; built a cairn on the extreme of this point and left a record in it. The coast along which I walked for the next 3 $\frac{1}{2}$ miles is low and appears to be very shoal. The sledge travelled direct across for the round dark hill on Eglington Island.

25th May.—Encamped at eight o'clock. During this march we passed amongst several floe pieces of heavy polar ice, a convincing proof that this is a strait and is open to the south-west. Thick weather, the land generally obscured.

P.M. Bearings, &c.

| Chronometer. | ☉ | Index corrections, + 8' 0" |
|--------------|---------|--|
| h. m. s. | ° ' " | Temperature, + 10° |
| 2 30 10 | 10 23 0 | Chronometer. |
| 2 33 15 | 10 17 0 | 2h. 35m. 30s. ☉ to S.W. extreme 77° 25' 0' |

S.W. extreme, 233°, 7 or 8 leagues; S.E. extreme, 268°, 7 or 8 leagues; Sand Bluff Point, 292, 5 $\frac{1}{2}$ miles; round dark hill, 297°; the Cliff (inland 2 or 3 miles), 314°; N.E. extreme (low), 32°, offshore, 5 $\frac{1}{2}$ miles. Travelled, N. 315° W., 13 miles.

P.M. Started at a quarter past ten this night.

26th May.—Travelled straight in for the land and built a good stone cairn upon a conspicuous rise near the beach, placing in it the usual record. We then travelled alongshore to the north. The soil is dark; there is much clay ironstone, some lumps of quartz and large stones of gniess, but sandstone greatly predominates. Crossed a bay and encamped at 7h. 40m. There is more pressure upon this shore than the opposite one. We have left the heavy polar ice behind us. All the land now in sight is high (in many parts 600 or 700 feet, with some abrupt inland cliffs), with the exception only of the north end of this island, which is very low. The snow is tolerably hard. Nothing seen except a fox track.

Bearings, &c.

Sand Bluff and Cairn Points in line bore 247° ; a spit between the two, 1° or 2° to the right.

At encampment, opposite point of bay, 229° , $3\frac{3}{4}$ miles.

Journal of
Commander M'Clintock.

A.M. Sights for Time.

| Chronometer. | | | \odot | Index error, + $8' 25''$ | | |
|--------------|----|----|---------|--------------------------|----|---------------------------|
| h. | m. | s. | \circ | $\frac{\circ}{7}$ | " | Temperature, + 14° |
| 1 | 15 | 38 | 53 | 59 | 30 | For Variation. |
| 16 | 56 | | 54 | 08 | 00 | Chronometer. |
| 18 | 30 | | | 18 | 40 | h. m. s. |
| 19 | 27 | | | 25 | 00 | 1 26 30 — 358 |
| 20 | 53 | | | 34 | 30 | 30 40 357 |
| 22 | 04 | | | 42 | 00 | 32 00 356 $\frac{1}{2}$ |
| 23 | 30 | | | 51 | 30 | 34 30 356 |
| | | | | | | 36 00 355 $\frac{1}{2}$ |

The S.W. extreme of Patrick's Land, 225° .

Noon Observations.

| Chronometer. | | | \odot | Index corrections, + $8' 25''$ | | |
|--------------|----|----|---------|--------------------------------|----|----------------------------|
| h. | m. | s. | \circ | $\frac{\circ}{7}$ | " | Temperature, + 19° |
| 5 | 10 | 20 | 69 | 47 | 00 | For Variation. |
| 13 | 35 | | | 48 | 00 | h. m. s. |
| 17 | 20 | | | 48 | 50 | 5 8 30 — 299 $\frac{1}{2}$ |
| 22 | 05 | | | 49 | 30 | 15 30 297 $\frac{1}{2}$ |
| 24 | 05 | | | 49 | 20 | 25 30 294 $\frac{1}{2}$ |
| 27 | 10 | | | 48 | 50 | 37 00 291 $\frac{1}{2}$ |
| 29 | 17 | | | 48 | 30 | |
| 30 | 30 | | | 48 | 10 | |
| 31 | 55 | | | 47 | 40 | |
| 33 | 00 | | | 47 | 20 | |

Course and Distances.

| | | | |
|-------------|---|---|-----------------------|
| 314° | - | - | $3\frac{3}{4}$ miles. |
| 347 | - | - | $1\frac{1}{4}$ " |
| W.b.N. | - | - | $1\frac{1}{2}$ " |
| W.N.W. | - | - | $1\frac{3}{4}$ " |
| 129° | - | - | $3\frac{3}{4}$ " |

P.M. Started at a quarter to nine. Crossed three miles of flat land and then five miles of ice to a point, along which there was a range of turned up floe six feet thick and about 10 feet high; here the land is light colored gravel with a great many shells of one species of bivalve, also clay ironstone, but no vegetation.

27th May.—Beyond this point the range of hummocks turn offshore, the pressure that occasioned them must have been recent, since the hollows and cracks are still free from snow. Encamped at seven o'clock. The land has dwindled down to a series of low sand hills; the beach is mud. Neither vegetation or animals seen.

Courses and Bearings.

| Courses and Distances. | | | On Point Pressure. | | |
|------------------------|-----------------------|--------------------|------------------------------|------------------|--|
| 87° | $3\frac{1}{4}$ miles. | | Right tangent Patrick's Isd. | 75 | |
| 75 | 6 " | to Point Pressure. | S.W. extreme of " | 230 | |
| 58 | $2\frac{1}{2}$ " | | Sand Bluff Point " | $249\frac{1}{2}$ | |
| 30 | $1\frac{1}{4}$ " | | | | |

P.M. Since noon we have had a fresh N.W. wind with clear weather. Started at 8h. 45m. The wind is fair, the sail is set, and it now blows a strong W.N.W. gale; the snow-drift limits our view to about 200 yards, but the hummocks prevent our straying off-shore.

28th May.—The coast having turned so much to the right as to oblige us to take in our sail, and the weather having become worse, we encamped at half an hour after midnight. The weather is unpleasant enough, but our fresh beef not only consoles us by affording good breakfasts and suppers, but serves a great many purposes besides; quarters of beef keep down the sides of the tent, the tent rope and bowlines are made fast to others, and being frozen, one quarter serves as a chopping block for the rest; the fat is a valuable addition to our fuel. The gale and drift lasted all day.

Bearings at Encampment.

| |
|---|
| Southern extreme of Melville Island, N.E. |
| Terrace Cape, N.E. $\frac{1}{2}$ N. |
| Haven Cliff, N. b. W. |
| Cape De Bray (?), N.W. |
| Right tangent of Prince Patrick's Land, W. b. S. $\frac{1}{2}$ S. |
| Extremes of this shore, W. b. S. and N.E. b. E. |

Courses and Distances.

| |
|----------------------------------|
| N. $\frac{1}{2}$ E. 4 miles. |
| N.E. by E. $2\frac{1}{2}$ miles. |

8h. 30m. p.m.
North 3 b.c.m.
Temperature + 10° .
2h. 30m. a.m.
Calm b.c.
Temperature + 10° .

7h. 0m. a.m.
West 4 m.s.
Temperature + 17° .
Fiftieth March.
Travelled, $9\frac{3}{4}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, $13\frac{3}{4}$.
Distance, 13 miles.
Ice—the usual floe.

8h. 45m. p.m.
W.N.W. 7 s.m.z.
Temperature + 17° .

0h. 30m. a.m.
N.W.b.N. 7 s.m.z.
Temperature + 19° .

Fifty-first March.
Travelled, $3\frac{3}{4}$ hours.
Lunched, —.
Encamped, $15\frac{3}{4}$.
Distance, $7\frac{1}{2}$ miles.
Detained by weather, 6 hours

6h. 30m. p.m.
N.N.W. 6. o.c.
Temperature + 23°.
10h. 30m. p.m.
North 6 c.m.s.
Temperature + 19°.
3h. 30m. a.m.
North 4 c.z.
Temperature + 22½°.
Fifty-second March.
Travelled, 8½ hours.
Lunched, ½.
Encamped, 14¾.
Distance, 9 miles.
Ice—ordinary floe.
Detained building cairn
2½ hours.

P.M. Built an excellent stone cairn 6½ feet high, and left in it the usual record. At half-past six we started on our return to the depôt near Point Wilkie. The low hills about our cairn are a mixture of mud and gravel. Found here a few lichens and tufts of grass. The beach is a mere mud flat.

29th May.—Dark gloomy boisterous weather; the wind is directly against us. Encamped at half-past three this morning.

P.M. Observations.

| For Time. | | | Chronometer. | | |
|-----------|----|----|--------------|----|----|
| h. | m. | s. | ° | ' | " |
| 9 | 52 | 38 | 51 | 38 | 50 |
| | 53 | 47 | | 31 | 40 |
| | 54 | 50 | | 25 | 00 |
| | 56 | 12 | | 15 | 20 |
| | 57 | 10 | | 7 | 50 |
| | 58 | 34 | 50 | 58 | 30 |
| 10 | 00 | 10 | | 46 | 50 |

Index corrections, + 8° 25''
Temperature, + 23°

| Courses and Distances. | |
|---|-----------|
| S.W. b. W. | 1½ miles. |
| W. b. S. | ¼ S. 7½ " |
| Bearings. | |
| Haven Cliff | 346° |
| De Bray's depot | 24½ |
| Depot near Point Wilkie | 100 |
| Reindeer Mount | 106 |
| Right tangent Prince Patrick's land | 95 |
| The land to the westward is indistinct. | |
| Extremes of Eglington Island, 263° to 292°. | |

6h. 15m. p.m.
North 6, b.c.z.
Temperature + 23°.

P.M. Started at a quarter past six this evening, blowing a stiff gale laden with drift in our faces. Reached the depôt at eleven o'clock and pitched the tent for lunch. Took up our provisions, built a cairn on the spot, and left a record.

Midnight.
N.N.W. 7. b.c.z.
Temperature + 19°.
5h. 0m. a.m.
N.N.W. 5 b. c.
Fifty-third March.
Travelled, 9h.
Lunched, ½.
Encamped, 14¾.
Distance, 12 miles.
Detained by depot and cairn.
1 hour.

30th May.—Proceeded along shore to the N.E. and encamped at 4h. 40m. A.M. From Point Wilkie the coast becomes gradually lower and the hills recede from it. To the north the shore is so low that it is hidden by the hummocks. The snow is deep, and what is much worse it has a weak glazed crusted surface, therefore our progress is both slow and fatiguing. There is more vegetation about Point Wilkie than we have yet seen on this side of the straits. Saw a few ptarmigan, also some fox and deer tracks. We have had a stormy march and the day continues windy, but with a clear sky.

Bearings at Encampment.

| | |
|--|------|
| The last extreme visible, 270°, distant 3 miles. | |
| Haven Cliff, showing over a point, 322° | |
| The Bluff (inland 2 miles) | 187 |
| Reindeer Mount | 256 |
| De Bray Depôt | 242½ |

Means of Obsns. for Variation.

| Chron. | φ |
|----------------------------------|-------------|
| 10h. 44m. 00s. | 45° 40' 00" |
| Courses and Distances. | |
| To the depôt, W. b. S. 6½ miles. | |
| From thence, W. b. S. 2¼ " | |
| West 2½ " | |

7h. 30m. p.m.
N.N.W. 5 b.c.
Temperature + 20°.

P.M. Started at half-past seven; for the first four hours we travelled along an extremely low shore, sometimes crossing over its low projections.

1h. 30m. a.m.
N.W. 5 c.s.
Temperature + 22°.
6h. 0m. a.m.
N.N.W. 6 c.z.
Temperature + 22°.
Fifty-fourth March.
Travelled, 10 hours.
Lunched, ½.
Encamped, 14.
Distance, 10 miles.
Ice—from glassy to heavy pack.

31st May.—As we followed the turn of the coast into a large bay, the hills once more approached the beach; their slopes were steep and snowy, a narrow muddy margin at their basis was imprinted with numerous foot-marks of oxen, deer, and sea birds. Encamped in this bay at six o'clock. The last two hours we have been travelling across its mouth over packed ice, with sharp upturned edges, just as it had drifted out in the autumn: hard snow lay in long drifts across our path, and numerous deep hollows were treacherously filled with very soft snow, recently fallen and drifted. This state of things not only doubles the labour, but reduces our advance nearly to one-half. No animals seen to-day.

Courses and Distances.

| |
|---------------------------------------|
| W. by S. ½ S. 1¼ miles over low land. |
| W.S.W. 1½ miles along shore. |
| S.W. by S. 4 miles |
| W. by S. ½ S. 1 mile |
| W. ¼ N. 1¼ across the bay. |

Bearings when about to strike across the bay.

| | |
|----------------------|-----|
| Snow Hill | 87° |
| Dark Cliff | 81 |
| Last extreme | 307 |
| Sloping point in bay | 143 |

At Encampment.—Noon Observations.

| Temperature, + 21° | | Index corr. + 8' 25" | | Bearings. | |
|--------------------|--|----------------------|--|-------------------------------------|--|
| Chronometer. | | ⊙ | | <i>N.E. extreme (distant)</i> - 83° | |
| Mercury | | 70 24 10 | | <i>Peak on dark cliff</i> | |
| unsteady | | 21 00 | | <i>Snow Hill</i> - - - 87 | |
| 36 0 | | 19 40 | | <i>Bay Point</i> - - - 116 | |
| | | | | <i>Hill in depth of bay</i> - 140 | |
| | | | | <i>Sloping point</i> - - - 160 | |
| | | | | <i>The last extreme</i> - - - 304 | |

Journal of
Commander M'Clintock.

P.M. Started shortly after eight o'clock. The dullness of the evening was occasionally varied by falls of snow. We had anticipated a very hard night's work, nor have we been in the slightest degree disappointed; the ice throughout was "pack," drifted down from the head of the bay; the deep snow which filled the hollows had been partially thawed and its surface re-frozen into a stiff crust, but just too weak to bear our weight, and therefore we were employed for 9½ hours to advance seven miles.

7h. 30m. p.m.
N.N.W. 3 o.
Temperature + 22°.1h. 30m. a.m.
N.W. 3 o.
Temperature + 18°
6h. 15m. a.m.
N.W. 3 o.
Temperature + 23°

1st June.—Encamped at a quarter before six, all of us tired, hungry, and out of humour; even the kettle seemed sulky and unusually slow in cooking our pemmican; perhaps we were unusually smart in preparing for it.

Fifty-fifth March
Travelled, 9½ hours.
Lunched, ½.
Encamped, 13¼.
Distance, 7 miles.
Ice—noted in remarks.

Course and distance, N. 87° W., seven miles. After going 6½ miles took bearings. Bay Point, S.W. b. S.; Hill in depth of bay, S. b. W.; Sloping Point, S.E.

At Encampment.

N.E. extreme, 67°; Snow Hill, 87°; Peak, 72°; Hill in Bay, 161°; Sloping Point, 221°; Departure Point, 265°; S.W. extreme, 282°.

P.M. Started under sail at eight o'clock this evening, before a most welcome fair breeze. The sledge gradually hauled out for the point of the Bay, a dark steep cliff with a remarkable peak on it. I walked to the top of Snow Hill, which commands a good view of the bay; the land round it is very low, just at this part it commences to rise into steep muddy hills, gradually increasing in height to Dark Cliff, which is about 150 feet above the sea; beyond the cliff the hills as gradually decrease in height, ceasing altogether at a distance of two miles. Along the base of the hills there is some moss and grass, also abundant traces of oxen and deer. Nothing seen, except two ptarmigan which I shot, and a snow bunting, whose cheerful song enlivened the dreary aspect of this dark unfruitful frozen soil. As usual along all this coast, the beach is a continued belt of flat mud. At half-past eleven we crossed over a low point projecting from the Dark Cliff. The pinnacle is a rounded mass of tenacious clay, in which horizontal bands differing slightly in colour are very clearly marked: the earth about it has been carried away by the annual "washings down" of melted snow; another these is very close at hand now.

8h. 0m. p.m.
S.W. 4 c.o.s.
Temperature + 24°.2h. 0m. a.m.
S.W. 6 o.m.s.
Temperature + 24.h. 15m. a.m.
S.W. 5 o.m.
Temperature + 26°.

2d June.—About a mile and a half from the Dark Cliff we passed a little stony mount remarkable for the sandstone rock being rent by frost into thin wavy plates about as large and almost as much curved as ordinary tiles. Encamped at a quarter past six. There is here a mile of flat snow covered land between the hummocks and the first rise of the beach. About two or three miles inland is a very remarkable mount; its sides are nearly perpendicular and summit flat; we named it "The Redoubt" at once. Aided by the sail we have made fair progress to day.

Fifty-sixth March.
Travelled, 9¾ hours.
Lunched, ½.
Encamped, 14¼.
Distance, 11½ miles.
Ice—"pack" and ordinary floe.

| P.M. for Variation. | | φ |
|---------------------|--|------|
| Chronometer. | | |
| h. m. s. | | |
| 1 58 55 | | 179½ |
| 2 01 35 | | 179 |
| 02 55 | | 179 |
| 04 30 | | 179 |
| 06 50 | | 179 |
| 09 45 | | 178 |

| Bearings at Encampment. | |
|--------------------------|--------------------------|
| <i>The Peak</i> | - - 248° |
| <i>Redoubt</i> | - - 185 |
| <i>Next point</i> | - - 68 distant 2 miles. |
| <i>Last point</i> | - - 257 " 2 " |
| <i>The distant bluff</i> | - - 266 |
| <i>Distant land</i> | - - 276 near Pt. Wilkie. |
| <i>Quoin Hill</i> | - - 330½ |

| Courses and Distances. | |
|------------------------|-----------------|
| 87° | - - - 1¾ miles. |
| 51 | - - - 2¼ " |
| 63 | - - - 2½ " |
| 70 | - - - 5 " |

8h. 30m. p.m.
West. 1. b.c.m.
Temperature + 19°.
2h. 30m. a.m.
West. 1. o.s.
Temperature + 24°.
6h. 0m. a.m.
West. 1. o.m.
Temperature + 30°.

Fifty-seventh March.
Travelled, 8 $\frac{3}{4}$ hours.
Lunched, $\frac{1}{2}$.
Encamped, 12 $\frac{3}{4}$.
Distance, 6 $\frac{1}{2}$ miles.
Ice—noted in remarks.

P.M. It has been snowing nearly all day. Started at half-past eight, the sail set and sun out.

3d June.—Travelled upon the ice from one little point to another. The coast extremely low, beach flat and sandy, and fringed with hummocks of moderate size.

Encamped this morning at a quarter to six. We have had the usual old ice all this march, and the snow as last night and the night before, that is, with a crusted surface, but deep and soft beneath; so that we get along with great difficulty, and are often stopped altogether, until a series of standing pulls get the sledge in motion again.

A.M. Observations.

| Chronometer. | | | ☉ | | For Variation. | | | Bearings. | | |
|------------------------------------|-----------|-----------|---|----|-------------------------------|-----------|-----------|-----------|----|--|
| <i>h.</i> | <i>m.</i> | <i>s.</i> | ° | ' | <i>h.</i> | <i>m.</i> | <i>s.</i> | ° | ' | |
| 1 | 13 | 38 | — | 56 | 25 | 20 | 1 | 29 | 00 | <i>Redoubt</i> - - - 238° |
| | 14 | 56 | | 33 | 20 | | 30 | 30 | | <i>The Peak</i> - - - 263 |
| | 15 | 55 | | 40 | 20 | | 32 | 00 | | <i>Depth of bay</i> - - - 153 |
| | 16 | 42 | | 44 | 40 | | 33 | 30 | | <i>Hummocks off the</i> } <i>next point</i> - } 103 |
| | 17 | 56 | | 52 | 20 | | 34 | 45 | | |
| | 18 | 55 | | 58 | 20 | | | | | |
| | 19 | 53 | | 57 | 04 | 40 | | | | |
| <i>Index corrections, + 8' 25"</i> | | | | | <i>Courses and Distances.</i> | | | | | |
| <i>Temperature, + 33°</i> | | | | | 68° — 2 miles. | | | | | |
| | | | | | 115 — 2 $\frac{1}{2}$ „ | | | | | |
| | | | | | 77 $\frac{1}{2}$ — 2 „ | | | | | |

6h. 30m. p.m.
Calm, c.
Temperature + 34°.

Midnight.
N.-ly, 2. c.
Temperature + 20°.
5h. 30m. a.m.
N.N.W. 3. c.m.
Temperature + 22°.

Fifty-eighth March.
Travelled, 10 hours.
Lunched, $\frac{1}{2}$.
Encamped, 14 $\frac{1}{2}$.
Distance, 6 $\frac{1}{2}$ miles.
Ice—in remarks.

P.M. The day has been warm and dull. Started at half-past six:

4th June.—Crossed two considerable bays, and encamped close to the land, and near a remarkable dark mass at a few minutes past five o'clock. On examination I found this mass (which exactly resembled a mud hut,) to be a muddy mound 12 feet high, and 22 or 23 feet in diameter at the base; it formed part of a ridge, the traces only of which remain, extending S.S.E. and N.N.W. from it, no doubt the result of ice pressure from the north-east; it lies 200 yards within the grounded hummocks. This is the first indication of pressure from the eastward, and is to us a very gratifying discovery, as it indicates a more extensive sea in that direction. Saw Emerald Isle just appearing above the eastern horizon. With the exception of one seal, no animals were seen to day. The snow is soft and heavy, and our progress is extremely slow.

There has been but little pressure along this shore; the ice is level close to it, but outside the floe is unusually rugged. In advance of us there is distant land of moderate elevation, terminating in a bolder point than usual on this low coast.

Courses and Distances.
103° - - - 1 $\frac{1}{2}$ miles.
138 - - - 2 $\frac{1}{2}$ „
153 - - - 1 „
140 - - - 1 $\frac{1}{2}$ „

Bearings at Encampment.
Right tangent of Emerald Island, 45°
Left ditto „ *53 more distant and indistinct.*
The island appears to be rather low, and about 15 or 20 miles distant; Redoubt, 273°; extreme of land, 124°; the highest distant land, 135°.

7h. 0m. p.m.
N.N.W. 3 o.
Temperature + 25°.

P.M. Thick weather and strong breeze all day, moderating and clearing off towards evening. We usually dig a square pit in the snow, down to the ice, in which the cooking is performed, and kettles protected from the wind. Latterly, underneath where they have stood, a hole is thawed in the ice; in this natural basin I enjoyed a scrub at my hands and face to-night; it was a most refreshing novelty,—I thought truly delightful.

At 7h. 20m. we started for the distant high land.

8h. 30m. a.m.
N.-ly. 1 o.
Temperature + 24°.

5th June.—After crossing a small bay, we struck across a large and deep one, but owing to the difficulties of the road, were obliged to encamp considerably short of its opposite side at a quarter before five o'clock. The ice has been tolerably level across these bays, but the snow is so deep, clogging, and stiff, that for a great part of the march we have only got on by “standing pulls.”

5h. 0m. a.m.
S.W.-ly. 1 b.c.
Temperature + 23.

The land of the interior appears tolerably high, but the extreme for which we are travelling is now seen to extend far off, and to be extremely

low. I think we shall be upon a more open coast when we get to the other side of it; indeed, some such stimulus to raise our spirits is almost needful now, for the protracted examination of these straits, and this continued execrable travelling, without either a glimpse of the sun or trace of game, has almost chilled our hopes of rendering important service down to zero.

Fifty-ninth March.
Travelled, 9 hours.
Lunched, $\frac{1}{2}$.
Encamped, 15 $\frac{1}{2}$.
Distance, 7 miles.
Ice—*noted in remarks.*

A.M. Observations.

| Chronometer. | \odot | Temperature, + 24° |
|-----------------------|--|--|
| <i>h. m. s.</i> | $\circ \quad \prime \quad \prime \prime$ | <i>Index corrections, + 8' 20"</i> |
| 11 20 28 | 44 11 50 | <i>Redoubt to Sun \odot [.</i> <i>11h. 32m. 0s. — \angle 113° 44'</i> |
| 21 30 | 18 30 | |
| 22 25 | 24 40 | <i>Bearings.</i> |
| 24 07 | 35 50 | |
| 26 10 | 49 50 | <i>Muddy Mound - - - 312°</i> |
| 27 00 | 55 00 | <i>Redoubt - - - 288</i> |
| 27 31 | 58 50 | <i>The highest land - - - 133</i> |
| 29 24 | 45 11 50 | <i>The extreme - - - 105</i> |
| <i>For Variation.</i> | | <i>Courses and Distances.</i> |
| <i>h. m. s.</i> | $\circ \quad \prime$ | <i>133° — 7 miles.</i> |
| 12 17 00 | ϕ 33 00 | |
| 18 30 | 33 00 | |
| 20 00 | 31 30 | |
| 21 00 | 31 00 | |
| 22 30 | 31 30 | |

P.M. A strong west wind all day. Started at half-past eight, most cheerfully hoisting our sail to this "friend in need." On reaching the extreme point, buried a depôt of seven days' provisions. On my return here from the north-east I intend crossing to Emerald Isle.

8h. 0m. p.m.
West, 5 c.
Temperature + 26°.

6th June.—There is here a very considerable turn in the land, so much so, that our fair wind at starting now blew contrary. After going round a bay and a second point, we encamped at half-past six. I walked for three or four miles over to the hills round the last bay; saw the tracks of a fox and a ptarmigan and of a few deer, the latter going along the beach; also saw some burrows of lemmings. The land is a mixture, or rather an alternation of gravel and clay; stones are rarely met with, except on some of the hill tops. Along the beach there are large heaps of pure mud lying upon gravel ridges, having evidently been pushed up there by the ice. I saw nothing of interest except some stones, which I take to be fossil wood; the pieces were small and only found in a few spots lying near each other, as if detached by frost.

2h. 0m. a.m.
West, 5 0. m.
Temperature + 24°.

About the same spots were some perfectly rounded pieces of sandstone, varying in size up to three inches in diameter. These hills are from 120 feet to 150 feet high and a mile from the sea, but the land in the interior is higher; the earth is dark colored, and the snow is thawing off it very fast; there is very little vegetation.

6h. 30m. A.M.
West, 3. m. s.
Temperature + 26°.

Finished the last of our fresh meat for supper this morning; the three reindeer and two oxen have supplied us with suppers, and an occasional breakfast since 15th May; we shall now consume 1 $\frac{1}{2}$ lb. pemmican each daily, and for warming this, making tea for breakfast and dissolving snow, we shall use $\frac{1}{2}$ lb. stearine and 5 $\frac{1}{2}$ gills of alcohol.

Sixtieth March.
Travelled, 9 hours
Lunched, $\frac{1}{2}$.
Encamped, 14 h.
Distance, 13 miles.
Ice—smooth along shore.

Observations at Encampment.

| <i>h. m. s.</i> | \odot | <i>Noon—snowing.</i> |
|--|--|--|
| $\circ \quad \prime \quad \prime \prime$ | $\circ \quad \prime \quad \prime \prime$ | <i>Noon temperature, + 36°</i> |
| 4 57 00 | 70 44 50 | <i>Index corrections, + 8' 20"</i> |
| 58 50 | 45 30 | <i>For Variation.</i> |
| 5 01 16 | 47 00 | |
| 08 00 | 48 50 | <i>h. m. s. $\circ \quad \prime$</i> |
| 20 50 | 48 30 | 5 45 5 ϕ 308 30 |
| 24 00 | 47 40 | 46 10 307 30 |
| 27 00 | 46 30 | 47 15 307 00 |
| 28 00 | 45 40 | 48 40 306 30 |
| 30 25 | 44 50 | 50 00 306 00 |
| 32 38 | 43 00 | <i>The last point bears 326°, 1 mile.</i> |

Journal of
Commander M'Clintock.

| | | Temperature, + 24°. | Corrections, + 8' 20" |
|-----------------------|---|-----------------------|-------------------------|
| P.M. Sights for Time. | | | Courses and Distances. |
| | | ☉ | 105° - 3 miles. |
| <i>h. m. s.</i> | | ° $\frac{\circ}{7}$ " | 100 - 1 $\frac{3}{4}$ " |
| 11 25 08 | — | 42 18 40 | 113 - 1 " |
| 26 35 | | 09 10 | 121 - 1 " |
| 28 30 | | 41 55 50 | 156 - 1 $\frac{1}{2}$ " |
| 30 10 | | 44 50 | 173 - 3 $\frac{1}{4}$ " |
| 31 18 | | 37 00 | 326 - 1 " |

8h. 30m. p.m.
W.N.W. 3 b.c.
Temperature, + 25°.

2h. 30m. a.m.
N.N.E. 3 m.o.
Temperature, + 19°.

4h. 0m. a.m.
North 2 m.s.
Temperature, + 18°

Sixty-first March.
Travelled, 10 hours.
Lunched, $\frac{1}{4}$.
Encamped, 14.
Distance, 10 $\frac{1}{2}$ miles.
Ice, noted in remarks.
"Satellite" absent 4 hours.

P.M. We have cleared the sledge and our knapsacks of every disposable article, intending to deposit them until our return here, from this our last cruize of discovery. We have 18 days' meat and 20 days of everything else. Started at half-past eight. At nine o'clock halted for ten minutes to deposit our surplus clothes, &c., in a conspicuous mud heap. An hour afterwards I made out an ox with my spy-glass, at a considerable distance inland, so taking with me two men and the "Satellite" set off to procure fresh beef, the sledge continuing its course. This solitary bull allowed me to approach within 50 or 60 yards, but his massive horns so effectually shielded his body, that I waited for a more favourable opportunity to fire. He stood quietly rubbing the tips of his horns against his fore legs, and I sat on the bank of a ravine examining my caps and preparing to re-load quickly, when suddenly I heard his gallop and saw him coming on; fired both barrels just in time to stop him when 10 or 15 yards off. I then re-loaded, at the same time retreating slowly to a more respectful distance; fired again, and broke his shoulder bone; he now tried to limp off on three legs, but one of the men coming up with a second gun put him out of pain. This ill-favoured animal was small, very old, and very, very thin, nevertheless I felt truly grateful for such an opportune supply; it is quite wonderful how so large an animal could support life in such an extremely barren country. The slaughter and butchery occupied the three of us exactly an hour.

7th June.—Overtook the sledge at two o'clock, travelled across a wide bay steering by compass, the weather having become thick. The shore is low, there is scarcely any ice pressure on it, the ice is old, some that we passed through is "pack;" the snow is very deep, three feet in many places, but is not so soft as to make travelling difficult. Encamped at seven o'clock.

| Courses and Distances. | | A.M. Sights. | At Encampment. | Temperature, + 18° |
|------------------------|----------------------|-----------------|-----------------------|----------------------|
| | | <i>h. m. s.</i> | ☉ | Correction, + 8' 20" |
| | | | ° $\frac{\circ}{7}$ " | |
| S. 5° E. | - 2 $\frac{1}{2}$ m. | | 57 15 40 | |
| S. 17 W. | - 4 $\frac{1}{4}$ | 1 18 15 | 22 00 | |
| S. 40 W. | - 3 $\frac{3}{4}$ | 19 20 | 28 10 | |
| | | 20 20 | 32 20 | |
| | | 21 03 | 38 30 | |
| | | 22 05 | 44 30 | |
| | | 23 07 | 52 30 | |
| | | 24 25 | | |

Bearings.
Dark patch on point - 133°
The extreme is about - 118
Islet Hill - - 157
Round Hill - - 214
The last visible extreme 344

9h. 0m. p.m.
N. Westerly 1. b.c.
Temperature, + 23 $\frac{1}{2}$

3h. 0m. a.m.
S.W. 3 c.
Temperature, + 22°.

8h. 0m. a.m.
S.W. 5 c.
Temperature, + 26°.

Sixty-second March.
Travelled, 10 $\frac{1}{2}$ hours.
Lunched, $\frac{1}{2}$.
Encamped 13 $\frac{3}{4}$.
Distance, 14 miles.
Ice—old floe.

P.M. The day has been fine, but temperature low. Started at nine o'clock. All this land is low and without remarkable features; excepting only the tops of hills and other exposed situations, there is deep snow over both land and ice. Commenced upon the fresh supply of beef at supper this morning; it is very remarkable that since the 6th May we have always had one fresh meal (the produce of the chase) daily and sometimes two; that the three reindeer at Point Wilkie were shot, a day or two before the first supply of beef and venison was consumed, and that the second supply of two oxen, and the third supply of one, happened precisely as the preceding stock was exhausted. This abundance of fresh meat has saved our pemmican and therefore enables us to persevere longer in the search; it keeps up the strength of the men, and almost makes amends to us for the unusual difficulties of our route.

8th June.—Reached the opposite side of the bay, and travelled along shore under sail until eight o'clock, when we encamped. The coast is extremely low, the tide crack is often scarcely discernible; snow is deep, but tolerably hard and level; it is deepest close in shore, here at half a mile off it averages three feet in depth. The most distant land before us is another flat projection of the coast-line about 4 miles off.

Bearings at midnight, after having travelled 134°, 3¼ miles.
Patch near the extreme, 94°; dark patch on point, 136°; Islet Hill, 181°; Round Hill, 221°; the last extreme, 336°; offshore, 1½ mile.

Courses and distances.
 134° - - 3¼ miles.
 94° - - 6 "
 90° - - 3¼ "

Bearings at Encampment.
Patch near extreme, 135°; dark patch on point, 250°; next extreme, 90°.

P. M. Strong west winds with snow-drift all day. Started under sail at a quarter before ten, travelling along shore from point to point.

9th June.—The wind increased, snow fell thick, and the land turned off so that we were obliged to travel against the wind. Also Richard Warne became sick with violent cramp and giddiness; upon this man's account I felt it necessary to encamp at six o'clock. The weather gets worse, snow almost entirely covers the ice, here and there the top of a hummock appears; in the chance spot selected for our cooking pit, it is three feet deep.

9h. 45m. p.m.
 West. 5 b.c.
 Temperature, +26°.
 4h. 0m. a.m.
 West. 6 c.m.z.
 Temperature, +23°.
 6h. 0m. a.m.
 Temperature, +26°.
 Sixty-third March.
 Travelled, 8¼ hours.
 Lunched, ½.
 Encamped, 14½.
 Distance, 9 miles.
 Ice—hidden by the snow.
 Detained by sickness, 2 hours.

Bearings.
The last extreme, 320°, next extreme, 171°.

Courses and distances.
West, 3¼ miles. W. ½ N., 5 miles, S.b. W. 1¼ miles.

P. M. It has been blowing a very strong N.W. gale all day, with thick mist and snow drift, and as it still continues unchanged, we cannot start. Warne is better, but not quite right yet.

Issued to the men to read a few numbers of the "True Briton," which is one of the many instructive publications presented to the expedition by philanthropic friends; and now having nothing whatever to talk about except the cheerless subject of the weather, they really were a very great treat.

10th June.—Up to noon no improvement in the weather and but slender hopes of any, yet we must start this evening as detention here is intolerable; we have left behind all our warm clothes, we are chilled with inactivity, and cannot snatch another wink of sleep. That vicious old bull which I shot last is the toughest animal that I have ever attempted to eat; the process of mastication is lengthened out almost beyond the limits of one's patience, my teeth ache regularly for half an hour after each fresh meat meal. The kettle full of pemmican is dispatched with perfect ease in less than five minutes, but a kettle full of this beef affords most active employment to the party for three quarters of an hour. To me, supper is the hardest task of all, but as quantity is appreciated rather than quality in this climate, and as the men prefer twelve pounds of this beef to six pounds of pemmican, I am most happy to have it for them.

6h. 0m. p.m.
 N.W. 8 m.z.
 Midnight.
 N.W. 7 o.m.z.
 Temperature, +23°.
 Noon.
 Same weather.
 Detained this day by weather.

P.M. More moderate. Started, at 6h. 20m. Travelled along shore, occasionally crossing over points; the coast continues extremely low, no ice pressure or hummocks on the beach, and tide crack often imperceptible. From the top of one of the highest gravel ridges, about sixty feet, I saw land to the north-east, and suppose from the lowness of the land and absence of pressure that we are advancing into a wide bay; subsequently this land proved to be an island.

11th June.—Encamped at five o'clock. This land "streams off," as it were, in flat rounded projections, and is so low that we cannot tell where a point is, unless there happens to be some ice forced up on it; much of what I saw from the ridge before midnight turns out to be only heavy hummocks of Polar ice raised by refraction.

Snow effectually hides the ice; only the tops of a very few hummocks were seen above it during this march.

6h. 20m. p.m.
 North, 5 o.m.s.
 Temperature, +24°
 Midnight.
 3 c. North.
 Temperature, +19°.
 Sixty-fourth March.
 Travelled 10 hours.
 Lunched, ½.
 Encamped, 14½.
 Distance, 9¼ miles.
 Ice—old floe.
 5h. 0. a.m.
 N. b. W. 3 c.
 Temperature, +19°.
 Noon.
 N. b. W. 3 c.
 Temperature, +34°.

Sights for Time, A.M. 11th, Misty sky.

| Chronometer. | ☉ | Temperature, + 23° |
|--------------|----------|--|
| h. m. s. | ° 7 " | Index correction, + 8' 20" |
| 11 59 18 | 49 35 40 | <i>For Variation.</i> <i>Mean of Four Observations.</i> <i>Chronometer.</i> <i>10h. 36m. 0s. — φ 61° 0'</i> |
| 12 00 52 | 45 20 | |
| 2 17 | 55 10 | |
| 3 21 | 50 02 00 | |
| 6 22 | 21 20 | |

Courses and distances.
 S.W. - - 3 miles.
 South - - 3 "
 S.W. - - 3 "
 S.S.W. - ¼ "

An apparently grounded hummock bears 202°.

8h. 0m. p.m.
N.b.W. 2 o.m.
Temperature, + 26°.
1h. 0m. a.m.
N.N.W. 2 g.m.s.
Temperature, + 23½°.
6h. 15m. a.m.
N.W. 4 g.m.s.
Temperature, + 20°.

Sixty-fifth March.
Travelled, 10 h.
Lunched, ½.
Encamped, 14.
Distance 10½ miles.
Ice—old floe.

P. M. Started at half-past seven, scarcely knowing in what direction to travel,—proceeded towards the apparently “grounded hummock,” but which proved to be a hillock on the shore, therefore altered our course for a point seen through the mist.

12th June.—Encamped at ten minutes past six. The snow is getting softer, it covers every hummock; we sometimes go for miles without seeing any part of the ice over which we travel. We have not seen the land for the last four hours; so, to guide the sledge, I had recourse to the old plan of walking backwards before it, occasionally using the compass: this method answers well for slow travelling like the present.

Our journeying has become most monotonous, the land is uniformly low in the extreme, and covered with snow; there are no traces of animals, and an ever clouded sky. We have nothing to look at but a tiresome expanse of snow, even a good large hummock would be welcomed as an old acquaintance.

Courses and distances.

202° - - 3½ miles.
196 - - 2 ”
145 - - 5 ”

Bearings.
The land travelled for makes like an island, its right tangent bears 128½°
Extreme of the mainland (Prince Patrick's Island) - - - 233 indistinct.
Right of island to its highest part - - - 13° 30'
 left tangent - - - 28 18
Bearing of the “hillock on the shore” - - - 302 00

Noon Observations.

| <i>Chronometer.</i> | | ☉ | <i>Temperature, + 24½°</i> | |
|---------------------|---|----------|-----------------------------|-----------------------|
| <i>h. m. s.</i> | | ° / ' " | <i>Index cor., + 8' 20"</i> | |
| 5 21 9 | — | 70 38 50 | <i>P.M. For Time.</i> | |
| 46 30 | | 22 30 | <i>Temp. + 22°</i> | |
| 48 19 | | 20 30 | <i>Chronometer.</i> | |
| 50 56 | | 18 40 | <i>h. m. s.</i> | ☉ <i>ice horizon.</i> |
| 51 53 | | 16 30 | 2 14 48 | 13 48 10 |
| 53 00 | | 14 50 | 15 50 | 46 20 |
| | | | 16 40 | 44 20 |

Observed two spots on the sun; the second is unusually large, and about 5' within its right disk. I can almost make it out to consist of three spots, one large and two small.

8h. 0m. p.m.
N.W. 3 b.c.m.f.
Temperature, + 24°.
2h. 0m. a.m.
S.W. 2 b.
Temperature, + 18°.
7h. 0m. a.m.
W.S.W. 2 b.
Temperature, + 20°.

Sixty-sixth March.
Travelled, 10.
Lunched, ½.
Encamped, 13.
Distance, 10½ miles.
Ice—as last night.

P.M. Saw two ivory gulls. Started at a quarter past eight, at half-past ten the fog cleared off and we saw the land, which is evidently an island.

13th June.—Strong refraction; reached the right extreme of this island at one o'clock, saw another island of considerable size in advance of us, also one about four or five leagues to the eastward. Prince Patrick's Island lies behind us and trends away to the westward; across from west to north beyond these islands there is a line of very heavy packed ice. Encamped at 6h. 40m. and finished the last of the tough beef for supper.

The point passed at one o'clock has considerable pressure upon it. In form it is a horse-shoe ridge about thirty feet high; within it the land is much lower, but rises gradually towards the centre of the island. It consists of coarse sandy gravel and stones, having a few pieces of granite and a good deal of light coloured quartz intermixed. No traces of animals nor any vegetation except minute lichens upon the stones.

A.M. Observations, 13th June.

| <i>Chronometer.</i> | | ☉ | <i>Temperature, + 29°</i> | |
|---------------------|---|----------|-----------------------------|---------|
| <i>h. m. s.</i> | | ° / ' " | <i>Index cor., + 8' 25"</i> | |
| 12 34 19 | — | 53 21 40 | <i>For Variation.</i> | |
| 35 05 | | 26 00 | <i>h. m. s.</i> | ° / ' " |
| 35 43 | | 29 40 | 12 29 50 | φ 50 00 |
| 36 22 | | 34 00 | 31 00 | 50 01 |
| 37 03 | | 37 50 | 32 15 | 50 15 |
| 37 45 | | 42 00 | 33 45 | 49 45 |
| 38 38 | | 7 50 | 35 15 | 49 00 |
| | | | 36 20 | 48 45 |
| | | | 38 20 | 48 30 |

Courses and distances.

145 - - - 2½ miles.
115 - - - 2½ ”
106 - - - 5½ ”

Noon Observations (cloudy).

Journal of
Commander M'Clintock.

| | | |
|--|------------------------|--|
| Chronometer. | \odot | Temp. + 36°. Index cor. 8' 25" |
| h. m. s. | o. $\frac{\odot}{7}$ " | Extremes of the first island, which we have now passed: |
| 5 30 00 | 70 26 10 | Right extreme - - - 253° |
| 31 00 | 25 50 | Left " (Horse- } 91 shoe Point - - } |
| 31 56 | 25 20 | |
| 32 52 | 24 40 | |
| At 4h. 45m. the Extremes of the Eastern Island. | | The second island now ahead of us: |
| Right extreme - - - - - | 351° | Right extreme - - - 105° |
| Left " - - - - - | 357 | Left " - - - 162 |
| | | Lost sight of Eastern Island. |

The centre of an islet bears 62°, it subtends 2½°.

P.M. Set off under sail at 7h.40m. for the right extreme of the second island, after passing which we went on to its north-east point and built a cairn, leaving in it a record. From here we discovered another island in the north-east, and islets lying off between north and east, with very heavy polar ice pressed in against their western shores. Continued coasting round this island, and from it back towards Prince Patrick's Island.

7h. 30m. p.m.
West, 3 b.c.
Temperature, + 33°.

14th June.—None of these islands are more than 60 feet high; they are entirely composed of gravel. Saw many small pieces and a few large lumps of grey gniess upon all parts of them. On the beach were many bivalve and a few spiral shells, the colouring and hinges of the former were still perfect. Saw two birds' nests of former seasons; they were chiefly made of moss, and there was much more of it used in their construction than I have seen growing upon the whole of these islands: the broken pieces of egg-shell were pale olive, with irregular dark brown blotches; small fish bones and bones of lemmings were strewed about.

2.0. a.m.
West, 4 o.f.
Temperature, + 30°.

Along the south-west sides of the islands and from one to two miles off was the edge of very heavy packed ice, whilst here and there a huge hummock was forced in upon the beach; some of them were 35 feet high.

6.0. a.m.
N.W. 3 c.m.
Temperature, + 31°

Across the centre of the second island off the coast, and on which we built our cairn, the land is scarcely above the sea. Here we saw many masses of blue sea ice far inland, half buried in the gravel, which is tossed up into innumerable heaps, as if the ice was in the habit of making frequent inroads alternately from the east and west.

Sixty-seventh March.
Travelled, 8¼ hours.
Lunched, ½.
Encamped, 13¼.
Distance, 10½ miles.
Ice,—level alongshore.
Building a cairn, 1 hour.

The snow is daily becoming softer, and progress over it is made with increasing difficulty.

We obtained some fresh water out of the holes in a mass of sea ice. These holes are formed by minute earthy particles blown off shore and collected in hollows of the ice, which they rapidly thaw deeper by absorbing heat from the sun. Encamped at six o'clock.

The bearings taken during this march are too numerous to insert.

At Encampment.

Bearing of right tangent of first island, 283°
" " second " 26

| | | | |
|---------------------|------------------------|--------------------|------------------------|
| Noon Observations. | | P.M. 14th. | |
| Temperature, + 36° | | Temperature, + 31° | |
| Index cor. + 8' 25" | | Chronometer. | |
| h. m. s. | o. $\frac{\odot}{7}$ " | h. m. s. | o. $\frac{\odot}{7}$ " |
| 5 5 15 | 70 31 20 | 12 1 58 | 39 55 00 |
| 7 00 | 31 40 | 2 34 | 51 10 |
| 9 40 | 32 00 | 3 11 | 47 30 |
| 11 35 | 32 10 | 3 47 | 44 00 |
| 13 05 | 32 20 | 4 24 | 40 30 |
| 14 55 | 32 10 | 4 54 | 37 00 |
| | | 5 43 | 32 20 |

Courses and Distances.

106°, 1¼ miles; 104°, 1½ miles; 157°, 1¾ miles; 215°, 3¼ miles; 288°, 2¼ miles.

7h. 0m. p.m.
N.W. 2 c. m.
Temperature, + 31°.

1.0 a.m.
Westerly, 1 c.m.f.
Temperature, + 25°.
4.30 a.m.
S.W. 3 o.m.
Temperature, + 31°.

Sixty-eighth March.
Travelled, 8½ hours.
Lunched, ½.
Encamped, 15.
Distance, 11 miles.
Ice—noted in remarks.

P.M. Foggy weather. Started under sail at a quarter past seven, passed the inner island, and travelled for the nearest part of Prince Patrick's Land.

15th June.—Passed two small islets and encamped upon the land at a quarter past four. For the first three hours there was a strong crust upon the snow and we made good progress; the ice traversed this march was covered with snow, except off the west point of the island where there are some huge grounded hummocks, and extending both ways from thence a line of crushed-up ice. Saw the marks of a seal's claws in the tide crack.

We are encamped amongst sand heaps which extend far out towards the islets. It is almost impossible to form a correct idea of the shape of this coast-line, it is so extremely low, and so deeply covered with snow; far out we see sand-heaps, and far inland we find masses of ice; the land and ice seem confusedly heaped together all about us, but two miles outside us the edge of the tremendous pack seems to rest upon the ground. We encamped early this morning, not knowing how to steer, the weather having become thick.

Bearings at Encampment.

Intended position of a cairn, 42°, ¾ mile; tangents of inner islet (the outer one is hidden by it) 161°, and 170°

Courses and distances.

277°, 4 miles; 287°, ¾ mile; 288°, 5 miles; 220°, 1¼ miles.

7h. 0m. p.m.
W.N.W. 6 o.m.g.s
Temperature, 31°.

A.M. Strong west winds and dark weather. Prepared the "Satellite," for a six-day trip to the westward, and the "Star of the North" for its return to our last depôt. The thaw so long deferred must very shortly commence and go forward with unusual rapidity; and having to recross the straits, I adopted this plan of getting my main party and sledge a part of the way homewards, the better to secure our retreat. If I am overtaken by the thaw whilst exploring to the westward, it will be but a small matter if we have to abandon our "Satellite" and fall back on the depôt. Green is to build a cairn, and leave 6 days' provisions in a conspicuous position near this, for my "Satellite" party. Proceeded with the "Satellite," manned by Giddy and Drew, at ten minutes past seven, Green at the same time proceeding homewards along shore, before a strong fair wind, the tent hoisted as a sail. After travelling for four hours amongst sand-heaps, we rounded an elevated gravel ridge, and saw what appeared to be another, which we also passed and found to be an island.

1h. 0m. a.m.
N.W. b. W. 5 to 7 c.m.
Temperature, 25°.

16th June.—Saw two other small islands and encamped inside the second one, on a small sand-heap at half-past five o'clock. Appearances were against us when we commenced this march, the dark threatening weather, high contrary wind with falling snow, sand heaps in all directions, and driving banks of fog, so that the land could seldom be seen; and the snow-covered land too, showed only as a low streak of bright white, with the top of an occasional bare ridge appearing through it at long intervals like a dark horizontal line. At our last encampment this *decided* land was about 1 mile within us, whilst the sand-heaps extended nearly 1½ mile outside of us. Almost all this march has been over flat sand-banks covered with soft but level snow. A continuous line of very formidable hummocks has been seen in the offing. These sand heaps have a considerable intermixture of mud, probably washed off the land, whilst the Polynia Islands lying further off shore are all pure gravel. We also find here small pieces of grey gniess. On this little patch of earth I found the jawbone of a seal, and a few very small pieces of much decayed wood.

5h. 30m. a.m.
N.W. 5 c.
Temperature, 31°.

Sixty-ninth March.
Travelled, 9¾ hours.
Lunched, ½.
Encamped, 13½.
Ice—in remarks.

Numerous bearings taken this March.

| Chronometer. | A.M. Observations. | | Temp. + 25½° | Index cor. + 8' 25" |
|--------------|--------------------|-------|--------------|---------------------|
| | h. m. s. | ☉ | | |
| 1 56 00 | 61 | 12 40 | h. m. s. | ° ' " |
| 56 44 | | 16 10 | 2 13 00 | φ 5 30 |
| 57 28 | | 20 20 | 14 45 | 5 00 |
| 58 08 | | 23 50 | 16 00 | 4 45 |
| 59 01 | | 28 40 | 18 00 | 4 30 |
| 2 00 09 | | 34 20 | 19 30 | 4 00 |
| 00 54 | | 38 40 | | |

Noon Observations.

Journal of
Commander McClintock

| Chronometer. | | ° " | | Temperature, 36° | |
|--------------|-------|-----|---------|-------------------------------|-------------------|
| h. | m. s. | ° | " | Index correction | + 8' 25' |
| 5 | 6 51 | — | 7 13 50 | <i>Courses and Distances.</i> | |
| | 8 10 | | 14 00 | ° | miles. |
| | 13 00 | | 15 10 | 253 | - 3 $\frac{3}{4}$ |
| | 15 34 | | 15 40 | 241 | - 2 $\frac{1}{2}$ |
| | 18 40 | | 16 00 | 243 | - 3 |
| | 21 00 | | 16 00 | 280 | - 1 |
| | 23 45 | | 15 50 | 319 | - 4 $\frac{3}{4}$ |
| | 25 35 | | 15 20 | | |
| | 26 50 | | 15 00 | | |

P.M. Started at seven o'clock for an islet in the centre of a deep bay, round which the land rises to moderate elevation; found the islet to be an oval ridge of gravel, its longest diameter about a quarter of a mile. Its most elevated part is to seaward and about 40 feet high, all within is a lagoon. Found here small fragments of drift wood, no tide crack or ice pressure.

7.0 p.m.
N.W. 3 b.c.
Temperature, 29°.

17th June.—After taking bearings, &c., here, we travelled 7 or 8 miles to the next extreme of land, on rounding which we saw several islands forming a chain a few miles off shore; these keep off the heavy polar pack, and within them we have ordinary old floe, but having much less snow upon it all the hummocks being bare. I have remarked that wherever the prevailing winds blow off shore, the ice is deeply covered with snow, and where they prevail from to-seaward, as appears to be the case here, the ice is swept tolerably free from it. For the last three days we have obtained almost as much water as we required from holes in the ice, it is sufficiently good for use, although it certainly does taste of "the moss," as the men express it, that is, it has a soft and slightly brackish taste, as if seaweed had been steeped in it. Encamped at a quarter before five o'clock.

1h. 0m. a.m.
West, 3 c.o.
Temperature 28 $\frac{1}{2}$ °.

The land is of a more considerable height; in some places a mile or two inland, it may be 150 feet high; and the sand-heaps are now confined to the depths of bays and inner points of the islands. We had not been long in our bags before a heavy gale came on, bringing drift and thickly-falling snow in its train.

5h. 0m. a.m.
West, 4 c.
Temperature, + 28°.

Seventieth March
Travelled, 9 $\frac{1}{4}$ hours.
Lunched, $\frac{1}{2}$.
Encamped 13.
Distance, 14 $\frac{1}{2}$ miles.
Ice in shore,—old floe.

Bearings at encampment.

The last extreme point, 87°, $\frac{3}{4}$ mile; the next ditto, 213°, 2 $\frac{1}{2}$ miles; last extreme point to right tangent of chain of islands, 15° 43'; last extreme point to left tangent of ditto, 84° 20'; numerous other bearings and angles taken.

Courses and Distances.

268°, 3 $\frac{3}{4}$ miles; 225°, 10 miles; 267°, $\frac{3}{4}$ mile.

P.M. The weather is worse if possible, we cannot advance against this gale not being able to see our way, nor will we retreat before it. It is very mortifying to be thus arrested within one march of our extreme, and to be unable to get a glimpse at the coast beyond that which we have actually walked to; to-morrow we must commence our retreat. The little sledge turned up on its side forms the weather end of our hurricane house; one end of a ridge pole rests upon it, the other end on my compass stand. The sledge's sail thrown over this affords us shelter on three sides, and here we sit anxiously watching the weather, and catching in our spoons the drops which penetrate the canvas. On this sand-heap there are many small fragments of decayed wood, and I have no doubt there is some of larger size and more recent importation on the outer islands, but now of course hidden by snow.

5h. 0m. p.m.
S.W. 8 o.s.z.

8h. 0m. p.m.
Same weather.
Temperature, + 28.

Detained this night by weather.

Midnight.
S.W. 6 o.s.
Temperature, 29°.

18th June.—Towards noon the weather began to improve.

Mean of Observations for variation,

Chronometer, A.M. 10h. 29m. 34s. — ϕ 58° 22'

P.M. I had intended walking a few miles further, but the weather became too thick, so we reluctantly commenced our return at half-past six. Left a cairn and record on a point near our encampment, then crossed overland into Satellite Bay.

6h. 20m. p.m.
W.N.W. 3 o.s.
Temperature, 33°.

19th June.—Encamped upon the south end of the island near our position of the 16th, at a quarter to six. The snow has become very soft and sticky, and many of the hummocks, although still appearing firm, are quite honeycombed within, so that one's foot sometimes goes down as much as three feet before it treads on solid ice. We have had a very fatiguing journey. Water is easily found now.

Oh. 30m. a.m.
Calm, o.m.

6h. 0m. p.m.
N.E. 1 c.
Temperature, 38°.

Seventy-first March.
 Travelled, $10\frac{1}{2}$ hours.
 Lunched, $\frac{1}{2}$.
 Encamped, $14\frac{1}{2}$.
 Distance 13 miles.
 Building } $\frac{1}{2}$ hour.
 cairn }

8h. 0m. p.m.
 West, 2 o.
 Temperature 35°
 Oh. 30m. a.m.
 W. b. S. 3 o.g.s.
 Temperature, 28° .

8h. 0m. a.m.
 W.S.W. 3 o.m.s.
 Temperature, 34° .

Seventy-second March.
 Travelled, $11\frac{1}{2}$ hours.
 Lunched, $\frac{1}{2}$.
 Encamped, $13\frac{1}{2}$.
 Distance, $14\frac{1}{2}$ miles.
 Courses and distances.
 99° - $2\frac{1}{2}$ miles.
 97° - 5 "
 57° - 7 "

9h. 0m. p.m.
 S.W. 3 o.g.s.
 Temperature, 32° .

3h. 30m. a.m.
 S.S.W. 3 o.c.
 Temperature 30° .

8h. 30m. a.m.
 South, 3 c.m.s.
 Temperature, 35° .

Seventy-third March.
 Travelled, $10\frac{1}{2}$ hours.
 Lunched, $\frac{1}{2}$.
 Encamped, $13\frac{1}{2}$.
 Distance, 16 miles.

9h. 30m. p.m.
 S.S.E. 4 c.
 Temperature, 32° .

4h. 0m. p.m.
 S.S.E. 3 c.
 Temperature, 31° .

8h. 0m. a.m.
 Southerly, 2 o.g.m.
 Temperature, 37° .

Seventy-fourth March.
 Travelled, $9\frac{3}{4}$ hours.
 Lunched, $\frac{1}{2}$.
 Encamped, $12\frac{1}{2}$.
 Distance, 14 miles.
 Ice—rugged old floe.

On landing here I was surprised to find mud and clay instead of the usual gravel ridges, and still more so at finding a good deal of moss with some grass. Saw six brent geese, the first of the season, one of them was shot; this island seems to be a favorite haunt of theirs; also saw a sea snipe, found some bones of a deer and traces of the fox and lemming. Several small black spiders were crawling about.

P.M. Calm and dull all day; heard the pleasing chirp of the snow bunting. Started at ten minutes past eight o'clock.

20th June.—Passed our encampment of the 15th at seven o'clock, and encamped at eight beside the cairn; found our small depôt here. Almost all this march has been over the flat land. The snow is as soft as it can be, but fortunately the dreaded thaw has not yet commenced. The gravel ridges, which form the only raised portions of this coast, are generally half-moon shaped, convex, and highest to seaward; they rise like islets to 40, 50, or 60 feet above the surrounding flat land. On looking inland from one of these, one sees only a boundless plain of snow, with here and there a dark patch showing: to seaward the shore is dotted with sand or mud heaps, confusedly mixed with masses of ice. Saw one glaucous and two ivory gulls, and the tracks of two lemmings. Placed a record in the cairn.

P.M. Started at half-past nine, and travelled from point to point with all speed.

21st June.—After lunch we were obliged to keep some distance out, as all the indentations of the coast were filled with broken-up ice. Landed and encamped at half-past eight.

Here I saw an ivory gull seated upon her nest on a bare patch of gravel near the beach; there was but one egg in it; the nest was exactly the same as those examined a few days ago, but in addition to the moss there was a little white down, and a few feathers within it.

This nest had served for former seasons, as there were bleached bones of lemmings strewed about it; there were also fresh pellets consisting of their bones and hair, proving that those little animals are preyed upon by these gulls, and until I had learned this fact in their natural history, was quite puzzled as to what they could subsist on at this season. Saxifragæ oppositifolia grows here; we have not seen it to the northward.

Four ivory gulls and a snow bunting were seen.

Bearings.

Last extreme of land, 180° ; next ditto, 356° ; inshore, $\frac{1}{4}$ mile.

Courses and Distances.— 6° , $7\frac{1}{2}$ miles; North, $8\frac{1}{2}$ miles.

P.M. The sun has reached its greatest north declination, and thawing has just commenced! but in right good earnest; we have had two hours of rather smart rain. A flock of geese were seen passing to the eastward. Started at a quarter before ten.

22d June.—Rounded the bay in which we were detained by a north-west gale on the 10th. Crossed several points and much low land, and encamped at eight o'clock upon the only patch of ground we could find which was not made boggy by the thaw; there is rather too much water now. Caught a lemming, its brown summer coat was perfect; saw several of their tracks on the snow, and footprints of geese in the mud. We kept on the land nearly all this march, the snow upon the ice being too deep and wet for us. Here we find a scanty growth of moss in favoured situations. Both my men have badly inflamed eyes from snow-glare, one bright day would lay them up.

P.M. Observations.

Temperature + 33° . Index correction + $8' 25''$

| <i>For Time.</i> | | | | <i>For Variation.</i> | | | <i>Courses and Distances.</i> | | |
|------------------|-----------|-----------|---------|-----------------------|-----------|-----------|-------------------------------|--------|---------------------------|
| <i>h.</i> | <i>m.</i> | <i>s.</i> | \odot | <i>h.</i> | <i>m.</i> | <i>s.</i> | \circ | $'$ | |
| | | | | 1 | 26 | 15 | ϕ | 193 30 | 3 - $2\frac{1}{2}$ miles. |
| 12 | 37 | 43 | — | 36 | 16 | 00 | | | 357 - 2 " |
| | 39 | 00 | | 08 | 50 | | | | 353 - 1 " |
| | 39 | 45 | | 04 | 20 | | | | 327 - $1\frac{1}{4}$ " |
| | 40 | 28 | | 00 | 10 | | | | 303 - $1\frac{1}{4}$ " |
| | 41 | 31 | | 35 | 53 | 50 | | | 286 - $1\frac{1}{2}$ " |
| | | | | 32 | 00 | | | | 260 - $5\frac{1}{2}$ " |

P.M. Two brent geese were seen. Started at half-past eight. We continued over the land for two hours, then commenced travelling round the great bay crossed upon our outward journey.

23d June.—We crossed some of the little bays, but were obliged to go round most of the numerous indentations of the coast-line. Encamped at seven o'clock, after a very disagreeable night's march, latterly against a strong wind with thick snow, which almost blinded us. Here in the depth of the bay the thaw is much advanced; there are considerable pools of water along shore.

The land is tolerably high, and of a very dark colour. Saw several lemmings, also saw two glaucous gulls flying to the westward.

Courses and Distances.

263°, 1¼ mile; 277°, 4¼ miles; 271°, 2¼ miles; 285°, 2¼ miles; 200°, 1½ mile; 220°, 1 mile; 330°, 1½ mile.

P.M. Started at eight o'clock. Waded through two shallow rivers, then travelled round "Torture Cove," a name that we at least felt it deserved. I shall not easily forget this night's march; although perspiring profusely as we laboured along plunging knee deep through water and snow, in tolerably equal proportions, yet my feet were most painfully cold; had they but been numbed I should not have felt the sharp points of the partially thawed ice (technically "needle-ice") over which we were occasionally obliged to pass.

24th June.—Passed through numerous streams running off the land. At half-past six encamped upon the mud-heap where we left our spare clothing when outward bound, it is now surrounded with water.

We have had a most laborious trying march, the men thoroughly wet by splashing and tumbling down in the water. On opening the gutta percha case in which was kept the only dry things the men had,—namely boot hose to sleep in—they were found to be wet; this was a disappointment after being nearly eleven hours wet and walking in ice-cold water. During the last four hours there was a thick fog, and there being no hummocks along the flat muddy coast-line, which as well as the ice for some distance out was flooded with water, we could scarcely tell how to travel.

P.M. 24th.

| <i>For Variation.</i> | | | <i>Bearings.</i> | |
|-----------------------|-----------|-----------|------------------|-------|
| <i>h.</i> | <i>m.</i> | <i>s.</i> | | |
| 11 | 27 | 30 | φ | 34 30 |
| | 32 | 10 | | 36 15 |
| | 33 | 10 | | 38 15 |
| | 34 | 10 | | 40 00 |
| | 35 | 00 | | 42 30 |

N.W. extreme of land, 150°
Next point - - - 27, 1¾ mile.

Courses and Distances.
 345°, 2 miles; 8°, 1½ miles; 352°, 8 miles.

P.M. Three king ducks, two long-tailed ducks, and two brent geese seen flying to the north-west. Started at half-past eight. Travelled alongside the tide crack where the water, having drained off, left level ice. The rapidity with which both snow and water has disappeared is quite astonishing, the shore now looks as if the tide had fallen below its ordinary level. Excepting in the ravines and a few discoloured patches here and there, the land may be said to be cleared of snow.

25th June.—Reached the tent and party at half an hour after midnight; found them all well. They arrived here before the thaw commenced, and have shot two deer and a brent goose. All round this great bay the thaw has been more advanced than to the northward, where the land faces the north-east; this seems owing to the difference of aspect, as well as to the land itself, which is tolerably high, with dark steep slopes to the eastward. Kitson has walked some miles inland and reports having seen recent tracks of deer and oxen, and one ptarmigan, the only one seen northward of latitude 76¾, also many small pieces of fossil wood such as I picked up on some hills near here. The two deer shot were small, and had only just crossed over from Emerald Isle. Lemmings are so numerous that the men amuse themselves by hunting them. I picked up a small piece of drift wood this march, and found a very similar piece here, buried in the surface soil. On splitting or rather breaking it with an axe, found the interior to resemble hard stone, the same in colour and appearance as the rounded stones we dug up with it in building our cairn here. There are no stones on the surface, which

8h. 30m. p.m.
 W.S.W. 3 c.
 Temperature, 33°.

2h. 30m. a.m.
 W.S.W. 4 o.s.
 Temperature, 30°.
 7h. 0m. a.m.
 W.S.W. 6 o.g.s.
 Temperature, 34°.

Seventy-fifth March.
 Travelled, 10 hours.
 Lunched, ½.
 Encamped, 13.
 Distance, 17 miles
 Ice—old floe.

8h. 0m. p.m.
 Westerly, 1 o.g.
 Temperature, 36°

2h. 0m. a.m.
 Calm, c.m.
 Temperature, 31°.

6h. 30m. a.m.
 Northerly 1 o.f.
 Temperature, 33½°.
 Seventy-sixth March.
 Travelled, 10 hours.
 Lunched, ½.
 Encamped, 14.
 Distance, 11½ miles.

8h. 30m. p.m.
 Calm, b.c.
 Temperature, 35°.

2h. 0m. a.m.
 Calm c.
 Temperature, 32°.

Seventy-seventh March.
 Travelled, 4 hours.
 Encamped, 15.
 Distance, $8\frac{1}{2}$ miles.
 Building cairn, 4 hours.

is a mixture of clay and gravel: 10 inches below the surface the earth continues frozen. Raised a large mound of earth nine feet high and 13 feet at the base; left in it a record, and small chart of recent Arctic discoveries. I named this point after "Henry Giddy," boatswain's mate, whose cheerfulness and zeal was most conspicuous during the last "Satellite" journey of 11 days. This man cut his thumb very deeply last night, and when I accidentally found it out, he told me "it wasn't a very ugly cut," and that he had "cut a piece off it once before." I had to insist upon his carefully tying up the remainder of this mutilated thumb.

Bearings.

The Redoubt, 292°; last point, 109°, $\frac{3}{4}$ mile; extremes of Emerald Isle, 13° and 26°.

P.M. Sights, 25th.

| h. m. s. | | | ° $\frac{\circ}{7}$ " | | Temp. 36° | Index cor., + 8' 50" | | | | |
|----------|----|---|-----------------------|----|-----------|----------------------|----|----|-------|----|
| 9 | 33 | 2 | 56 | 11 | 00 | <i>Azimuth.</i> | | | | |
| 34 | 34 | | 01 | 30 | | h. m. s. | ° | | | |
| 35 | 38 | | 55 | 55 | 40 | 9 | 56 | 40 | φ 244 | 30 |
| 37 | 14 | | 44 | 10 | | 57 | 45 | | 244 | 00 |
| 38 | 15 | | 37 | 40 | | 59 | 00 | | 244 | 00 |
| 39 | 13 | | 31 | 30 | | 10 | 00 | 00 | 243 | 00 |
| 40 | 04 | | 25 | 50 | | 01 | 15 | | 242 | 30 |

6h. 30m. p.m.
 N.N.E. 2 b.c.
 Temperature, 28°.
 Midnight.
 N.N.E. 3 f.
 Temperature, 26 $\frac{1}{2}$ °.
 4h. 30m. a.m.
 N.N.E. 1 f.
 Temperature 29 $\frac{1}{2}$ °.

Seventy-eighth March.
 Travelled, 9 $\frac{1}{4}$ hours.
 Lunched, $\frac{1}{2}$.
 Encamped, 15 $\frac{3}{4}$.
 Distance, 5 miles.
 Ice—*noted in remarks.*

P.M. Snow fell throughout the day, but the weather now is beautiful. Started across the strait at a quarter before seven, for Emerald Isle; we have ten days' provisions to last us to Depôt Island, and we leave this low uninteresting shore without a particle of regret. Soon found the floe to be exactly in the condition we expected, the snow upon it partially thawed, about knee deep, and the lower six inches saturated with water; our progress therefore was extremely slow. The men worked uncommonly well, so that by frequent "standing pulls" and occasionally "digging out" they got the sledge along about two-thirds of a mile in an hour. A thick fog came on shortly after starting, and continued throughout the march.

26th June.—Encamped at half-past four this morning. We have traversed over different sorts of ice, rugged old floe pieces in some places and packed ice in others. Saw a skua gull flying to the westward, and tracks of lemmings as usual in all directions.

Green's log, whilst detached from me between the 15th and 24th inst., contains the following records of facts.

Started on the evening of the 15th before a strong fair wind with tent hoisted as a sail; travelled ten hours, made 18 miles, built a cairn, left a six-day depôt for "Satellite" at the appointed place.

16th.—Same fair wind, made the same distance, keeping about a mile off shore.

17th.—Strong contrary wind, made seven miles; and, being uncertain about the course across the great bay, encamped after travelling for seven hours.

18th.—Calm and clear; had travelled considerably out of the way last March; travelled nearly twelve hours direct for the clothes depôt, and made about 12 miles; the thaw rapidly altering the state of the floe.

19th.—Travelled for ten hours, made 11 miles, nearly reached the provision depôt, and picked up the clothes in passing.

20th.—Reached the depôt, removed it to Point Giddy and encamped there; made about 5 miles.

21st.—Remained quiet.

22d.—Removed nearer to the point, and sent men out to shoot.

23d.—Two small reindeer and a goose were shot.

Noon Observations, 26th June.

| Chronometer. | | | ° $\frac{\circ}{7}$ " | | Temperature, 30 $\frac{1}{2}$ ° | Index cor., + 8' 50" | |
|--------------|----|----|-----------------------|----|---------------------------------|-----------------------------|--|
| 4 | 59 | 41 | 72 | 18 | 40 | <i>Course and Distance.</i> | |
| 5 | 01 | 26 | | 19 | 30 | | |
| | 05 | 40 | | | 50 | 23° — 5 miles. | |
| | 09 | 14 | | 21 | 30 | | |
| | 18 | 15 | | 20 | 50 | | |
| | 20 | 50 | | 20 | 19 | | |
| | 23 | 13 | | 19 | 50 | | |
| | 25 | 10 | | 19 | 00 | | |
| | 26 | 12 | | 18 | 20 | | |

| P.M. For Time. | | | P.M. For Variation. | | | |
|------------------|----|----|---------------------|----|----|----------|
| Temperature, 32° | | | h. m. s. | | | |
| | | ☉ | 1 | 21 | 15 | φ 197 00 |
| | | " | | 22 | 40 | 196 30 |
| 11 | 31 | 26 | | 23 | 20 | 196 00 |
| | 32 | 32 | | 24 | 15 | 196 00 |
| | 33 | 43 | | 25 | 00 | 196 00 |
| | 34 | 54 | | | | |
| | 36 | 40 | | | | |

☉ to Redoubt, 11h. 42m. 30s.; angle, 56° 41' 30"; index correction, + 8' 50".
 Redoubt to right tangent of Melville Island, 95° 20'
 " " " to right tangent of Emerald Isle, 11° 54'
 Right tangent to left tangent Emerald Isle - - - - - 28 34
 " refracted land - - - - - 31 20

Started at 8h. 20m. this evening.

At midnight the sun was nearly ten degrees high; there was strong refraction, and we saw some distant land in the north-east, with three conspicuous hills: the redoubt is occasionally lifted up by the mirage, so as to appear like a very tall tower. Melville Island is in sight.

27th June.—Encamped at half-past six.

We are only one-third of a mile off shore, but the floe continues to be almost impassable, and the men are too tired to reach it.

This land is of the same description as that we have left; it is dark coloured, and rises with gentle slopes as it recedes from the sea. I can see three deer upon the hills.

Midnight, 26th June.

Meridian altitude of ☉, 9° 49' 30"; index cor., + 8' 50"; height of the eye, 5 feet; temperature, 31°.

Bearings.

Left extreme of Melville Island, 347°. At 2h. 30m. A.M., the angle between the redoubt and right extreme of Melville Island, both being very strongly refracted, 42° 20'.

At Encampment, 27th June.

The extreme of elevated land, before taken as the true extremes, 2° and 61°; the true extremes of the island are 88° and 311°; redoubt, 251°.

Mean of sights for variation, time, 12h. 13m. 30s. — φ 134° 0'

Course and distance, 25°, 8 miles.

P.M. Started at twenty minutes to eight, landed, built a cairn and left a record in it, then proceeded along shore to the southward.

28th June.—Up to four o'clock our travelling along shore was good; it then became extremely difficult. We encamped in the depth of a bay at half-past six. Where we landed last evening we found the snow upon the land tolerably firm, the water being confined in pools and hollow places; but as we advanced round the island, gaining a more southern aspect, the snow became softer, and the water much more plentiful than was at all agreeable. Here the shores are covered with a mixture of snow and water knee-deep: the island is of rich dark clay; there is here all the ordinary varieties of Arctic vegetation, but moss abundantly predominates.

Saw six deer; some of them approached me without fear when without my gun and away from the party, therefore I imagine wolves are strangers to them, and that here they enjoy peace as well as plenty; we also saw a seal and a few skua gulls, and red phalaropes. Some dead lemmings were found upon the snow along the shore: they appear to have died of exhaustion after crossing the strait.

P.M. Observations.

| Chronometer. | | ☉ | | Index cor. + 9' 10" | | Temp. 38° | |
|--------------|-------|----------|-------|---------------------|-------|-----------|-------|
| | | Azimuth. | | | | | |
| h. m. s. | ° ' " | h. m. s. | ° ' " | h. m. s. | ° ' " | h. m. s. | ° ' " |
| 7 49 | 9 | 65 | 30 00 | 7 56 | 45 | φ 277 00 | |
| | 50 13 | | 24 50 | | 57 40 | 276 30 | |
| | 51 15 | | 19 50 | | 59 00 | 276 30 | |
| | 52 08 | | 15 30 | 8 00 | 15 | 276 00 | |
| | 53 00 | | 11 00 | 01 50 | | 275 30 | |

Courses and Distances.

311°, 2½ miles; 4°, 1¼ mile; 325°, 1½ mile; 26°, 1¾ mile; 28°, 3½ miles; 52°, ¾ mile; 54°, 2 miles.

8h. 30m. p.m.
 Northerly, 1 b.c.
 Temperature, 31°.
 1h. 30m. p.m.
 N.W. 1 b.c.
 Temperature 31°.
 6h. 30m. a.m.
 Northerly 3 c.
 Temperature, 36°.
 Seventy-ninth March.
 Travelled, 9½ miles.
 Lunched, ½.
 Encamped, 13.
 Distance, 8 miles.
 Ice—as yesterday.

7h. 30m. p.m.
 Northerly, 2 b.c.
 Temperature 33.
 1h. 30m. a.m.
 Northerly, 1 b.c.
 Temperature, 33°.
 6h. 30m. a.m.
 N.W. 2 c.
 Temperature, 39½°.

Eightieth March.
 Travelled, 9¾ hours.
 Lunched, ½.
 Encamped, 13¾.
 Distance, 14 miles.
 Ice as usual.
 Building cairn, ½ hour.

8h. 30m.
Westerly, 2 c.
Temperature, 35°.

8h. 0m. a.m.
North. 3 o.m.
Temperature, 32°.

8h. 0m. a.m.
West. 2 o.s.
Temperature, 36°.

Eighty-first March.
Travelled, 3½ hours.
Lunched, —.
Encamped, 19½.
Distance, 3 miles.
Building cairn, 1 hour.
Walked, 9½ miles.

Course North.
Distance 2½ miles.

7h. 30m. p.m.
N.N.E. 3 c.m.
Temperature, 33°.

Midnight.
N. 3 o.m.
Temperature, 28½°.

5h. a.m.
West. 2 f.
Temperature, 34°.

Eighty-second March.
Travelled, 8½ hours.
Lunched, ½.
Encamped, 14.
Distance, 6 miles.
Ice—very rugged.

Course 319°

6h. 30m. p.m.
N.W. 4, o.m.s.
Temperature, 33°

Midnight.
West. 3 o.c.
Temperature, 29½°.

4h. 30m. a.m.
W.S.W. 6.c.
Temperature, 29½°.

Eighty-third March.
Travelled, 9½ hours.
Lunched, ½.
Encamped, 14½.
Distance, 5 miles.
Ice—noted in remarks.

Course 312°

6h. 30m. p.m.
W.S.W. 6 c.
Temp. 35°

0h. 30m. a.m.
W.S.W. 6 c.m.
Temp. 31°.
4h. a.m.
W. 6 b.c.
Temp. 33°.

Eighty-fourth March.
Travelled, 8½ h.
Lunched, ½.

P.M. Started at twenty minutes to nine; travelling along shore being quite impracticable we ascended the land, and shortly before eleven o'clock crossed the point of the bay. Here there was no longer any continuous snow upon the land, so we struggled through deep sludge along the water-courses for some time, but at length were stopped altogether by a swift and deep stream; we encamped upon its bank at midnight.

29th June.—I proceeded with three men to ford the river, intending to walk to the next point distant four miles, and there bury a record under a cairn; we could not make much progress on the land, for the stiff retentive clay resembled a ploughed field after an unusual deluge of rain; we found the sledge upon the floe, although very deep, yet less tenacious and fatiguing. We effected our object, left a cairn five feet high upon the highest part of a ridge, about twenty-five feet above the sea, and 300 yards from it; under the cairn is a record and a chart of recent Arctic discoveries; took bearings and returned to the tent after a walk of nearly 10 miles, at a quarter to seven o'clock. Saw four deer this night, one of them was quite lame; as usual a lemming and two or three skua gulls were seen, but traces of the fox and ptarmigan are very rare. All the projections along this shore are mud, and are pressed up into little heaps; ice pressure is much more apparent here than on the west side of the island. There is one huge hummock here about fifteen feet high, which probably drifted in from the north-east.

Bearings at Encampment.

N.W. extreme, 214°; nearest point on Melville Island, 319°; Cairn Point, 56°; at cairn, next extreme, 47°; distant 1½ miles; centre of a hill, 61°; depth of last bay, 137°.

P.M. Thick mist with either snow or rain all day. Started across the strait for the nearest point of Melville Island at half-past seven. The grand thaw is now well advanced and progresses rapidly. The ice is now in its worst state for travelling over, there are numerous large pools of water on it, but fortunately now firm crusts of new ice form upon them at night.

30th June.—A very thick fog; encamped at 20 minutes before five o'clock. The men work very hard to cross this strait, for the seventh and last time. They have evidently lost flesh, but I cannot perceive any diminution of strength. Our appetites continue surprisingly good; as a proof, the last two reindeer were devoured in five meals!! but they were wretchedly thin and not full grown. We use two pounds of stearine and one and a half pints of alcohol for cooking in two days, and this boils our chocolate for breakfast and warms the pemmican both for breakfast and supper.

Bearing, right tangent of Emerald Isle 106°.

P.M. Started at 6h. 40m. the land occasionally in sight.

1st July.—Encamped at half-past four. We have passed over different sorts of ice; in one place amongst some large hummocks we found the snow very deep and could only get along by digging the sledge out of it at every dozen yards. We are unanimous in considering this the coldest, shortest, most fatiguing, and most cheerless march we have ever had; ice-cold water, wet clothes, and a strong head wind, when combined with our miserably slow progress, we feel to be quite an equivalent for fifty degrees difference of temperature: it will be recollected that when we passed here about two months ago the temperature was nearly as much below zero as it is now above it. Nothing seen.

P.M. Started at 10 minutes to seven o'clock, and reached Cleverly Point just before midnight.

2d July.—We now travelled along shore, where the ice by the tide crack was tolerably well drained. Before we reached the shore the pools of water were so deep and cold, and the strong winds so keen, that the men were obliged to halt occasionally upon a dry patch of ice, to run about and warm their hands and feet; floe travelling is now almost constantly through water.

Encamped at four o'clock about three miles from Dépôt Island. One seal, one glaucous gull, two skua gulls, two king ducks, a few phalaropes,

and five dead lemmings were seen; the latter were upon the ice outside a continuous lane of water which runs along the shore.

Encamp. 15 $\frac{1}{2}$.
Distance, 11 miles.

At Encampment.
Mean of Observations for Variation.
Chronometer.

h. m. s. ϕ
9 29 15 ——— 73° 30'.

Bearings.

Extreme of long spit - 328°.

Tangents of Depôt Island 327°, 339°.

Right bluff of Grassy Cape land, 21 $\frac{1}{2}$ °. Visible extreme, 25°.

To Point Cleverly 300°
4 $\frac{1}{2}$ miles from thence
along shore.

P.M. Started at a quarter past seven; reached Depôt Island and picked up our provisions at a quarter past nine. Found there Mr. De Bray's cairn and record dated 6th May, added our record to it and increased the size of the cairn. Found a good deal of grass on the island, and the purple saxifrage abundantly in flower.

7h. 0m. p.m.
S.W. 1 c.
Temp. 32°.

3d July.—After leaving the island we travelled along the land over tolerably good ice. At three o'clock we had some little delay in passing the mouth of a river, which though wide and rapid is but shallow, as the mushroom-shaped masses of ice grounded in it sufficiently indicate. Off its mouth we lost sight of the stream amongst what appeared to be extensive sand banks, but upon examination proved to be only a thin covering of sand left upon the ice by the first and highest overflow of the river; since then it has fallen considerably below the ice, and now noiselessly gliding along disappears beneath it. All along this shore numerous tiny streamlets discharge themselves into the tide cracks, those which run off the ice being as clear as crystal, whilst the ones from the land are of a rich dark chocolate colour.

1h. 50m. a.m.
Calm, m.s.
Temp. 32°.

Encamped at six o'clock. Not only upon Depôt Island, but here also, there is abundance of moss and grass, and lemmings are proportionably numerous. I saw here a small plant which we have not met with since leaving Disco Island in latitude 69° N.; and the Arctic willow, which we have not met with upon the lands recently visited to the north, grows here. During this march we have seen a few lemmings, glaucous and skua gulls, one ptarmigan, two seals and four deer. Alongshore we have found good travelling, but in crossing the bays we have had to go through continuous pools of water.

6h. 0m. a.m.
Calm, b.c.m.
Temp. 33°.

We met with some vesicular ice this morning; it resembled an aggregation of thermometer stems from two to six inches in length; their vertical columns were extremely regular, and although so minute, yet forcibly recalled the "Giant's Causeway" to one's recollection. We had two days' provisions remaining last night when we picked up our six-day depôt. Shaw has strained his ankle, and Warne has a stiff knee. The ice described above has I believe been brought into that state by rain, and is termed "needle-ice" by Canadian voyagers.

Eighty-fifth March.
Travelled, 8 $\frac{3}{4}$ h.
Lunched, $\frac{1}{2}$
Encamp. 13 $\frac{1}{4}$.
Distance, 13 miles.
Removing depôt, 1 h.

At Encampment.

A.M. 3rd, for Time. Index correction + 8' 55". Temperature, 33°.

| h. m. s. | \odot |
|----------|------------|
| 12 16 35 | 52° 4' 10" |
| 17 27 | 10 30 |
| 18 13 | 16 00 |
| 19 02 | 21 20 |
| 19 43 | 26 00 |
| 20 24 | 30 40 |
| 21 11 | 36 10 |

| <i>Time, azimuth.</i> | | |
|-----------------------|--------|----|
| h. m. s. | ϕ | ° |
| 11 58 45 | 34 | 00 |
| 59 20 | 34 | 00 |
| 12 00 15 | 33 | 45 |

Bearings.

| | |
|-------------------------------|--------|
| <i>Last extreme of land</i> | - 136° |
| <i>Last point of deep bay</i> | - 140 |
| <i>The next point</i> | - 53 |
| <i>Next extreme</i> | - 69 |

Courses and distances.

330°, 3 miles; 270°, $\frac{1}{2}$ mile.
Then from Depôt Island,
317°, 3 $\frac{1}{2}$ miles; 316°, 6 miles.

Noon Observations, Temperature, 41°.

| h. m. s. | \odot |
|----------|-------------|
| 5 2 0 | 72° 50' 10" |
| 4 35 | 51 30 |
| 8 45 | 51 20 |
| 9 40 | 51 00 |
| 13 50 | 50 20 |
| 19 40 | 48 20 |

P.M. We have had a most beautiful warm day. Started at ten minutes past seven, crossed a pretty little cove, and travelled along under high land

7h. 0m. p.m.
S.S.E. 3 b.c.
Temp. 35°.

Journal of
Commander M'Clintock.

2h. 0m. a.m.
S.S.W. 6 b.c.
Temp. 42°.

9h. 0m. a.m.
S.S.W. 6 b.c.
Temp. 51°.

Eighty-sixth March.

Travelled, 3h.
Lunched, —
Encmp. 17h.
Distance, 5 miles.
Procuring meat, 5h.

with rich mossy slopes. Ptarmigan appeared numerous, and I began to try how many I could shoot; but at a quarter past ten, when I had killed but four of them, three musk bulls and a reindeer were seen at some distance inland. Being desirous of giving the men a little rest (which two of them were much in want of), and also of adding fresh meat to our stock of provisions, I ordered the tent to be pitched, and leaving the lame men to complete this operation, set off with the rest. Two of the bulls were shot; the second one we were obliged to kill to prevent accidents, as he seemed determined to be mischievous. The third one still stood by his fallen friends, and was at length driven off for a couple of hundred yards, but not until he had been well pelted with clods, and hit several times upon the nose. This animal remained watching the dismemberment of his brethren, and only went off when that business was so far completed that they were no longer recognizable. The reindeer would not let us approach within 200 or 300 yards. Saw six or eight king ducks on the fresh water ponds, and shot two of them. Lemmings, ptarmigan, and skua gulls have now become common; I saw a family of drowned lemmings which a rapid had carried down, having probably flooded their burrows; the young ones were as large as mice.

There is abundance of sorrel with leaves of this year. The little buttercup, purple saxifrage, and a white drabæ are in flower; the saxifraga flagellaris is just bursting out. The hill tops are almost barren and quite dry, but all the rest of the land is saturated with wet, and covered with mosses and all the common plants as abundantly as about Bridport Inlet. There is very little snow left on the land, and scarcely any on the ice.

Courses and Distances.

53° — 2½ miles.

48 2¾ "

At Encampment. Extremes of Land, 159° and 81°.

8h. 0m. p.m.
Southerly, 6 c.
Temp. 43°.

4th July—P.M. It has been blowing a heavy south gale. Started at a quarter past eight. Found several dead flies on the ice, probably blown off by the gale; there were only two sorts of them, and these, together with a few small black spiders and one lively little worm about an inch in length, are all the insects that I have yet seen.

2h. 15m. a.m.
Northerly, 1 o.r.
Temp. 32°.

5th July.—Our midnight halts for lunch are always disagreeable. At the commencement of this journey we had to keep moving about to prevent our feet being frost-bitten, whilst we got through a few mouthfuls of frozen bacon as dexterously as we could with huge mitts on. At this season we have also to keep moving to prevent our feet getting benumbed, which they are always inclined to do after walking for hours through the ice-cold water; and just now our upper garments which have escaped the splashing are saturated by four hours' rain. Under all circumstances we have one unfailing comfort, and that is the welcome "drop of grog," which constitutes the only enjoyable part of our nightly luncheons.

6h. 40m. a.m.
W.N.W. 4 o.s.
Temp. 31°.

At 5h. 40m. rounded Grassy Cape; found there Mr. De Bray's cairn and record, dated 8th May. Encamped at 6h. 40m. We have travelled close along a low shore all this march. In the interior there is a lofty range of hills; nearer the coast the land is of moderate elevation, and from it low points run a long way out. A brent goose was seen; a very small piece of rotten drift wood found; two shrimps, and the vertebræ of two fish of the cod species, about 15 inches in length, were picked up on the ice. The ice is deeply channelled by the water lodged upon it, and is very slippery. When crossing over it from point to point nearly three-fourths of the distance lies through pools of water.

Eighty-seventh March.
Travelled, 10h.
Lunched, ½h.
Encmp. 14¾.
Distance, 13 miles.

Bearings. Last extreme, 130°, 1 mile; Next ditto, 10°, 1½ mile.

9h. 20m. p.m.
N.W. 3 b.c.
Temp. 35°.

P.M. Our rest here has been uncomfortable, as we have had nine hours snowing after six hours of rain; also some of the spare clothes and sleeping bags were wet by the sledge's splashing through the deep channels of water; and the tent, moreover, not being impervious to rain, has been dripping on us.

Much improved weather when we started at 9h. 20m. Found the travelling good.

6th July.—Encamped at 8 o'clock, shortly after rounding Flat Point. We have kept close along shore all this march. The land is scantily clothed with moss, and has a pleasing appearance.

2h. 30m. a.m.
N.W. 2 b.c.
Temp. 35°.

The range of lofty hills almost meets the coast a few miles further south; its elevation ranges between 800 and 1,100 feet. Seven or eight seals, a few skua gulls, phalaropes, and brent geese have been seen, and two of the latter shot.

Sh. 0m. a.m.
Variable, 1 b. c.
Temp. 40°.

Shaw and Warn have got the better of their ailments, but John Hieeles has very sore feet and a violent pain in his right side, occasioned, he thinks, by dragging. There is no probability of his being able to work at the sledge any more.

Eighty-eighth March.
Travelled, 10½h.
Lunched, ½.
Encamp. 13.
Distance, 14½ miles.

At Encampment.

Very misty. Temperature 40°. Index cor. + 8' 55"

| A.M. for Time. | | | ☉ | For Variation. | | |
|----------------|----|----|-------------|----------------|----|----|
| h. | m. | s. | ° ' " | h. | m. | s. |
| 7 | 27 | 15 | 61° 53' 40" | 7 | 38 | 15 |
| | 28 | 33 | 62 01 20 | | 40 | 35 |
| | 29 | 18 | 65 30 | | 42 | 10 |
| | | | | | 43 | 15 |
| | | | | | 49 | 35 |

Bearings. Hillock Point, 12°. Long Point, 136°.

Noon Observations. Very misty. Temperature 37° ½.

| h. | m. | s. | ☉ | |
|----|----|----|-------------|--|
| 10 | 34 | 15 | 72° 30' 50" | Bearings taken on Long Point at 1h. 40. A.M. |
| | 37 | 00 | 31 50 | |
| | 39 | 35 | 31 50 | Extreme of Grassy Cape - - - 194° |
| | 43 | 20 | 32 10 | The bluff over Grassy Cape - - - 196 |
| | 45 | 00 | 32 20 | Left tangent of its table land - - - 206 |
| | 48 | 00 | 31 50 | The point called "Next Extreme," |
| | 50 | 15 | 31 30 | seen from last encampment - - - 200 |
| | 54 | 00 | 30 30 | |

P.M. Our supper this morning cleared off all our "small game," namely two geese, two ducks, and four ptarmigan; yet to fill up the kettle we added sundry large slices of musk ox beef. The men say they would be ashamed to devour the same amount of meat at home, even if it was possible for them to do so. Started at 9 o'clock.

9h. 0m. p.m.
Calm, b.c.
Temp. 35°.

7th July.—Having very good ice along shore, we made very fair progress, sounding Hillock Point at half past one. Here I picked up a few fossil shells, which appear to have been shoved up by the ice along with light grey-coloured sand. The pretty little plant parryia grows abundantly here; its lilac flower is now in full bloom. Saw 19 oxen in one herd; of these five were calves. Entered M'Cormick's Inlet at half past five, and encamped at eight o'clock. Saw five reindeer here, and during the march a few ptarmigan, glaucous, and skua gulls, and several brent geese; one of the latter was shot. Kitson is lame from severe rheumatic pains in the left leg.

30h. 0m. a.m.
Southerly, 2 b.c.
Temp. 35°.

8h. 0m. a.m.
Calm, b.c.
Temp. 42°.

Eighty-ninth March.
Travelled, 10½h.
Lunched, ½h.
Encamp. 14h.
Distance, 21 miles.

Bearings at 5h. 25m. a.m. on the N.W. point of M'Cormick Inlet.

North extreme, 174°; Hillock Point, 186°; next point (reached at 6h. 20m. a. m.), 343°; Middle Point (which is our south extreme), 354°; last of the W.N.W. range of hills, 265°.

Bearings at Encampment.

Next point up the inlet, 211°, 1 mile; second point, 245°, 3 miles; head of the inlet, 250°, about 8 miles; right tangt., Middle Island, 269°, 2½ miles; left tangt. (middle point), 28°; last of the W.N.W. range, 225°.

A.M. for Time. ☉

For Variation.

| h. | m. | s. | ° ' " | h. | m. | s. | ° ' " |
|----|----|----|----------|----|----|----|---------|
| 7 | 38 | 00 | 63 13 10 | 7 | 20 | 00 | φ 11 00 |
| | 38 | 46 | 17 40 | | 21 | 00 | 10 30 |
| | 39 | 31 | 21 30 | | 21 | 30 | 10 30 |
| | 40 | 28 | 27 10 | | 22 | 00 | 10 15 |
| | | | | | 22 | 45 | 10 00 |

Temp. 43°.
Index Corr. + 8' 55"

P.M. As the land called "Middle Point" appeared to be an island, I started alone to explore its inner extreme at 10h. p.m., sending the sledge round its outer point.

10h. 0m. p.m.
Southerly, 2 o.c.r.
Temp. 39°.

5h 30m. a.m.
S. Easterly, 2 o.r.
Temp. 35°.

Ninetieth March.
Travelled, 7h.
Lunched, $\frac{1}{2}$.
Encamp. 12 $\frac{1}{4}$.
Distance, 12 miles.

8th July.—Ascertained that it was an island, and that there were two smaller ones farther up the inlet. Rejoined the sledge at three o'clock, after a walk of 12 miles. We then crossed over to Cape Fisher, and encamped close to our depôt at half past five o'clock. This provision depôt had recently been carried on from Point Nias by Lieutenant Pim. Picked up a few rather large univalve shells and the head of a fish resembling a haddock. The ice was extremely rugged and slippery, except where there has been an overflow and subsequent drainage as along the tide crack, and there it has been thawed down in such a manner as to leave the surface a closely-packed series of points, over which it is painful to walk in our single-soled and well soaked boots. Rain has fallen without cessation all this march. Four deer, one seal, and a few geese were seen. Middle Island is almost barren; a dark hard rock traversed by veins of quartz underlies the ordinary sandstone, but is exposed in the sides of ravines, &c.

Bearings at encampment.

Right tangt. of Middle Island, 174°. No astronomical observations were obtained. The bearings of points and islands in the inlet are too numerous to insert.

9h. 0m. p.m.
Calm, c.
Temp. 37°.

P.M. The weather cleared up at noon, having rained for the previous 14 hours. This rain, together with continual splashing through pools of water, completed our ducking most effectually. Having almost everything wet, I determined to stop here a day to dry and mend clothes and rest the men, delay being no longer a matter of consequence. This is the first day we have halted when the weather admitted of travelling for 95 consecutive days. Hieles and Kitson are both in want of some such relief; the former chafed the skin off both his heels a fortnight ago, and the constant wet and walking has made them very obstinate sores. The latter suffers from rheumatic pains, which commence when he gets warm in his bag, and prevent his sleeping. We found the depôt rum to be two pints and a half short in quantity, and the cask having been left on its end, rain had lodged there, penetrated, and wet some of the "dry provender" (as they call the biscuits); the preserved meat also was mouldy. At 11 o'clock I set off to explore the inlet, take angles, &c., but was driven back by rain and thick mist. At three o'clock on the morning of

6h. 0m. a.m.
S.E. 1 o.r.
Temp. 38°.

Encamped for rest, 24h.

9th July, the weather spoiled my "angling," but not my "sport," as I shot a reindeer, and saw five others and nine or ten oxen. These animals were all moving southwards along the coast. I ascertained that Cape Fisher is almost an island; found several plants in flower, including sax. flagellaris and appositifolia, a ranunculus, parryia, and the common poppy. Saw the skeleton of an ox upon a very barren hill; its flesh and skin had long since vanished, and the bones were bleached by time, but the thickly matted hair and wool still lay strewed about, and through it a rich crop of fresh green grass had sprung up, in strong contrast with the ordinary vegetation. About here, and as far as Hillock Point, the land is but scantily clothed.

Bearing of east point of Middle Island, from encampment on Cape Fisher, 174°; left tangt. of Sabine Land, 70°; land seen at short intervals to the right as far as 16°. The bearings, with estimated distances, taken up M'Cormick's Inlet, are very numerous and unimportant.

6h. 0m. p.m.
W.S.W. 4 c.
Temp. 36°.

P.M. A fresh west wind has sprung up, and the rain has ceased. We have raised a substantial cairn to six feet in height; in the centre of it is a large cask filled with earth, and having a staff standing in it. Our record, secured in a gutta percha case within a tin one, is buried in the cask.

From this cairn on the summit of Cape Fisher we could see the opposite land about Cape Mudge bearing E.N.E. Started at a quarter past six; followed close along the shore, rounding numerous little muddy points.

1h. 0m. a.m.
Southerly, 1 o.s.
Temp. 33°.

10th July.—Encamped at half-past five upon the ice, not being able to land, as the water along shore is continuous. We have passed only two places this march where landing could be effected without wading at least waist deep. All the ice within the tide crack has disappeared, therefore our travelling has been over the old hummocky floe. There is, however, much less water on it now, since numerous holes have thawed through, but attention to where one steps has on this account become very necessary.

6h. 0m. a.m.
Easterly, 1 b.c.
Temp. 36°.

For the last few days we have noticed a regular rise and fall of the tides. This morning it was high water at about half-past two; rise of tide two feet and a half nearly. Drainage off the land has greatly decreased, but is still quite enough to keep the surface of the water along shore fresh.

Hieeles and Kitson are much the better for their day's rest, but the former continues unable to work. Saw a few small flocks of geese, one flock of eight male king ducks, also one seal, and twenty reindeer in three herds.

The highest land upon the peninsula of Cape Fisher is 200 feet, south of it the land is low, and here it is very low. Far in the interior we can see the "blue hills" of Sir Edward Parry, stretching away to the north-west towards the head of M'Cormick's Inlet. We have had three hours' snowing.

Journal of
Commander M'Clintock.

Ninety-first March.
Travelled 10½ h.
Lunched, ¾ h.
Encamp. 13 h.
Distance, 16½ miles.
Detained by weather, 6 h.

A.M., Observations. 10th.

| ☉ | | | Index corr. 8° 55', Temp. 37°. | | |
|-----------|----|----|--------------------------------|----|----|
| For Time. | | | For Variation. | | |
| h. | m. | s. | h. | m. | s. |
| 5 | 23 | 17 | 47 | 43 | 20 |
| | 24 | 12 | | 49 | 50 |
| | 25 | 7 | | 56 | 50 |
| | 25 | 58 | 48 | 03 | 20 |
| | 25 | 52 | | 9 | 50 |
| | | | 4 | 33 | 00 |
| | | | | 34 | 45 |
| | | | | 36 | 45 |
| | | | | 39 | 30 |
| | | | | 41 | 00 |

Bearings at 3h. 10m. a.m. Cape Fisher, 151°. Travelled to encampment from thence, 305°, 3¼ miles.

At encampment, last extreme, 125°, 3¼ miles. Next extreme, 312°, 1 mile. East extreme of land (Point Nias) low and distant, 25°.

P.M. At 2 o'clock it began to blow, snow and rain; from four until seven it blew a furious gale. With both these most disagreeable accompaniments, we are anxiously awaiting some mitigation in our favour that we may move on; the more so as, under existing circumstances, we are far from being at ease. The tent of necessity is pitched on the top of a hummock fully exposed to the gale, the flood has encroached all round it, and heavy rain comes pelting down in large drops which easily force an entrance through our well-worn tent, so that we are all to a certain degree moist. If the prospect within is cheerless, that without wears a most gloomy and threatening aspect; thick mist veils the land, and the narrow limits of the lane of water which, although scarcely 80 yards wide, now resembles a dark angry sea, beating against the ice and sending its sprays above our tent; and the ice, being very much flooded by the rain, looks twice as blue and cold as usual: it would be rather awkward for us if it broke up just now.

11th July.—The rain having ceased, we started at half an hour after midnight, but showers occasionally fell for five hours afterwards. Encamped upon the ice at seven o'clock. We could not have landed, without swimming from 40 to 100 yards, at any time this march. Close along its edge the ice is well drained, but its surface has been deeply furrowed by the water which has drained off. Saw a brent goose with three young ones, also many deer. I counted thirty together, but think there were many more.

Bearings at encampment. Last point, 133°, 2 miles; next point, 45°, 1¼ mile; north west extreme, 151°; east extreme, 60°; outer, islet 88°.

P.M. We commenced our march at nine o'clock along a tolerably straight coast for Point Nias, which came in sight after passing inside of two little islets.

12th July.—Encamped upon Point Nias at 4.40 a.m., found our "two day" depôt safe, also Sir E. Parry's parchment record, which Lieutenant Pim's party had dug up from beneath the monument, after several hours' labour; the following is a copy, retaining the same number of words in each line:

This was deposited in the Month
of June 1820, by a party belonging
to His Britannic Majesty's Ships
HECLA and GRIPER,
which wintered in a Harbour of
this Island in Lat^d. 74° 47' 15" Long. 110° 47' W.

EDWARD SABINE.
III.

A.D. 1819-20.

W. E. PARRY.

7h. 0m. p.m.
N. b. W. 7 o.r.s m.
Temp. 32°.

Ninety-second March
Travelled, 6½ h.
Lunched, —
Encamped, 14½ h.
Distance, 13 miles.

Midnight.
N. b. W. 7 c.
Temp. 31½°.

7h. 0m. a.m.
N. b. W. 6 c.
Temp. 34°.

9h. 0m. p.m.
Easterly, 1 f
Temp. 32°.

3 h. 0 m. A.M.
N. N.W. 2 o.c.
Temp. 33°.

In this record, as in the others of Sir E. Parry's which I have seen, the word "Britannic" is spelt according to the custom at that period. I carefully secured this record, together with one of this expedition, and a small chart of recent discoveries, positions of ships, provisions, &c., in a tin case within a small cask, and placed it in the centre of the monument, which we rebuilt.

The land travelled along this march is very low, stony, and barren, nothing seen except a skua gull, and a brent goose. The channel between the land and ice is neither so deep or wide as heretofore; we could have waded on shore in several places, or walked on shore dry upon the north-west side of Point Nias. I believe this striking change is owing to its northern and western aspect, whilst the shore travelled along on the two previous marches faces the east; a south-east aspect appears to be the most favourable for warmth and vegetation. We found the ice less rugged than hitherto, and lying against the shore without any indication of pressure. It was low water at half-past ten last night, rise and fall of tide is scarcely 2½ feet. A few dead fish were seen on the ice; they appear to be the same species of small cod which abounds on the shores of South Greenland, the largest we saw measured 26 inches long. I was highly gratified at finding the site of Sir E. Parry's encampment when here in June 1821. It is close to the beach, and very near our own. We recognized it by the stones arranged for keeping down the sides of the tent; a few large ones were placed within as if they had served for seats or pillows. We picked up several pieces of white-line, rope-yarn, and wood; and whilst engaged in picking up these, the men made a still further and more startling discovery—the narrow-rimmed wheels of Sir E. Parry's cart have left tracks which are still wonderfully distinct in the soft wet earth, thinly coated with moss!! In one place these cart tracks are continuous for 30 yards, and they are also very distinct where the cart, having come from the eastward turned up to the encampment. I measured the distance between the tracks in several places; it varies an inch owing to the play of the wheels, but the average distance from centre to centre is five feet eight inches and a half. No lichens have grown upon the upturned stones, and even their deep beds in the soil where they had rested ere Parry's men removed them, are generally distinct; in two or three cases the form is still so perfect that we recognized at a glance the stone to which each belonged. The astonishing freshness of these traces after a lapse of 33 years, compel us to assign a very considerable antiquity to the circles of stones and other Esquimaux remains which we find sparingly strewn along the southern shores of the "Parry Group," since they are always moss-covered and often indistinct.

5 h. 0 m. A.M.
North, 2 o.c.
Temp. 32°.

Ninety-third March.
Travelled 7 h.
Lunched, ¼ h.
Encamped, 12½ h.
Distance, 13 miles.
Rebuilding monument, 2¼ h.

Point Nias, 12th July, P.M. Index correction + 8' 50". Temp. 37°.

| For Time. | | | ☉ | For Variation. | | |
|-----------|----|----|----------|----------------|----|----|
| h. | m. | s. | ° ' " | h. | m. | s. |
| 4 | 2 | 58 | 45 57 00 | 4 | 21 | 30 |
| | 4 | 01 | 49 30 | | 23 | 30 |
| | 4 | 52 | 42 40 | | 25 | 15 |
| | 5 | 56 | 35 10 | | 26 | 30 |
| | 7 | 04 | 27 50 | | 28 | 10 |
| | 7 | 56 | 20 10 | | 29 | 50 |
| | 8 | 51 | 13 40 | | 32 | 30 |

7 h. 0 m. P.M.
Calm, c. 37°.

P.M. Left Point Nias at half-past seven. The thaw has now proceeded so far that sledge travelling is difficult and uncertain.

1 h. 30 m. A.M.
N.W. 1 o.m.
Temp. 32°.

13th July.—Halted for lunch at half-past one, and finding Hiccles unwell we encamped for the day. This man's affliction arose from spasmodic contraction of the passage from the bladder. He had been aware of it for the last six hours, but would not make it known lest we should stop our march upon his account. Twelve more long hours elapsed before it pleased God to afford him any relief from the intense agony which he suffered: during this time I had my full share of anxiety, and felt most truly grateful that his life was spared. My treatment consisted in warm fomentations and frequent doses of wine of opium, having the man so enveloped in furs as to be kept in a profuse perspiration; I also encouraged him to smoke between the paroxysms of pain.

6 h. 0 m. A.M.
N.W. 1 m.o.
Temp. 32°.

Altogether he took 315 drops of wine of opium, which overcame his spasmodic disease but left the man quite exhausted, confused, and sleepy, yet

Ninety-fourth March.
Travelled 6 h.
Lunched, —.

perfectly conscious of and grateful for his providential deliverance. Throughout this trying period, whilst we were in anxious suspense concerning him, his heroic fortitude and patient Christian demeanour excited the admiration of all. In the evening he was able to take some tea and biscuit, so we prepared to march. A few geese only have been seen. The weather has been foggy all day. At half-past nine we started, having Hiccles on the sledge. I scarcely knew which of us felt most delighted at being again able to push forward; as the leader of the party, all the trials, cares, the hopes and fears of the last hundred days seemed to me as nothing in comparison to my anxiety as the doctor of it for the last 18 hours.

Encamped, 15½ h.
Distance, 8 miles.
Detained by sickness, 4½ h.

9 h. 30 m. P.M.
Calm, c.m.
Temp. 30°.

14th July.—Landed at three o'clock in the shallowest place we could find, and about three quarters of a mile from the cart and depôt, which we found all safe.

3 h. 0 m. A.M.
S.E. 1. b.c.m.
Temp. 32°.

By half-past seven all the things were carried up to it and we encamped. As Hiccles says he feels very queer after his physicking, I gave him some aromatic spirit and aperient medicine. All the snow is off the land except on the sides of ravines. Nothing seen except five brent geese and a glaucous gull. Built a conspicuous stone cairn here, of seven feet altitude and base; within it is the usual record in a gutta percha case within a tin one: we also left a record in an earthen jar beside the cairn.

7 h. 30 m. A.M.
S.E. 3 b.c.
Temp. 41°.

Two of my compass needles have become quite useless; and the spare needle without a card, which I always use for obtaining the variation, has latterly become sluggish.

Ninety-fifth March.

For Time, A.M., 14th. Index correction + 9' 00". Temperature 41°.

Travelled, 7¼ h.
Lunched, ½ h.
Encamped, 14 h.
Distance, 11 miles.
Building a cairn, 2 h.

| h. m. s. | | ° ' " | h. m. s. | | ° ' " |
|----------|----|----------|----------|-------|---------|
| 6 | 52 | 52 55 00 | 6 | 45 30 | φ 25 00 |
| 7 | 48 | 53 01 40 | 46 | 30 | 24 40 |
| 8 | 31 | 06 50 | 48 | 00 | 24 00 |
| 9 | 22 | 12 50 | 49 | 10 | 24 00 |
| 10 | 16 | 18 50 | 50 | 45 | 22 30 |
| 11 | 10 | 25 20 | 52 | 00 | 23 00 |
| 11 | 59 | 31 10 | 53 | 40 | 22 30 |
| | | | 55 | 15 | 23 00 |
| | | | 56 | 40 | 23 00 |

Noon, 14th. Index correction + 9' 00". Temperature 47½°.

| Time. | | ° ' " | Time. | | Azimuth. |
|----------|----------|----------|----------|----------|----------|
| h. m. s. | ° ' " | h. m. s. | h. m. s. | ° ' " | |
| 10 11 30 | 71 28 40 | 10 52 14 | 10 56 00 | φ 321 30 | |
| 13 47 | 30 30 | 49 20 | 57 40 | 322 00 | |
| 16 00 | 31 30 | 48 00 | 58 30 | 321 45 | |
| 18 38 | 33 00 | 45 28 | 59 30 | 319 00 | |
| 21 34 | 34 10 | 42 35 | 11 00 45 | 320 00 | |
| 22 39 | 34 50 | 41 10 | 02 15 | 319 00 | |
| 23 50 | 35 10 | 38 25 | 04 00 | 318 30 | |
| 27 36 | 35 40 | 36 45 | | | |
| 28 50 | 36 00 | 34 12 | | | |
| 31 06 | 36 10 | | | | |

P.M. Started at half-past nine. Soon found that the earth was too soft for our laden cart, so advanced with one half the baggage at a time; the cart wheels are only three feet in diameter, and their rims are narrow.

9 h. 30 m. P.M.
S.S.E. 4 b.c.
Temp. 41°.

15th July.—Having reached the slope of the nearest hills, over which we must cross, I found it necessary to leave behind us our sledge, blanket bags, and spare provisions, in all amounting to 550 lbs. weight.

3 h. 30 m. A.M.
South 3 c.
Temp. 41½°.

These things were securely lashed upon the sledge and covered with a macintosh. From the sledge the cairn bears N. 143° W. by compass, distant ¾ths of a mile. With great labour we crossed the hills and encamped upon their southern slope at half-past six. Hiccles felt very queer he says all this march. His system appears to be deranged; he requires rest and a regular course of skilful treatment; I gave him a sleeping draught and more aperient medicine.

6 h. 30 m. A.M.
S.S.E. 3. b.c.
Temp. 41°.

Shaw has a very sore toe, which is the cause of an inflamed foot and acute pains up the leg. Kitson has a rheumatic knee and a sore heel. After attending to the sick, and revolving over our prospects, I determined to

Journal of
Commander M'Clintock

Ninety-sixth March.

Travelled, 7½ h.
Lunched, ½ h.
Encamped 12½ h.
Distance 2½ miles.
Depositing sledge, &c. 1 h.

8 h. P.M. 15th.
S.E. 7 o.m.r.
Temp. 41°.
1 h. 0 m. A.M.
S.E. 7 o.m.r. 36½°.
6 h. 0 m. A.M.
S.E. 4 o.m.d.
Temp. 38°.
Encamped for rest, 24 h.

6 h. 0 m. P.M.
W.S.W. 7 c.p.

1 h. 30 m. A.M.
W.S.W. 5 c.
Temp. 33°.

Ninety-seventh March.

Travelled, 9½ h.
Lunched, ½ h.
Encamped 11 h.
Distance, 17 miles
5 h. 30 m. A.M.
W.S.W. 2 o.m.d.
Temp. 34°.

Noon.
N.W.-ly 2 m.o.
Temp. 46°.

4 h. 0 m. P.M.
Northerly 1 b.c.
Temp. 42°.

10 h. 30 m. P.M.
Calm, b.c.m.
Temp. 42°.

Ninety-eighth March.

Travelled, 9¼ h.
Lunched, ¾ h.
Encamped, 5 h.
Distance, 18 miles.
2 h. 30 m. A.M.
Easterly, 10 m.f.
Temp. 39°.

Ninety-ninth March.

Travelled, 5 h.
Distance, 9 miles.

rest here for one day, and then, taking only our knapsacks, packed with three days' provisions and a change of stockings, proceed for the ship.

Although we have only advanced 2¼ miles this march, yet another such one would knock up most of my party; the cart was continually sticking fast in the mud.

The whole country inland of us looks still more flooded and boggy. This state of the land was not anticipated; from its sandy character I supposed the water would have been drained off ere this—the middle of July—quite overlooking the very important fact that it is the surface soil *alone* which ever thaws; hence there is no escape for the dissolved snows except by evaporation and by ravines discharging into the sea.

16th July.—A.M. Blowing weather with frequent showers. The men say there must be some mistake, since neither snow nor rain fell yesterday. We certainly have had a vast deal of rain, snow, fog, and wind since the commencement of the thaw. Shaw's foot is much easier; he can put it to the ground and walk slowly without pain. Remained encamped this day.

P.M. Packed knapsacks for the march. Our remaining provisions, clothes, tent, and equipment were packed upon the cart, to be sent for at a future period if circumstances permit. Started at seven o'clock; thin drizzling rain. Shaw gets along with the aid of a stick, but the loose stones on the hill tops hurt his foot. Green has a rheumatic leg, which he can scarcely pull out of the soft mud in the hollows; all the others get along without difficulty.

17th July.—Waded across a rapid river in Separation Ravine, and encamped at 5h. 20m. A.M. The country is saturated with water: with the exception of some very scanty lichens growing upon the stones, we saw no vegetation to the north of the Stony Hills.

Took off our knapsacks, put on dry stockings, had supper and laid down to rest; we found it too cold to sleep. Nothing seen this march.

Noon. Temperature rose to 46°, yet the weather being dull and raw we felt it cold, since we were lying upon wet sand, and in clothes which had been rained upon during our march.

P.M. We were all up long before breakfast; started at 4h. 20m. The evening became bright and beautiful; we crossed the plain to Crooked Ravine in an hour and a half. This plain is well drained and the ground hard, but vegetation is still very scanty. So bright and powerful is the sun that we find the weather too warm for "heavy marching order." When approaching the Southern Hills at nine o'clock, we found vegetation becoming abundant, and saw five deer. For the next two hours we saw great numbers of small gnats, but after that they all disappeared. Reached the lake, and lunched at half-past 10.

18th July.—Encamped upon the north shore of Bridport Inlet at two o'clock. Since we came down to the inlet we have seen two hares, several brent geese and glaucous gulls, a bunting, and a tern; the latter is the first we have seen. Buntings were rarely met with upon the lands we have visited.

After having obtained four hours' rest here, we breakfasted, and proceeded for the ship at seven o'clock. All along the shore there is a wide deep lane of water, except at the extreme of North-east Bluff, from which we were able to strike off for Dealey Island.

Reached the ships at noon, where we were received by Captains Kellett and M'Clure, and the officers of both our ships and of the "Investigator."

In conclusion, it is necessary to offer some remarks upon this long journey, in order that its leading features may be clearly understood, and the great exertions of my party fairly estimated. First then I must observe, that nearly three-fourths of the time was occupied by discovery, crossing and re-crossing channels, and amongst islands, where a want of previous knowledge of their geography generally compelled us to carry on the whole of our provisions. Secondly, owing to the numerous other important routes of search, the number of men allotted to each was so limited, that we were obliged to travel with much heavier loads than has ever

before been attempted. When leaving Point Nias on the 15th April, my two sledges, manned by 18 of the "Intrepid's" crew, were laden with weights amounting to 253lbs. for each man; and as this was the whole effective force of the ship, no selection for special service could be made. And lastly, the almost continual bad travelling not only impeded our progress, but rendered the journey a series of most laborious efforts for the whole period of 105 days; the ice was uniformly old, and with a very rugged surface, and the snow deep. We crossed Melville Island at the outset with great labour; on our return we found it impracticable for either cart or sledge, and were obliged to abandon our entire equipment.

These facts speak more for the men than any praise of mine, showing, as they do, the necessity for high physical attainments and strong mental resolve to endure cheerfully the necessary hardships, in order to triumph over the natural obstacles to so great an undertaking. Where all do well it is difficult to particularize, but George Green, quarter-master, captain of the sledge, deserves mention for his careful management of the provisions, and for the manner he acquitted himself when detached by me on three occasions to conduct a separate search. Until the last fortnight the health of the men continued excellent, but after that some of them began to fail, and for their sakes I felt deeply grateful for His providential care, when I saw them once more within reach of medical aid. We enjoyed a total exemption from accidents, and were most fortunate in obtaining game, which enabled us to remain out ten days longer than I otherwise could have done; but no fuel of any kind could be got.

In proportion to our efforts, have we shared in the disappointment common to all who have sought after Sir John Franklin; with the solitary exception of the record and traces of Sir Edward Parry, at Point Nias, nothing has been found which could lead one to suppose that the shores we have searched had ever been visited by human beings.

F. L. M'CLINTOCK,
Commander H.M.S. "Intrepid."

ABSTRACT.

| | |
|--|---|
| 105 days absent. | 1,030 geographical miles travelled in 99 marches. |
| 860·6 hrs. travelled. | 1403 hrs. rested. 44·3 hrs. lunched. |
| 167·2 hrs. detained by weather. | 49·1 hrs. about cairns, depôts, &c. |
| Average distance marched | - - - - 10·4 geog. miles. |
| Average time marched | - - - - 8·7 hrs. |
| Average time marched when not delayed by cairns, depôts, or procuring game | - - - - } 9·4 hrs. |
| Walking examination of bays, inlets, islets, &c. | - 62·5 geog. miles. |
| Travelled by the sledge whilst detached | - - 118 " |
| The whole distance accomplished | - - 1210·6 " |
| The whole distance accomplished | - - 1408' stat. miles. |
| Extent of coast discovered and searched, commencing from Point Nias | - - - - } 768' geog. miles. |
| Cairns built and records deposited | - - - - 22 in number. |

TABLE OF ASTRONOMICAL OBSERVATIONS.

| Date. | Latitude observed. | Longitude Chronometer. | Error. Slow. | Rate. Losing. | Variation East. |
|------------|--------------------|------------------------|--------------|---------------|-----------------|
| | ° ' " | ° ' " | H. M. S. | s. THS. | ° |
| April - 19 | 75 51 52 | 111 50 06 | 4 37 56 | 6 8 | — |
| 26 | 76 19 46 | 114 19 03 | - 38 43 | " | — |
| 27 | - 27 03 | - 22 46 | - 38 50 | " | 136 00 |
| 28 | - 29 52 | - 56 09 | - 38 57 | " | — |
| 29 | - 29 14 | 115 32 14 | - 39 04 | " | 135 50 |
| 30 | - 23 28 | - 57 13 | - -- 11 | " | 128 42 |
| May - 1 | - 16 26 | 116 22 00 | - - 17 | " | 126 21 |
| 2 | - 10 02 | - 44 00 | - - 24 | " | 128 00 |
| 4 | 75 52 21 | 117 06 31 | - - 34 | " | 117 25 |
| 5 | - 42 52 | - - - | - - - | " | 118 23 |
| 6 | - 28 27 | - - - | - - - | " | — |

Journal of
Commander M'Clintock.

| Date. | Latitude observed. | Longitude Chronometer. | Error. Slow. | Rate. Losing. | Variation East. |
|----------|---------------------|------------------------|--------------|---------------|-----------------|
| | ° ' " | ° ' " | H. M. S. | S. THS. | ° ' " |
| May - 11 | Position of the 2d. | | 4 40 22 | 6 8 | — |
| 13 | 76 13 25 | *- 09 38 | 6 39 36 | fresh rate. | — |
| 14 | - 16 49 | - 23 00 | - 38 35.1 | 4 58 | 121 57 |
| 18 | - 29 42 | 118 46 49 | - - 53 | " | 122 15 |
| 26 | 75 59 46 | - 27 04 | - 39 28 | " | 114 06 |
| 29 | - - - | 117 37 24 | - - 41.5 | " | — |
| June - 3 | - - - | 116 10 57 | - 40 04 | " | 129 27 |
| 5 | 76 51 30 | - 12 35 | - - 13.7 | " | 138 20 |
| 6 | - 59 31 | - 10 14 | - - 18 | " | 137 20 |
| 7 | 77 07 01 | - 24 34 | - - 23 | " | 138 00 |
| 12 | - 33 08 | 115 57 00 | - - 46 | " | 138 53 |
| 13 | - 41 07 | - 54 33 | - - 50 | " | 140 43 |
| 14 | - 43 16 | 116 18 53 | - - 55 | " | — |
| 16 | - 26 05 | 117 24 39 | - 41 04.3 | " | 133 45 |
| | Dead reckoning, | | | | |
| 17 | - 23 29 | 118 21 19 | - - - | - - - | 131 22 |
| | Deadreckoning, | | | | |
| 22 | - 16 05 | 115 54 24 | - - 32 | " | 140 00 |
| 25 | - - - | - 51 33 | - - 45 | " | 140 36 |
| 26 | 76 52 01 | - 35 12 | - - 50 | " | — |
| | Dead reckoning, | | | | |
| 28 | - 42 37 | 114 35 12 | - - - | - - - | 143 48 |
| July - 3 | 76 11 50 | 114 01 27 | - 42 21 | " | 132 55 |
| 6 | - 04 37 | *112 43 45 | 1 35 32 | 4 63 | 138 51 |
| 7 | 75 54 30 | 111 55 06 | - - 37 | " | 136 27 |
| 10 | - - - | - 30 15 | - - 51 | " | 136 36 |
| | At Point Nias, | | | | |
| 12 | - - - | 110 38 40 | - 36 00 | " | 141 45 |
| 14 | 75 30 45 | 109 36 18 | - - 09.4 | " | †147 15 |

* Stopped. Fresh error and rate.

† Good.

COMPARISON of 297 OBSERVATIONS on the Temperature, taken simultaneously, upon this Journey and at Dealy Island. 1853.

| H.M. Sledge "Star of the North." | | | | | Dealy Island. | |
|----------------------------------|------------|------------|-------|-----------------------|----------------------------------|-------------------------|
| Dates. | | Latitudes. | | Mean of Temperatures. | 74° 56' N. Mean of Temperatures. | Number of Observations. |
| From | To. | From. | To. | | | |
| April 12th | April 21st | 75 30 | 76 0 | - 4.17 | - 1.58 | 24 |
| 21st | May 3d | 76 00 | 76 30 | - 2.74 | + 3.73 | 43 |
| May 3d | 10th | 75 30 | 76 00 | + 2.05 | + 10.20 | 24 |
| 10th | 31st | 76 00 | 76 30 | + 16.53 | + 18.14 | 63 |
| June 1st | June 6th | 76 30 | 77 00 | + 24.90 | + 26.90 | 19 |
| 6th | 12th | 77 00 | 77 30 | + 23.47 | + 28.00 | 16 |
| 12th | 16th | 77 30 | 77 45 | + 28.91 | + 31.77 | 18 |
| 16th | 24th | 77 30 | 77 00 | + 32.32 | + 34.71 | 22 |
| 24th | July 1st | 77 00 | 76 30 | + 32.17 | + 36.02 | 21 |
| July 1st | 6th | 76 30 | 76 00 | + 36.38 | + 37.24 | 17 |
| 9th | 15th | 76 00 | 75 30 | + 36.31 | + 35.14 | 29 |

REMARKS.

The highest temperature registered was - - +51°
at noon of the 4th July, wind S.E.
The lowest temperature was - - - 24
at 6. P.M. of the 16th April, wind N.W.
The mean temperature throughout was - - +18.50
And the range of temperature was - - - 75
On the 4th May, at 1h. 30m. A.M. (calm clear sky)
temperature fell to - - - 18
On the 19th May, at 2h. P.M., it rose to - - - +46

F. L. M'CLINTOCK, Commander,
And in charge of the party.

GAME LIST.

Journal of
Commander M'Clintock.

| Musk Oxen. | | Reindeer. | | Hares seen and shot. | Seals seen. | Gulls seen. | Brent Geese. | | Ducks. | | Ptarmigan. | | |
|------------|-------|---|-------|----------------------|-------------|-------------|--------------|-------|--------|-------|------------|-------|--|
| Shot. | Seen. | Shot. | Seen. | | | | Shot. | Seen. | Shot. | Seen. | Shot. | Seen. | |
| | | On Melville Island, between the 4th April and 13th May. | | | | | | | | | | | |
| 2 | 59 | 2 | 29 | 1 | - | - | - | - | - | - | 9 | 16 | |
| | | Again, on Melville Island, between the 1st and 19th July. | | | | | | | | | | | |
| 2 | 30 | 1 | 74 | - | 15 | 34 | 3 | 107 | 2 | 18 | 4 | 12 | |
| | | On Prince Patrick's Island, between 14th May and 30th June. | | | | | | | | | | | |
| 3 | 5 | 5 | 8 | 1 | 2 | 12 | 2 | 20 | - | 5 | 9 | 37 | |
| | | On Emerald Island, between the 26th and 30th June. | | | | | | | | | | | |
| - | - | - | 13 | - | 1 | 7 | - | - | - | - | - | - | |
| | | Total amount of Animals met with. | | | | | | | | | | | |
| 7 | 94 | 8 | 124 | 2 | 18 | 53 | 5 | 127 | 2 | 23 | 22 | 65 | |

REMARKS.

No traces whatever of bears were seen. A few wolf tracks were seen, but only on Melville Island. No traces of oxen, deer, foxes, or ptarmigan were met with north of the 77th parallel, except in one instance, where a decayed bone of a deer and traces of a fox were found. Up to 77 N. fox-tracks were frequently seen; although we never saw the animal; lemmings were tolerably numerous. Three kinds of gulls were seen. The Ivory Gulls appeared first and were the furthest north, they began to lay before the thaw commenced; eight only were seen, all of them on Prince Patrick's Island; 17 Glaucous, and 28 Skua Gulls, the latter chiefly on Melville Island. Of the duck, three were "long-tailed," and 22 "king-ducks." Four or five red phalaropes, two sea snipes, and one raven complete the list.

JOURNAL of the Second Overland Journey from WINTER QUARTERS to the North Shore of MELVILLE ISLAND and POINT NIAS, with SLEDGES.

Having dried our fur blankets and sleeping bags, which, from being thoroughly wet, were hard frozen on our return, and also having had three days' rest, preparations were begun on the fourth day for our intended sledge journey.

Mr. Scott's party remained the same as before, with one exception. Bombardier Bainbridge remained behind, having hurt his feet in crossing the stony ground, and Thomas Hartnoll, A.B., substituted. My party was increased to 10 men, making in all 18 persons. Their names were:

H. M. Sledge "STAR OF THE NORTH," Commander M'CLINTOCK.

| | |
|--------------------------------|--------------------------|
| James Wilkie, Quarter-master. | Joseph Smithers, Stoker. |
| Henry Giddy, Boatswain's Mate. | John Hiccles, Marine. |
| John Salmon, A.B. | Jeremiah Shaw, Marine. |
| Richard Kitson, A.B. | John Coombes, Stoker. |
| Richard Warne, A.B. | Thomas Hood, Marine. |

H. M. Sledge "HERO," Mr. R. C. SCOTT, Assistant Surgeon.

| | |
|-----------------------------------|-------------------------|
| George Drover,* Capt. Forecastle. | Robert Ganniclift, A.B. |
| John Cleverly, Gunner's Mate. | William Walker, A.B. |
| John Drew, A.B. | Thomas Hartnoll, A.B. |

We were provisioned for 18 days; an ounce of Edwards's preserved potato was added to each man's daily allowance to mix with the preserved meat; and by way of trial, some onion and curry powders and some essence of coffee were taken, and (very properly) considered as luxuries. Provisions to replace those we had consumed from our depôt were also packed upon the sledges, and an additional quantity amounting to 10 days' allowance for 11 persons added to it.

The sledges were named by their crews "Star of the North" and "Hero." Also very handsome appropriate banners were given them by

* Geo. Drover was subsequently exchanged for Mr. Thomas Purchase, senior engineer.

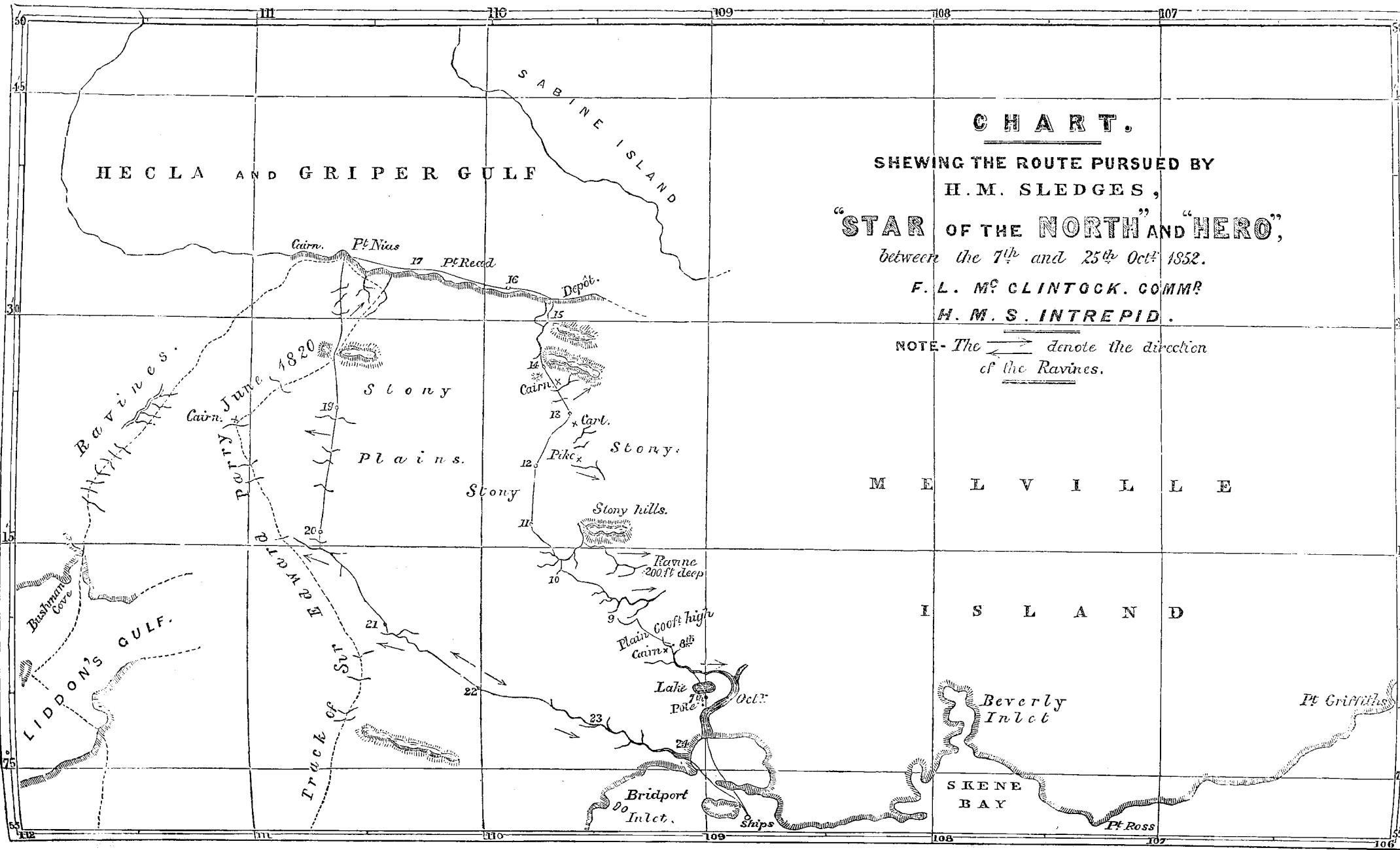


CHART.

SHewing THE ROUTE PURSUED BY
 H. M. SLEDGES,
 "STAR OF THE NORTH" AND "HERO",
 between the 7th and 25th Oct^r 1852.

F. L. M^o. CLINTOCK. COMM^r
 H. M. S. INTREPID.

NOTE - The \longleftrightarrow denote the direction
 of the Ravines.

M E L V I L L E

I S L A N D

SKENE
 BAY

HECLA AND GRIPER GULF

LIDDON'S GULF.

SABINE ISLAND

Cairn. Pt Niis

Pt Reed

Depôt.

Ravines.

Cairn. June 1820

Stony
 Plains.

Cairn.
 * Carb.
 * Picc.
 Stony.

Stony hills.

Ravine
 200 ft deep

Plains Coof^t high
 Cairn * 8th

Lake
 Polest Oct^r

Beverly
 Inlet

Pt Griffiths

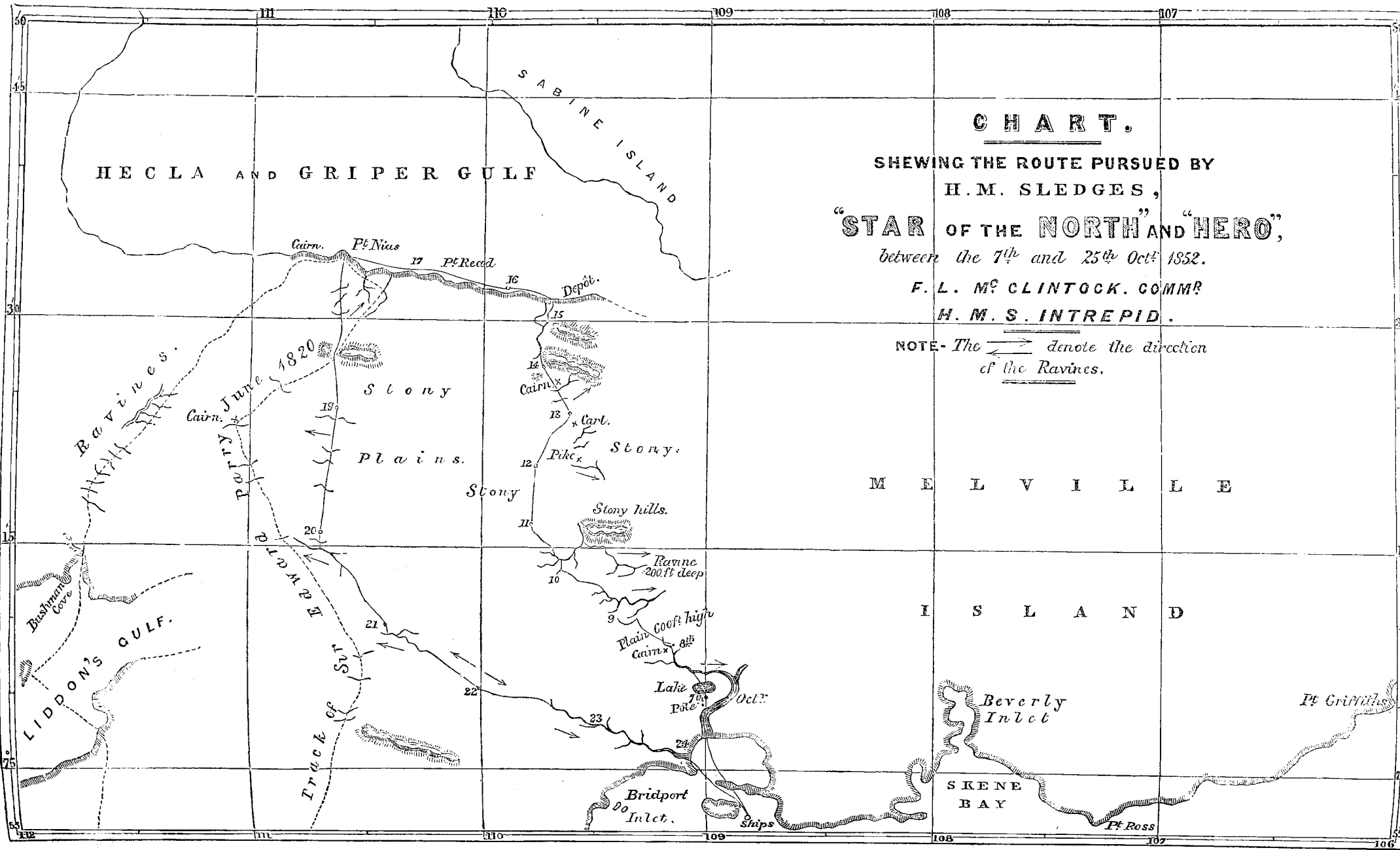
Bridport
 Inlet.

Ships

Pt Ross

Bushman
 Cove

Track of
 SLEDGES



Captain Kellett, which had purposely been made for and presented to the expedition by a few young ladies (the friends of Sir Edward Belcher), whose highly commendable zeal cannot be sufficiently admired; unconsciously they have created an age of chivalry in favour of our long absent countrymen, and thereby promoted the grand object of the expedition. We are made to feel as did the crusaders of old, and most ardently do we hope to do honour to the work of their fair hands.

Each person was supplied with a pair of canvas boots and two pair of mocassins. The load amounted to 184lbs. a man.

Our silken banners were unfolded at seven o'clock this morning, and (being thereby inspirited) we set off soon after, although the weather was very unpromising; there was a strong wind blowing in our faces with much snow-drift. Almost immediately after starting, George Drover, Captain of the "Hero," was taken ill, but walked on beside his sledge in the hope that it would be only a temporary indisposition. When two hours had elapsed without any improvement, I sent him back accompanied by Mr. Scott. Mr. Purchase, senior engineer, had come out to accompany us for a short distance, and now volunteered to fill the vacancy; I at once accepted his spirited offer, and he immediately put on Drover's drag-belt and commenced labouring at the sledge. The snow-drift was very thick, so that we only saw the land at intervals, but our former tracks were sufficiently distinct to guide us across the inlet.

Halted for a hurried lunch at one o'clock. At half-past two Mr. Scott overtook us, and went on with two men to pick up a small depôt of provisions which had been carried out previous to our return. Reached land at three o'clock, and encamped at five; nearly dark and blowing strong. A reindeer passed near us and was fired at without effect. The travelling over the inlet was very indifferent, owing to the quantity of snow which had recently fallen and been drifted into ridges. Mr. Scott returned just as the tents were pitched with the depôt of two days' provisions.

Our encampment is near the ridge between the inlet and the lake. Thomas Hood is unwell to-night from over-exertion and want of previous exercise in the open air.

A much more agreeable morning. Started at 8h. 15m. Find that both my compasses work very badly; their indications are not to be depended upon within one or even two points. Erected a pole upon the ridge between the inlet and the lake, and crossed the latter. From this pole the low extreme of remarkable bluff in the inlet bears S.S.W., and the hollow between the hills through which we shall pass after crossing the lake bears N. by W. $\frac{1}{2}$ W. $1\frac{1}{8}$ mile. Hood is much better to-day, but unable to drag. Passed through the hollow; descended into and travelled up the first ravine, halting to lunch on its glacier at 1h. 45m.; a very keen north-west wind blowing. After ascending this ravine (N.W. by W. $\frac{3}{4}$), entered the branch one on the right as before; here the ascent is very steep, and we were obliged to advance with only one sledge at a time (for $\frac{1}{3}$ of a mile north). After this we were able to proceed with both sledges and reached its head, where we encamped at six o'clock (N.N.W. 1 mile). Built a cairn $3\frac{1}{2}$ feet high and left a bamboo pole in it, on a stony hill to the west of the tents; it overlooks the junction of this branch with the large ravine.

Started at 9h. 40m. Travelled across the plain (N.W. b. W. 3 miles), and then lunched at two o'clock. Mistook a tributary for the crooked ravine, and thus seriously curtailed our advance for this day, but at length got into the right track and encamped at half-past five. The ravine we first got into runs to N.N.E.; near its head another small one commences, but runs to W.S.W. $\frac{1}{3}$, then joins the crooked ravine, which at this part of its course runs to the north. Had I travelled after lunch 1 mile W.N.W. towards a remarkable block of sandstone on the land north-east of the W.S.W. ravine, I should have made a direct course. I was much puzzled by the compasses, and the hazy state of the weather; passed a few fresh deer tracks to-day.

Journal of
Commander M'Clintock.

Thursday, 7th October 1852.
7 h. 30 m. A.M.

A.M.
N.N.W. 5 to 7, c.q.s.
Temperature + 5.
Thick snow drift

First Journey.
N.N.W. 8 miles.
Hours travelled, $9\frac{1}{2}$.

P.M.
N.N.W. 6 c.m.
Temp. - 1°.
Thick drift.

Friday, 8th October.

A.M.
North, 1 o.g.
Temp. zero.

Second Journey.
N. b. W. $\frac{1}{2}$ W. $1\frac{1}{8}$ miles.
N.W. b. W. 1 mile.
N.N.W. $1\frac{1}{2}$ miles.
N. $\frac{1}{4}$ mile.
Travelled $9\frac{1}{2}$ h.

P.M.
N.W. 1 c.
Temp. + 5°.

Saturday, 9th October.

A.M.
Calm, c.m.s.
Temp. zero.

Third Journey.
N.W. b. W. 3 m.
W. b. N. $\frac{1}{2}$ N. 1.
Hours travelled, 8.

P.M.
Calm, c.m.
Temp. + 8°.

Sunday, 16th October.

A.M.
Calm, c.m.
Temp. - 3°

Fourth Journey.

N. $\frac{1}{2}$ mile.
W. b. N. $\frac{1}{2}$ mile.
N.W. $1\frac{1}{2}$ mile.
N.W. b. W. 2 miles.
Travelled, $9\frac{1}{2}$ h.

P.M.
Calm, c.m.
Temp. + 3.

Favourable weather; started at 7h. 10m.

Travelled down the crooked ravine (north $\frac{1}{2}$ mile), until it turned off to the eastward, winding round the base of a precipice more than 150 feet high. Here we entered a branch ravine from the westward, and travelled up it (W. by N. $\frac{1}{2}$ N. $\frac{1}{2}$ mile) to where it divides; the principal branch leading to W.S.W., and that which we followed for half a mile further to the N.W., which brought us to our encampment, when, returning with the carts, we soon after reached the plain. As is usual for the first few days of a journey, the men suffer much from thirst; besides a pint of chocolate at breakfast and half a pint of tea at supper, they have their water bottles, which hold two-thirds of a pint, filled three times a day; but several of these have burst already, in consequence of the water freezing within them, although carried inside our outer garments.

We proceeded across the plain (N.W. $\frac{1}{2}$ W. $1\frac{1}{2}$ miles) as nearly as our compasses would indicate; lunched at noon. After lunch we went on (W.N.W. $\frac{1}{2}$ mile, N.W. 1 mile, and West $\frac{1}{4}$ mile), until we got into a large ravine running to the N.E., and not crossed on our former journey; in this ravine we encamped at five o'clock. Our compasses have done us quite as much harm as good to-day, they seem to get worse daily; the travelling compass can only be used in calm weather, as it freely admits the wind and the card spins round with great velocity, even the snow-drift penetrates and clogs the pivot. The "prismatic" one is not easily levelled upon the snow, and is deficient in magnetic force. I have anxiously watched for the sun, but it has not been visible to-day. A few deer tracks were seen, and I was surprised at finding the footprints of a ptarmigan up the snow.

Monday, 11th October.

A.M.
Calm, b.e.

Calm and tolerably clear, but no sun.

Mr. Scott and I set off as soon as there was sufficient light, to reconnoitre our position. At eight o'clock the sledges started to the N.W. After walking W.S.W. 4 miles, and N.E. 4 miles, I came upon our former track, at the foot of the stony range of hills; then mounting the hill to look for the sledges, saw them a mile and a half to the S.S.W., and rejoined them by three o'clock. We travelled north for the rest of the day.

The land which I walked over and saw to the westward is much cut up with ravines, in which there are steep cliffs at intervals, not exceeding one or two miles; these are connected with hollows containing sandbanks, and also hillocks rising in height to the general level of the country. Water seems to have been the chief agent in breaking up this country, and the drainage is all to the eastward. I saw a great deal of clay ironstone in some few localities; passed some deer tracks, and heard the dismal howling of three or four wolves, which seemed to proceed from the most rugged part of the country, where the passes were few and narrow, and the chances of stealing upon their prey of course proportionably increased. Having no gun I kept a sharp look out for the wolves, and soon saw one attentively watching me from his retreat amongst the rocks. He approached by a circuitous route, disappeared behind a hill, and soon after showed himself before me, and trotted boldly up within easy gunshot; when I prevented any nearer approach by simply waving a handkerchief, and running towards him for a short distance. He followed me for a little time, but at a much more respectful distance.

The sledges had passed within sight of three animals, which probably were wolves. The sun appeared for a few minutes this afternoon; this glimpse was most valuable to me.

Encamped at half past five o'clock.

Tuesday, 12th October.

A.M.
Calm, o.m.
Temp. + 5.

Sixth Journey.

North, 4 miles.
Travelled, 10h.

P.M.
North, 1 o.s.
Temp. + 5°.

A dull misty morning; started at eight o'clock. We got along very slowly to-day, although the men worked with very great spirit, in consequence of the successive low stony hills in our course, but we generally managed to keep both sledges moving; the snow lay so thin on these little hills that the sledges were very seldom many minutes off the stones. Lunched at one o'clock. Heard the frequent howling of wolves in the same direction as yesterday, and saw a few deer tracks.

Encamped at half past six o'clock, after a very fatiguing day's work. Joseph Smithers has been unwell all day, but is better to-night.

A clear morning, but no sun either to-day or yesterday; found much better travelling to-day. At 11 o'clock came in sight of our cart and depôt; we were travelling directly for them upon a N.N.E. course. Lunched at one o'clock. Saw the lofty eastern land very distinctly. At 2h. 15m. we halted near the depôt, and stowed it together with the cart upon the sledges. Our load was now increased to 233lbs. a man; left a small cairn upon the hill where our depôt had been, and proceeded onward at 3h. 30m. This cairn is a conspicuous object. Encamped upon the snow at half-past five, the ground underneath being too stony to lie upon.

We have had a long continuance of this dull weather, so much more favourable for travelling than for taking observations, or in any way ascertaining our position. Started at 7h. 40m.; tried to drag the empty cart, but the snow was so soft and in many places so deep that it sank up to the axletrees, so replaced it upon the sledges. We managed to get along with both sledges for most of the day, but our progress was miserably slow.

Lunched at 12h. 45m. near the little cairn built on a stony rise, upon our first journey.

Encamped at 5h. 10m. near to our position on the 22d September. For the last mile I noticed a fox track very frequently crossing and re-crossing the direction in which we were proceeding. It led to our old encampment, where several scraps of canvas, pieces of rope yarn, and empty preserved meat tins had been scratched up from beneath the snow. This animal must have either scented the old encampment, or the cart track leading to it, both of which were so perfectly covered with snow that every trace was obliterated.

We travelled through deep snow all this day.

A strong N.W. wind all night, but which fortunately fell light towards morning as the temperature was very low. Started at half-past seven; ascended for a short distance, and then followed the course of a large ravine to the north.

Lunched at 12h. 45m. The mist of the morning had cleared off, and sun was out, but the temperature was down to 18°, and there was just wind enough to make frostbites of frequent occurrence.

We followed down an eastern branch of this ravine which led more directly to the sea, but found it to become contracted, and filled with soft snow.

At length we reached a part where the east side was so steep as to threaten an avalanche of stones, and the west side was faced with a glacier approaching the perpendicular, so that there was no turning aside out of the ravine. Just here, too, its bed of large boulder stones was clear of snow, and a short distance beyond, the glacier threw itself completely across the ravine. On examining it I found a low crooked passage, a continuation of the water course, beneath it, 60 or 70 yards in length, and nowhere less than four feet high; the removal of some snow and cutting a few steps being all that was requisite to make the passage practicable. Our sledges were unloaded where the snow ceased to cover the bed of the ravine, and everything carried through the tunnel and placed on top of the glacier, except the cart, which being too large to go through was pulled up by the drag-ropes over all. Proceeded down the ravine without further obstruction, and encamped at half-past five o'clock. As day declined the sky became clear, and temperature fell to -28° at seven o'clock, but as night advanced it became considerably colder, the stars beautifully bright, and weather perfectly clear and calm. Used curry powder with our mess of preserved meat instead of the onion powder which we sometimes add to it; both are very agreeable, and I should think beneficial additions where so little vegetable food is used.

Although perfectly calm, the cold was such that very few of us could sleep last night. Sat up in our bags for breakfast, as a precaution against frostbites in the feet. I ordered mocassins to be worn instead of the canvas boots for the future, being better adapted to severe cold. As day dawned the sky became obscured by mist, and temperature rose to 20° at seven o'clock. Started at 9h. 15m. Reached the north shore in an hour, about half a mile west of our depôt. The only trace of a visitor to it during our

Wednesday, 13th October.

A.M.
Calm, c.
Temp. 4°.

Seventh Journey.

To depôt N.N.E. 4 miles.
From thence N.W. b. W. $\frac{3}{4}$ N.
Hours travelled, 7 $\frac{3}{4}$.
Detained removing depôt, 1 $\frac{1}{2}$ h.

P.M.
N.W. 1 c.
Temp. -1°.

Thursday, 14th October.

A.M.
Calm, o.c.m.
Temp. -2°.

Eighth Journey.

N.W. b. N. 4 miles.
Travelled, 9 h.

P.M.
N.W. 2 c.m.
Temp. -3°.

Friday, 15th.

A.M.
N.W. 2 b.c.m.
Temp. -13°.

Noon.
N.W. 2 b.c.
Temp. -18°.

Ninth Journey.

North, 4 miles.
Hours travelled, 9 $\frac{1}{2}$.

P.M.
N.W. 1 b.c.
Calm, B.
Temp. -28°.

Saturday, 16th October.

A.M.
9 o'clock.
Calm, b.c.m.
Temp. -13°.

Journal of
Commander M^cClintock.

Tenth Journey.

North, 1½ miles.
West, 3½ miles.
Hours travelled, 7¾.
Detained at depôt, &c., 1½ h.

P.M.
Westerly 1 c.m.
Temp. - 6°.

Sunday, 17th October.

A.M.
Westerly 1 b.c.
Temp. - 8°.

Eleventh Journey.

W. ½ N. 7 or 8 miles.
Hours travelled, 9½.

P.M.
Westerly 1 B.
Temp. - 7°.

Monday, 18th October.

A.M.
W.S.W. 3 b.c.
Temp. -

Noon.
S.W. 4 c.
Temp. - 18°.

Twelfth Journey.

W. b. N. 5 miles.
Hours travelled, 6.

absence was the track of one fox. Took away everything except one case containing biscuit, tea, chocolate, sugar, and tobacco, and one case of pemmican and half a case of bacon. Left here the cart, the cases of provisions being placed under it, and stones piled up all round.

This deposit is intended for the use of my party on return from the N.W. in June or July 1853.

Having restowed our sledges by 12h. 30m., we proceeded along the beach to the westward.

The load now amounted to 237lbs. a man. Lunched at half-past one. Misty weather and west wind. Found very good travelling inside the tide crack.

It was quite dark when we encamped at half-past five; the temperature was rather mild.

I had walked some distance in advance this afternoon, and found a large piece of drift timber; it was the greater portion of a fir tree, the upper part having been broken off previous to its being thrown here. It was well above high water mark, but not embedded in the earth, perfectly straight, destitute of bark or branches, decayed on the outside, but quite sound within. Its whole length was 29 feet, its circumference at two feet above the roots was nearly seven feet, and at 24 feet above them four feet four inches. I brought back a piece, which cooked our breakfast next morning. This tree is about four miles west of our depôt.

Very pleasant weather, although too misty to see far. Started before it was quite daylight at 7h. 15m., and travelled over smooth ice inside the tide crack. There were very few hummocks along shore, and the ice in the offing did not appear to have broken up this season, nor was there any indication of pressure on the beach.

Near the tree, but much higher up the beach, I saw a granite block of dark colour and irregular form; its diameter was about six feet. Saw a few pieces of gneiss upon the shingle ridges above the beach, which were generally of a reddish colour. Small pieces of clay ironstone were also seen here in greater abundance, and mixed with the gravel. Lunched at 12h. 40m.

We find it a great relief to travel along shore once more, there being no toilsome ascents, no difficult passes, stony hills, nor snowy ravines; and no matter how thick the mist is, we cannot lose our way. We also get along much faster. At 1h. 30m. we rounded a low point with some conspicuous rocks on it. This proved to be Point Read, as very shortly after I distinguished a cairn on the next point, distant seven or eight miles, and which therefore is Point Nias.

Passed the tracks of five or six reindeer going along shore to the westward, and also of a fox hunting along the tide crack.

Scarcely any vegetation seen. On one or two inviting slopes the reindeer had been scraping away the snow in search of grass or moss.

Encamped at five o'clock, nearly dark. Made the usual distance of seven or eight miles to-day, and are nearly two miles west of Point Read.

Two or three antlers of the reindeer were seen.

A sharp head wind with low temperature this morning. Started at twenty minutes before eight o'clock. After an hour or so the wind shifted to the S.W., and sun came out. About 10 o'clock Sir Edward Parry's cairn upon Point Nias was very distinctly seen, resembling a beautiful white pyramid of much larger size than it really is. The sun shining upon the snow collected on its southern side gave it this appearance.

When we lunched, at half an hour after noon, the wind had freshened and temperature fallen to -18°. Proceeded up to the cairn, and dug away the snow from about it; we found that so much of its south side had fallen that its height was reduced to seven feet. No lichens had grown upon any of the stones forming this cairn; and such portions of them as had been embedded in the soil until removed by Parry's men, still retained their darker colour. Had I not known that it was built in 1820, I certainly would have assigned to it a much more recent date.

The depôt was carried up from the spot where we encamped (200 yards east of the cairn) at two o'clock, and placed against the cairn; it was then

covered over with stones which had fallen from it; it consisted of 32 packages, each of which was sufficiently strong to guard its contents from a fox or wolf, and the greater part were sufficiently strong to resist the attacks of a bear. The weight of the whole, including a pike also left here, amounts to 1900 lbs. A tin cylinder, containing a record, was attached to the pike. The tracks of reindeer noticed yesterday turned up a ravine to the eastward of Point Nias; no other traces of animals seen to-day. The evening became misty, and temperature rose to -14° . It is my intention to return overland from here, in the hope of finding better travelling, and shall either cross to the westward of Bounty Cape or into Bridport Inlet, according to the nature of the ground.

Journal of
Commander McClintock.

P.M.
West 3 c.m.
Temp. -14° .

We again have the same light N.W. winds which have prevailed, almost without intermission, since the 8th instant; and whenever the weather becomes clear, the temperature immediately falls: for instance, yesterday at noon the temperature was -18° , although the sun was then bright. The return of overcast weather is as certainly accompanied by a rise of temperature; this morning is misty, and temperature is up to -5° . Commenced our return journey at eight o'clock, travelling south at a very good pace. After going four miles south we came to very stony ground, and crossed several shallow ravines. When six or seven miles from Point Nias, we passed to the east of a little hill with rocky summit; southward of this the land is more level, but stony. There is less snow here than we found to the eastward; it certainly is much softer, the sledge sinks into it and is dragged with great difficulty. We make very fair progress, as our sledges are almost empty, but the men complain of the succession of jerks occasioned by the runners coming against the stones, and say it is the most fatiguing road they have had yet. Four or five tracks of deer passing westward were seen. Encamped at five o'clock. Calm, dull, and nearly dark.

Tuesday, 19th October
N.W. 1 c.m.
Temp. -5° .

Thirteenth Journey,
(on return.)
South, 11 miles.
Hours travelled, $8\frac{1}{2}$.

P.M.
Calm, c.m.
Temp. -6° .

Started at 7h. 40m. In the first six miles we crossed one deep and several shallow ravines. The snow was everywhere soft, the ground very stony, and only partially covered. Lunched at 12h. 30m.; a little snow falling; dark misty weather, unable to see beyond a few hundred yards. Crossed several fresh deer tracks, most of them going to the westward; saw a herd of eleven, and fired two distant shots at them. The only other track seen to-day was that of one fox. The rest of this day's journey was over more level ground; the stones were arranged in patches, so that we could generally avoid them. Experienced considerable difficulty in keeping a straight course, there being a thick mist and no objects to steer by. My two compasses have by no means improved.

Wednesday, 20th.

A.M.
South, 3 miles.
Temp. -8° .

Fourteenth Journey.
S. $\frac{1}{2}$ W. 9 miles.
Hours travelled, 9.

P.M.
South, 2 c.m.
Temp. -6° .

Encamped at five o'clock.

A fresh breeze, with much snow-drift, this morning. Two deer passed within shot of the tents. I fired without effect at them. This is the third time I have had occasion to regret the loss of my rifle. Started at 7h. 40m. Had the wind been contrary, we could not have moved, for it was much too sharp to face.

Thursday, 21st October.

A.M.
North, 6 miles.
Temp. -16° .

The ground passed over to-day varied very much. For the first mile we had gravel, with patches of moss; we then crossed a ravine, and soon after entered a large one, traversing the country from east to west. This we travelled in for a short distance to the east, then followed up a tributary but also a large and deep ravine, for a mile to the south-eastward, when we left it and got upon a mossy plain; here we had good travelling for two miles, when another ravine was reached, beyond which we found the ground to be stony for the remainder of the day's journey. Severe weather; dark and misty.

Fifteenth Journey.
S.E. $\frac{1}{2}$ S. 8 miles.
Hours travelled, $8\frac{1}{2}$.

P.M.
N.N.W. 6 c.m.
Temp. at noon -10° .
Drift.

Encamped at half-past four. A very cold and windy evening. Last night's wind and low temperature has hardened the snow considerably. It also lies deeper over this land, except in situations exposed to the north winds, which are perfectly free from snow. It was from the want of snow on the high grounds that we travelled so much in ravines to-day. Passed several tracks of deer going to the south-west.

Friday, 22d October.

A.M.
North, 7 overcast.
Temp. -30° .
Sixteenth Journey.
S.E. b. E. 7 or 8 miles.
Hours travelled, 8.

P.M.
North, 2 c. m.
Temp. zero.

We had every inclination to commemorate the anniversary of glorious *Trafalgar* last night, but the low state of the rum can would not admit of it. The night was cold, so we packed ourselves as closely as we could and slept sufficiently warm, although it blew hard from the north.

Our fur robe has gradually become filled with frost, which is no longer concealed by the fur, but appears in extensive patches all over it, and this being thawed by the warmth of our bodies, is absorbed into the sleeping bags, so that when we sleep warm we are also moist. There is no remedy for this increasing evil, but we are fortunately near the end of our journey. When we started this morning a north gale was blowing, with dense snow drifts. We soon came to a ravine running east and west, its southern bank being very stony. We crossed it diagonally, and travelled for two miles up a branch ravine to the E.S.E., when it expanded into a valley, with low rocky cliffs on its southern side. These were broken at intervals, where enormous masses of sandstone had fallen.

Lunched at 12h. 30m. Still a strong breeze, but the temperature has risen to zero.

Travelled two miles further along these cliffs, which finally merged into low hills, and then ceased altogether. The drainage has hitherto been to the N.W., but shortly after passing these low hills we began to descend slightly, and crossed the head of a ravine running to the southward. Here also the stony ground terminated, and gravel supplied its place.

Encamped when quite dark, at five o'clock; more pleasant weather. As night advanced the mist cleared off.

Saturday, 23d October.

A.M.
N.W. 1 b.c.m.
Temp. -6° .

Seventeenth Journey.
E.S.E. 8 miles.
Hours travelled, 8½.

We set out in high spirits this morning at 7h. 10m. The stars were shining brightly, and there was no appearance of dawn in the east, but the weather was pleasant, and we anticipated much better travelling. After going S.E. by E. $1\frac{3}{4}$ miles we reached the eastern extreme of three small hills which lay to the southward of us. Here the land becomes almost a plain, and moss is plentiful. Three miles and a half E. by S. brought us through a short valley into a lower flat space of ground, and the haze clearing off we observed that the land before us was intersected by numerous deep ravines; it was also hilly, and all the elevated parts nearly destitute of snow. We therefore entered a ravine which drained the flat just crossed. Lunched at 12.20; a fine day; sun out. We soon found the snow in this ravine to be both deep and soft, so that our progress again became slow and most tiresome. As we advanced, although the descent was inconsiderable, the sides became lofty and steep, and the windings of the ravine more numerous, but its general direction is E.S.E. I ascended a very high rounded hill on the south side, but obtained only a limited view of table land, nearly devoid of snow, and abundantly intersected by very deep ravines. However bad the ravine travelling might be, we were unable to change it for any other. Encamped at half-past four, nearly dark.

Latterly our fur blankets and sleeping bags have been rapidly getting more filled with frost; the latter are quite wet when thawed at night. Nor have we been able to prevent their getting into this state; the greatest care has been taken to protect them from the snow; the men's clothes brushed before coming into the tent, and the tent and floor-cloth repeatedly brushed. It is chiefly caused by the condensation of vapour from our warm meals, and of our breath, which falls in minute frozen particles. We have holes cut in the top of the tent to permit the escape of vapour, but the temperature inside is always low enough to condense it before it can ascend so high. The quantity of moisture from one's breath is surprising; the very small aperture we usually leave at the mouth of our bags to breathe through is coated with ice by the morning. Some of the men wear a loose over-all duck dress; the *inside* of this is covered with frost after a hard day's work in low temperature, and requires to be well brushed off.

Sunday, 24th October 1852.
The night calm and clear.

A.M.
Calm. b.m.s.
Temp. -3° .

A beautifully clear, calm night; mist came over, and the temperature rose. Started at 7h. 45m., a little fine snow falling; continued our march down the ravine through very deep soft snow. To-day we have land on both sides of us rising to 200 feet, and in some places to even 300 feet; the southern side is the most precipitous, and the northern one is in many places faced with glacier.

An artist might have a very delightful and instructive ramble here amongst these scenes, which are sufficiently wild and grand to raise one's admiration to enthusiasm, and, provided the latter would only keep his fingers warm, his portfolio would soon become rich.

Eighteenth Journey.
E.S.E. 6'.
Hours travelled, 8½.

The high land has very little snow upon it, and is perfectly barren. Our ravine is constantly turning off at right angles, so that we can never see more than half a mile in advance, but its general direction is E.S.E. Lunched at 12h. 30m.; temperature up to zero. Encamped at half-past four. The mist which came over at dawn this morning is now clearing off as night advances. We are very near the outlet of the ravine; it resembles the bed of a river, and is 150 yards wide. Also the land on both sides is much lower, but still destitute of vegetation. Saw a few fox tracks to-day; also the fresh tracks of deer going to the S.W. I forgot to mention yesterday that I saw a herd of ten reindeer crossing to the S.W.; they were all without horns except one very large one, and were also remarkably shy. This may be easily accounted for, since the same herd had been fired at by a shooting party three days previous, and 15 miles to the eastward. From the numerous tracks we have seen going westward and south-westward, I suppose these animals are migrating in that direction. This has been a most laborious day's journey, and the men, thinking each turn would be the last, have been so often disappointed that they believe there is no end to this ravine.

P.M.
Calm, b.c.m.
Temp. - 3°.

The night was calm and bright, but mist arose with the earliest dawn of day.

Monday, 25th October 1852.

A fox attacked our meat last night, but was overheard and driven off.

A.M.
Calm, b.c.m.
Temp. - 1°.

Set off for the ships at seven o'clock; it was bright starlight, but the sledges were as neatly packed and banners displayed with as much pride as if we were about to march into the "Great Exhibition," in broad daylight. We soon reached the mouth of the ravine, then crossed nearly two miles of low flat land, and got upon the ice at the head of Bridport Inlet, close to the northward of the remarkable bluff. It was daylight soon after eight o'clock; the mist cleared off and the day was beautiful. Travelled direct for the east point of Dealy Island, over which we could see the ships' mast-heads. Captain Kellett and several of the officers came out to welcome us back, and informed us of Captain M'Clure's record at Winter Harbour having been found, and of his having discovered the existence of a North-west Passage, but no trace of the missing expedition. Arrived alongside the "Intrepid" at 11h. 30m.; the sledge crews in perfect health, and with half a day's provisions remaining. On weighing our buffalo blanket and coverlet, found they had increased from 66 lbs. weight to 145 lbs; and each of the sleeping bags from 6½ to 10 lbs., giving an increase upon these articles of 118 lbs., due to the snow drift and moisture they had taken up in 18 days.

Nineteenth Journey.
7 miles.
Travelled 4 hours.

It is highly gratifying to me to be able to speak in terms of praise of all those who have accompanied me upon this service; Mr. Scott, assistant surgeon, performed not only his professional duties, but those of an executive, with much zeal and cheerfulness; Mr. Purchase, senior engineer, did duty as one of the crew of the sledge "Hero," and shared throughout in the excessive labour of the journey; he came without any preparation whatever depending upon the knapsack of the man who returned sick, and whose vacancy he occupied: but such examples (although most valuable) were not needed; all did their utmost, apparently animated by the same spirited determination, namely, to triumph over the difficulties of the route, and lay the foundation of future efforts, if not of future success.

| | | | | |
|---|---|---|-----|--------------|
| Number of days absent with carts | - | - | 18 | } Total 37. |
| " " " sledges | - | - | 19 | |
| Number of miles travelled with carts | - | - | 85 | } Total 200. |
| " " " sledges | - | - | 115 | |
| Average length of a day's journey (exclusive of detentions) | - | - | - | } 9¼ hours. |
| Average distance accomplished | " | - | - | 6 miles. |
| Detentions by weather and securing depôts | - | - | - | 35¼ hours. |

F. L. M'CLINTOCK,
Commander H.M.S. "Intrepid,"
Winter Quarters, Dealy Island.

A comparison of temperatures carefully registered between the 15th and 19th October upon the north coast, and at the ships, gives for the latter an excess of 3° F.; the mean temperature upon the north shore being $10\frac{1}{2}^{\circ}$, and in this inlet $7\frac{1}{2}^{\circ}$. Upon the north coast the wind blew from the W.N.W., whilst at the ships it was from N.N.W.

No. 6.

Journal of Mr. Nares, Mate. JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "FEARLESS," detached from Her Majesty's Ship "RESOLUTE," between 21st September and 16th October 1852, under the command of GEO. S. NARES, Mate.

ORDERS to Mr. G. S. NARES, Mate, Her Majesty's Ship "Resolute."

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute."

TAKING under your command the Sledge "Fearless," manned with six men, and provisioned for twenty-five days, you will accompany Lieutenant Mecham, and follow his orders for your proceedings.

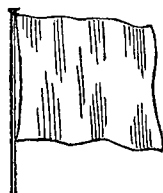
You will be most careful in seeing that your men are not unnecessarily exposed, and that you *seek* advice from Lieutenant Mecham, reporting immediately any casualty to him.

You will keep a journal of your proceedings for my information on your return.

Given under my hand on board Her Majesty's Ship "Resolute" in Winter Quarters, Dealy Island, 21st September 1852.

(Signed) H. KELLETT, Captain.

Her Majesty's Sledge "FEARLESS."



"DUM SPIRO SPERO."

JOURNAL of PROCEEDINGS from 22d September 1852 to 16th October 1852, G. S. NARES, Mate, in charge, under the Orders of Lieut. MECHAM.

Wednesday, 22d September.

Wind - west, 4.o.q.
Temp. - + 17°.
Distance travelled - 15m.

THE sledges having been stowed over-night, and everything got ready, 7 A.M. started from the ship. Captain Kellett and several of the officers left on board accompanied us a short distance, and then parted with three hearty cheers. 1 P.M. Stopped for lunch close to N.E. bluff, the water in the bay obliging us to make a circuit round by the land. 4. Encamped on the land, three miles from the island east of Cape Bounty. Whilst cooking, the feeding spout of the spirits of wine lamp came off; lost $1\frac{1}{2}$ pints of spirits of wine in consequence; on communicating my misfortune, I found that each lamp was broken in the same place. This is a serious loss, but the allowance of stearine for the spring will make up for the loss of spirits of wine, otherwise we should have short allowance of fuel, which is little enough already.

Thursday, 23d September.

Wind - S.E. 3.o.c.s.
Temp. - - + 16°.
Distance travelled - 10m.

7 A.M. Started. Found one of the uprights of our sledge missing; it having been broken before leaving the ship, and probably struck against a hummock on the previous day. Lashed both spare cross bars over weak part of runner. 10. Found an old floe between islands and Cape Bounty, extending about half a mile from the bottom of the bay. 12. Lunched

close to heavy hummocks, aground 300 yards off Cape Bounty, forming a complete barricade round the cape. They must be aground in about 12 fathoms, as they are upwards of 30 feet high; young ice very smooth inside them, but on the east side of the cape we found it very much pressed up for about one mile. After lunch, the wind being fair, all the sledges made sail, by which the men were much relieved. After passing the grounded hummocks, the young ice became more dangerous; and at last broke with Mr. De Bray's weight. The sledges were instantly taken on to the land, but finding them dragging very heavy, removed the heaviest weights to the cart, and proceeded. 4. Encamped one mile east of Cape Halse. Sent a party back to bring up the cart.

7 A.M. Started with light sledges on the land, ice being too young to risk them upon; but occasionally amongst small grounded hummocks it was much thicker, and enabled the sledges to proceed close in shore; at the same time a party was made up from each sledge's crew to draw the cart on the land. 3. Very heavy and searching snow-drift. People frequently getting frostbitten about the face; but by placing the warm hand against the part infected, the white mark instantly disappeared. Encamped on the land, two miles west of Cape Halse. The cart was twice overturned. The upper works and shaft are so badly broken as to be of no use without lashings. W. Halloran, venturing too far out on the young ice, fell in, but fortunately got out without trouble.

Wind and very heavy drift continued all night and this morning; but towards noon it suddenly fell nearly calm. Started with light sledges on the young ice close to the shore; a party being made up to drag the cart on the land, as yesterday. 1.30. Ice being much thicker, unloaded cart, and proceeded with sledges on floe along the land. 2. Observed 22 musk oxen on the shore; sent a party away to endeavour to shoot one, but they returned unsuccessful. 7.30. Encamped on old floe one mile west of Point Wakeham; for the last 7 miles we have been travelling on an old floe; several hummocks aground off Point Wakeham.

7. Started; steering in for Depôt Point. 9. Arrived. Loaded sledge with spring depôt. 12. Lunched. Exchanged cheers, and parted company with Lieutenant Pim's and Hamilton's divisions. 2. Lieutenant Mecham started to visit Sir Edward Parry's cairn, on the top of Sandstone, but finding thick weather coming on, he returned to the sledges. 3.15. Arrived at the head of Winter Harbour. Several remains of Sir Edward Parry's expedition on the beach. Old ice in the harbour. Left cart and two cases of pemmican on the beach. 4.30. Encamped quarter of a mile from the head of the harbour. Land gravel, partially covered with snow; sledges cutting into the gravel, making very heavy work, even when double manned.

9 A.M. Started. Heavy snow-drift, both crews on one sledge; very heavy work, as the snow was so soft the runners cut through into the ground. 12. Lunched. Sent party back for the second sledge. 3 P.M. Encamped. Built a cairn with part of spring depôt on a mound about two miles N.W. from N.E. hill, hoping to make a better day's work with light sledges to-morrow. Land travelled over to-day consisted of moss and gravel, mostly covered with snow; the sledge always giving notice when a stone came in the way, and required a standing pull to get it over. Compass fittings very incomplete; the snow-drift and wind, getting inside through the two small holes left in the outside rim, causing the compass continually to turn round. Killed two lemmings.

Wind and heavy snow-drift continued all night, and this morning, confining us to the tents until noon; when the wind suddenly fell light. As the sledge had been placed to leeward of the tents the snow-drift had completely buried it, and obliged us to dig it out.

12. Started. Sledges still dragging very heavily, although lightened yesterday; and at last obliged both crews to be sent to one sledge as before. 3. Pitched tent in a ravine running to the S.E., and to all appearances ending in a gradual slope to the N.W. Sent party back for the other sledge and spring depôt. 5.30. Encamped. Shot a ptarmigan.

III.

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Journal of Mr. Nares, Mate

Friday, 24th September.

Wind - - - N.E. 7.c.m.
Temp. - - - + 10°
Distance travelled - 3 m.

Saturday, 25th September.

Wind - - - North 2c.
Temp. - - - + 10°
Distance travelled - 10 m.

Sunday, 26th September.

Wind - - - N.W. 3.c.m.
Temp. - - - + 22°
Distance travelled - 10 m.

Monday, 27th September.

Wind north westerly 5.c.m.
Temp. - - - + 12°
Distance travelled - 5 m.
Distance made good - 1½ m.
Course - - - N.N.W.

Tuesday, 28th September.

Wind - - - E. 2.c.
Temperature - - + 18°
Distance travelled - 4½ m.
Distance made good 1½ miles.
Course - - - N.W.

Wednesday, 29th September.

Wind - - E.N.E. 2 b.c.s.
Temp. - - - 1-5
Distance travelled - 5 m.
Distance made good - 1½ m.
Course - - N.W.

5 A.M. Thick snow-drift. Lieut. Mecham, finding his rifle barrels missing, sent Charles Nisbet back to last encampment, to search amongst the snow that had collected round the tent in the drift. 9. Finding he did not return, sent parties out in the direction of Winter Harbour, to look for him. 11. Mist cleared off; observed Nisbet about a mile from the head of the harbour, he having been to the N.E. hill and the cart, during his wanderings. 12. Lunched, and proceeded with autumn provisions and tent gear, &c., under sail. Land much better for travelling, consisting of moss and grass, with a few stones, all entirely covered with snow; which is much harder than that we found closer to the shore. 3 P.M. Pitched tents, and returned with empty sledges for spring depôt. 7. Encamped. A herd of reindeer seen; one doe shot, and left to be picked up to-morrow.

Thursday, 30th September.

Wind - - E.S.E. 2 b.c.
Temp. - + 5° to zero.
Distance travelled, 4 miles.
Course - - N.W. b. W.

The land appearing more level ahead, 8.30 A.M. started with whole cargo on the sledges, under sail; heavy work, but much better than before, the land being now all moss or grass, completely covered with snow. 12. Lunched. Observed a remarkable headland on north shore of Liddon's Gulf, bearing N.W., which afterwards proved a good mark to steer by whenever in sight, Lieutenant Mecham's compass not being trustworthy, and the glass of mine so badly fitted, that on putting the compass on the ground it invariably fell on to the card; on trying to remedy this; I unfortunately broke the glass. Saw about 50 reindeer, shot 2. On coming up to the carcass of the one shot yesterday, we found a wolf had visited it during the night, and eaten nearly both the hind quarters. 5. Encamped in a broad but shallow ravine running E.S.E.

Friday, 1st October 1852.

Wind - - S.E. 3.q.
Temp. - + 3° to 4°.
Distance travelled - 5½ m.
Course - - N.W. b. W.

8.30. Started with sledges under sail. Reindeer seen in numbers, but having as much fresh meat as we wanted, no more were shot. Land very level, consisting of moss and grass covered with snow, sledges travelling much easier. Passed two ravines, where we were obliged to double man the sledges until they were on the level ground again; the bed of the ravines are filled with stones, but the hard snow makes a good road on top of them. A pack of wolves passed a short distance ahead of the sledges, evidently chasing the deer at the time. Sunset, observed the land on opposite coast; the difference between the black and bare-looking headlands, and the plain of snow on which we were travelling, making it appear very close. The hills to the eastward form a chain about 15 miles long, commencing at Cape Bounty run N.W., slope gradually away until they meet the level land. The land between these hills and our encampment appears to be one immense plane with small ravines interspersed. To the westward a low range of hills are coming in sight, but they are some distance off.

Saturday, 2d October.

Wind - - West 3. b.c.
Temp. - + 8° to zero.
Distance travelled - 3½ m.
Course - - N.W. b. W.

8½. Started. The stones are now making their appearance again, and in consequence the work becomes heavier. Passed two ravines in the forenoon running east and west, and joining a larger one running N.W. and S.E. about ¼ of a mile on our right. 1. Lunched on a lake about ¼ of a mile diameter and 1½ feet deep; numbers of reindeer seen, two wolves and a fox. Land more hilly ahead. 5. Encamped. Lieutenant Mecham walked to the top of a hill two miles ahead, and saw the floe not far distant, which quite enlivened everybody, land travelling being such slow work.

Sunday, 3d October.

Wind - - N.W. 4. b.c.m.
Temp. - + 2° to + 3°.
Distance travelled - 3½ m.

8 A.M. Started; course westerly down a shallow ravine towards the floe; as we proceeded it ended in a stony pass, about ½ mile long. We were obliged to lighten the sledges; built a cairn on the middle of the pass, with spring depôt, and proceeded across a very fertile plane, surrounded by low stony hills, on which a herd of deer were grazing, then through another pass not so bad for travelling as Stony Pass, the sides being more perpendicular, and the pass narrower, the drift snow had collected on the east side forming a good pathway. The snow of last year had collected in such large quantities against the sides, that small glaciers had been formed, and the summer sun melting them had left a number of remarkable icicles reaching to the ground, with a cavity running inside about 5 feet in breadth. 5.30. Encamped in the bed of the river that runs through the two passes, about 1½ miles from the floe.

Monday, 4th October.

Wind - - N.W. 5. b.c.q.

8.30. A.M. Started with one empty sledge and both crews back for spring depôt, leaving tents pitched, with one man to look after them. 10. Arrived

at Stony Pass; packed sledge, and returned to the tents. 12.30. Lunched; stowed tents and sleeping gear on small sledge, double-manned it down to the beach. 3. Encamped. Sent party back for provision sledge. Lagoon about 200 yards to the eastward. Remains of Esquimaux encampment half a mile to the westward. 3.30. Observed the tide running into the lagoon, a lane of water being kept open by the strength of the current. Burnt some deer's dung for fuel, of which there was great quantities about; found it to burn very well, with the help of a little fat.

9 A.M. Observed the tide running out of lagoon, the lane of water being still open. Started on young ice for Cape Beechey; but $\frac{1}{4}$ mile from the beach we found ourselves amongst some very old hummocks, younger ones and ridges of snow joining them, which were so slippery the men could get no hold for their feet, and consequently we made very little way. 2. Steered more towards Hooper's Island, in hopes of getting longer leads between the hummocks. 6. Encamped; floe no better, and by all appearances the hummocks continue all the way across the gulf.

8.45. Started. As this was our sixteenth travelling day, and the floe being very bad for crossing the gulf, Lieut. Mechañ gave up all hopes of reaching Cape Beechey with the spring depôt; therefore we steered in for the south shore again, making as much way to the westward as the leads between the hummocks would allow us. 5. Encamped on good floe half a mile from the shore.

7.45. Started, with one sledge and all spring depôt, leaving the tents pitched, with both the cooks to look after them. The floe was very good for travelling, the young ice forming an excellent road between the hummocks and shore, about 50 yards broad, and sometimes increasing to $\frac{1}{2}$ a mile opposite the small bights. 1. Arrived at Cape Hoppner, which was very well adapted for placing the depôt, several large hillocks having been formed, either by the pressure of the ice or by the washes coming down the ravines. The depôt was completely buried alongside a hillock; the surface being very dry, the labour of digging was very much reduced. A conspicuous cairn was erected on the side of the hill, immediately over the depôt. The land was very fertile close to the beach, forming a slope up to the foot of the hills about $\frac{1}{4}$ a mile broad. A herd of deer was seen quietly grazing, without taking any notice of us until we advanced directly towards them; after passing them one buck followed us some distance, as if to see us clear away from the herd. Some musk oxen dung was seen, and two ptarmigan shot, and proved to be in excellent condition.

8. Started back for the ship; found the floe very good for travelling close to the beach on young ice. 10. Arrived at a very conspicuous ravine, having a large black boulder in the middle of the entrance. To our great joy, we collected upwards of 1 cwt. of coal in a very short time. 12. Arrived at the mouth of a rivulet, running S.E. with the surface frozen over, 2 miles west of the lagoon; and, wishing to cross the land in a different track, we took advantage of it; but after proceeding about $\frac{1}{2}$ a mile the stones began to make their appearance, and forced us to try the land once more, which was found very good for travelling, being moss and grass, with a few stones, the light sledges running very well, as the snow is much harder now than we found it during our first journeys. Our course to-day has been towards the apparent easterly termination of the hills running along the south shore of Liddon's Gulf. 5. Encamped on the top of a hill 2 miles from the beach.

8. Started. 10. Rounded the termination of the hills running along the south shore of Liddon's Gulf. 10.30. Arrived at a large ravine, running S.S.W., 300 feet deep, finding a small ravine running into it on the north side. The sledges were taken down with no trouble, as the snow was very hard in the bed. After dragging the sledges up the opposite side, we were greatly disappointed to see another ravine at our feet, as deep, but not so broad, as the former one. On arriving at the high land on the other side (at 2 P.M., having been $3\frac{1}{2}$ hours getting $\frac{1}{4}$ of a mile), we found that the two ravines joined about $\frac{1}{4}$ of a mile N.W. of our track, and that the last one we crossed terminated, a little on our right, in a gradual slope; but the bed of it being stony, I doubt if we should have made such good travelling as

| | | |
|--------------------|---|-------------------|
| Temp. | - | zero. |
| Distance travelled | - | 6 m. |
| " made good | - | $1\frac{1}{2}$ m. |

Tuesday, 5th Oct.

| | | |
|--------------------|---|-----------|
| Wind | - | W. 4 b.c. |
| Temp. | - | + 6. |
| Distance travelled | - | 5 m. |

Wednesday 6th October.

| | | |
|--------------------|---|-----------|
| Wind | - | West s.c. |
| Temp. | - | + 12. |
| Distance travelled | - | 6 m. |

Thursday, 7th October.

| | | |
|--------------------|---|-------------------|
| Wind | - | South 2 m. c.p.s. |
| Temp. | - | + 12. |
| Distance travelled | - | 13 m. |

Friday, 8th October.

| | | |
|--------------------|---|-------------------|
| Wind | - | N.W. 2 c. |
| Temp. | - | + 4. |
| Distance travelled | - | $7\frac{1}{2}$ m. |

Saturday, 9th October.

| | | |
|--------------------|---|-------------------|
| Wind | - | north, 2 b.c. |
| Temp. | - | - 4. |
| Distance travelled | - | $2\frac{1}{2}$ m. |
| Course | - | S.E. b. E. |

Journal of Mr. Nares, Mate.

Sunday, 10th October.

Wind - N.W. 3 b.c.
 Temp. - - +7.
 Distance travelled 9 m.
 Course - - S.E.

we have done. The land, with the exception of the two ravines, was very fertile. 4.30. Encamped. 48 deer seen; but we were not able to get nearer than 100 yards. Table Hills were in sight at sunset.

8. Started; sledges under sails. Several deer seen. 10. Passed one of Commander M'Clintock's encampments. 1. Crossed a broad but shallow ravine—I think the same we passed on the 30th September. 3. Observing an apparent stone close to the westward of us, Lieut. Mecham set off to look at it, and found to his great surprise that it was a large boulder, about 10 feet high, and two miles from our track. Built a cairn on it; but, as it is situated very low, it might be easily passed without being seen. 4.30. Encamped. The land to-day has been very flat and fertile, but towards the evening the stones grew more numerous. The coal collected at the ravine in Liddon's Gulf burns very well, the large pieces being preferred, as the atmosphere appears to have taken the good quality from the small.

Monday, 11th October.

Wind, calm. - - o.b.c.
 Temp. - - +5.
 Distance travelled - 6 m.

8. Started, steering between Cape Bounty and Table Hills. 12. Passed a hill, which was at first mistaken for N.E. Hill; on looking back in the afternoon it only appeared a small rise in the land. 2.30. Passed a surveying cairn on the top of the hill on the west side of the head of Winter Harbour, from which we saw the land on the north shore of Liddon's Gulf; in fact, it has not been out of sight more than half an hour all the way across; this, and our only passing one of the small ravines we crossed on our outward journey, evidently showing we must have been on a high land during this journey. Sir Edward Parry found several ravines about five miles to the westward; therefore this must be the best track across, with the exception of the two large ravines we crossed on the 9th of October, which might be avoided by going a little to the eastward. N.E. Hill is no mark coming across the land, as it is not seen until within two miles. 4. Arrived at the head of Winter Harbour. Encamped. The land for the last two miles has been very stony, which might be avoided by starting a mile to the westward of the head of the bay, and steering for the small rise in the land we passed at noon. Observed the track of the sledges wherever we had passed over the uncovered ground during our outward journey.

Tuesday, 12th October.

Wind, calm - - o.b.c.m.
 Temp. - - +4.
 Distance travelled - 10 m.

8 A.M. Started. Shifted depôt of pemmican one mile to the westward. 9.30. Arrived at Sandstone; found papers and chart of Her Majesty's Ship "Investigator," left here by Commander M'Clure, April 28th 1852; built cairn, and left notice of visit on top of Sandstone. 10. Lieutenant Mecham started for the ship, leaving me orders to visit Depôt Point. 2. Arrived at Depôt Point; built cairn and left notice of visit; found traces of Lieutenant Pim's return sledges. 4. Encamped one mile west of Point Wakeham.

Wednesday, 13th October.

Wind - N.E. 2 m.c.
 Temp. - - +5.
 Distance travelled 12 m.

8 A.M. Started, steering for Cape Halse. Noon. Observed track of Lieutenant Mecham's sledge. My compass being of little use, I determined on following it in case of thick weather coming on. 18 musk oxen seen on the plain east of Point Wakeham. 5. Encamped 3 miles west of Cape Bounty; young floe very much packed, but good for travelling.

Thursday, 14th October.

Wind - North 3 c.m.
 Temp. - - +7.
 Distance travelled - 13 m.

8 A.M. Started, following Lieut. Mecham's track. 10. Rounded Cape Bounty inside hummocks, ice being very young close outside. 12. Arrived at the two islands during lunch. I walked to the top of the inner island. Observed the ships clear of Dealy Island and sledge "Discovery" about 5 miles ahead. Young floe not appearing safe, rounded north end of the inner island. 5. Reindeer seen in-shore; young floe very much packed. 5. Encamped 4 miles from Dealy Island.



Friday, 15th October.

Wind, North 3 to 7 b.c.m.
 Temp. - - 3 to - 15.
 Distance travelled - 6½ m.

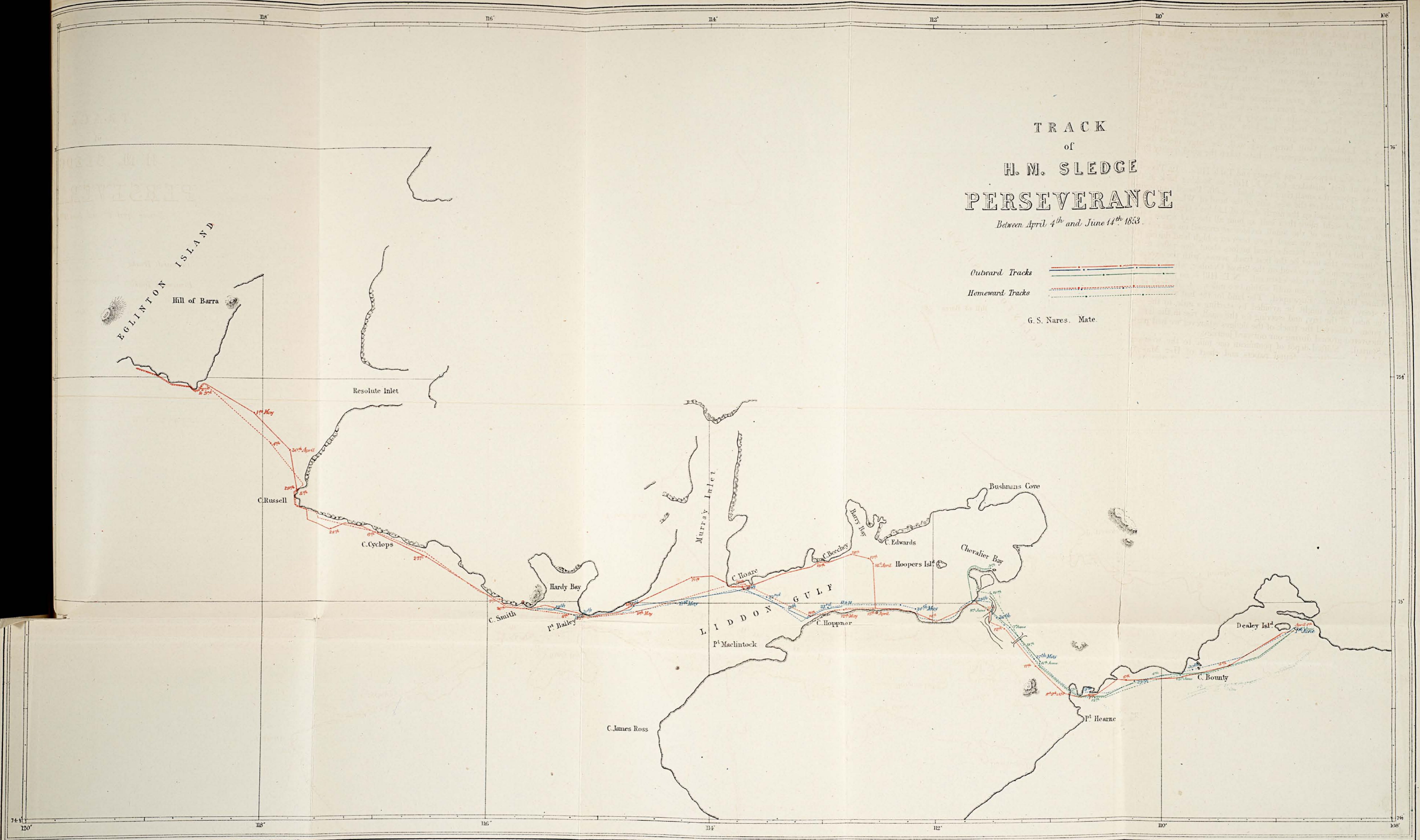
8 A.M. Started; wind very high. 9. Crossed a small crack in the floe, which had opened a foot during the night. 9.15. Came to a crack about 100 yards across, running south out to seaward and W.N.W. in towards the land. Walked a mile out on the young blue ice, hoping to find a passage, but without success, the opening getting broader and taking a bend to the eastward. Returned to the sledge; went back on young blue ice 3 miles to the westward. 12. Crossed the floe towards the land. 2. Came to the narrowest part of the lane, it evidently being broader towards Cape Bounty. Unloaded sledge, placed about 200lbs. weight on

TRACK
of
H. M. SLEDGE
PERSEVERANCE

Between April 4th and June 14th 1853.

Outward Tracks 
Homeward Tracks 

G. S. Nares. Mate.



it, and tried it on the young ice made during the night. Observing the ice to bend, but not to break, took weights off the sledge and got on myself. Tried to force sledge across the lane with a pike, the pike going through every time it was shifted. Succeeded in getting over to the opposite side, when the ice broke, sledge and myself going under water; men on the floe hauled sledge back. 4. Pitched tent and shifted clothing. 4.30. Finding floes had closed a little, tried the sledge again: Wm. Johnson succeeded in getting across. Hauled all the gear and men across, taking care not to have more than 200lbs. weight on the sledge at one time. 5. Very thick with snow-drift. Started in for the land, steering by the wind. 6. Came to an older part of the young ice, finding men frequently frostbitten in the face. Encamped. Had some cold bacon for supper and went to sleep. Wm. Johnson frostbitten in the hand.

Journal of Mr. Nares, Mate.

10 A.M. Started, thick snow-drift steering N.E. by the wind; people frequently frostbitten in the face. 1. Observed N.E. bluff close to us, and traces of sledge on our first day's journey; followed old track towards the point of peninsula. 2. Weather cleared a little. Observed Dealy Island ahead. 3. Entered hummocks between island and peninsula. 4. Arrived on board Her Majesty's Ship "Resolute."

Saturday, 16th Octo ber.

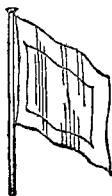
G. S. NARES, Mate.

No. 7.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "PERSEVERANCE," detached from H.M. Ship "RESOLUTE," between the 4th April and 14th June 1853, under the Command of GEO. S. NARES, Mate.

ORDERS to Mr. G. S. NARES, Mate, H.M. Ship "Resolute."

By Henry Kellett, Esquire, C.B., Captain of H.M. Ship "Resolute."



"DUM SPIRO SPERO."

JOURNAL of H.M. Sledge "PERSEVERANCE," attached as limited to
Lieut. MECHAM.

TAKING command of H.M. Sledge "Perseverance," manned with seven men and fully equipped and provisioned, you will place yourself under the command of Lieut. Mecham, and follow his orders for your future proceedings.

On your return from Winter Harbour, if you have provisions that will allow of temporary delay, you will build cairns on conspicuous points, to assist any surveying party that may be at work, taking a round of angles from each, to all other cairns and conspicuous points in sight. Summit of C. Bounty and the nearest small island off it will be most useful positions, if cairns shall not have by that time been built.

In case you get game, do not forget that the ships may be in want, and that your own party will require it to recruit after their arrival.

Lieutenant Mecham, to whom you were attached in the autumn, spoke so highly of your exertion, zeal, and care of your party, that it is unnecessary for me to refer to these subjects, being confident that you will ably and efficiently second him in his very important line of search.

Given under my hand on board H.M. Ship "Resolute" in Winter Quarters, Dealy Island, 2d April 1853.

(Signed) HENRY KELLETT, Captain.

Journal of Mr. Nares, Mate.

Monday, 4th April 1853.—First Journey, 7 A.M. Left the ship under sail, cheered the northern divisions, starting at the same time. Floe very heavy with soft snow, but in other respects very good. 4 P.M. James Butler, belonging to Mr. Mecham's sledge, having fainted, we encamped about three miles S.E. of the islands.

N.E. Bluff Cairn, N. 24° E. Course, W.S.W. 8'
Summit C. Bounty, S. 73° W. Wind, easterly, 2 O.M.
Temperature, + 4° to + 12°.

Second Journey.

Tuesday, 5th April 1853.—6.45 A.M. Started, steering outside C. Bounty. 10 A.M. Passed the islands, under sail. Wind, N.E.-ly. Floe very good, but heavy with soft snow. Saw 17 musk oxen close to P. Wakeham. 5.30. Encamped.

P. Wakeham, W. by S. ½ S. Course, W. by S. ½ S.—15½'
C. Bounty, E. b. N. Wind, N.E.-ly 3. O.M.
Temperature, —1° to + 6°.

Third Journey.

Wednesday, 6th April 1853.—6.45. Started under sail. Wind N.E.-ly. 3.30 P.M. Arrived at Depôt Point. Found Mr. Hamilton's depôt without much trouble. Examined cairn.

| | |
|--|--|
| Packed one depôt for five days for myself, containing— | And one for six days, three days for Mr. Mecham and three days for myself, containing— |
| Pr. meats, 25 lbs. | Pr. meats, 30 lbs. |
| Soup, 5 lbs. | Soup, 6 lbs. |
| Biscuit, 40 lbs. | Biscuit, 48 lbs. |
| Chocolate, 5 days. | Tea and sugar, 3 days. |
| Rum, 27 gills. | Chocolate, 3 days. |
| Bacon, 20 lbs. | Bacon, 24 lbs. |
| Fuel in the casks. | |

Wind, N.N.E. 5. c.q.s.

Distance, 7'.

Temperature — 8°.

Fourth Journey.

Thursday, 7th April 1853.—8 A.M. Started, steering for Winter Harbour. Wind, N.N.W. 6 B.; very heavy drift, not able to see 100 yards. 2. Arrived at the land close to Sir Edward Parry's observatory. Loaded small sledge with the four cases of pemmican left here in the autumn. Double manned the sledges up the hill for half a mile. Found the land well covered with snow, but the surface being very soft, made the sledges drag heavily.

Tracks of reindeer or musk oxen on the hard snow. 5. Encamped.

Wind N.N.W., 6 B.C. heavy drift.

Distance 5½'

Temperature — 17°.

Friday, 8th April 1853.—7. Packed sledges, but gale increasing pitched again in the same place.

Wind N.N.W.

Temperature — 20°.

Saturday, 9th April 1853.—Gale of wind from N.N.W.; confined to the tent all day in consequence. Between 4 and 5 P.M. nearly calm, but too late to make a start. 11 P.M. Wind freshened up from the old quarter.

Temperature — 20°.

Sunday, 10th April 1853.—Gale of wind from N.N.W.; confined to the tent all day. Read prayers.

Temperature — 15°.

Fifth Journey.

Monday, 11th April 1853.—9.30. Started, steering N.W., with only one sledge. Travelling is still very heavy work, although the late gale has hardened the snow very much.

Wind N.W., 5 c.q.

Temperature — 10°.

11.30. Sent party back for the other sledge. 2. Lunched. Started with one sledge as before, over a little better ground.

4.30 P.M. Pitched; saw a few reindeer. Sent party back for second sledge. 7.45. Encamped.

C. Bounty, E. $\frac{1}{2}$ N.Table Hill, S.E. $\frac{1}{2}$ E.Ext^o West of Liddon's Gulf, W.N.W.

Wind N.W. 2 B.C.

Temperature — 15.

Course N.W. $4\frac{1}{2}$ made good.Distance travelled, $13\frac{1}{2}$.

Journal of Mr. Nares, Mate.

Wednesday, 13th April 1853.—6.45 A.M. Started, steering N.W.; the land well covered with snow, generally one foot in thickness. 9 A.M. Found ourselves skirting the large ravine we had so much trouble with in the autumn. 11 A.M. The land looking fully ahead, struck down a small ravine running to the N.W., for a mile before reaching the large one. 3.30 P.M. Double manned the sledges up the west side of the large ravine. Made sail; wind, S.W.-ly 2 B.C. 6 P.M. Encamped on the top of a hill with a fine view of Liddon's Gulf. Saw four deer, but they proved to be very shy. Passed a great number of fox tracks during the day. Saw a herd of musk oxen close to the lagoon.

Seventh Journey.

Course N.W. 8'.

Temperature + 8°.

Wind S.W. 2 B.C.

Thursday, 14th April 1853.—Temperature — 10°. 7.30 A.M. Sent sledges on towards the floe, Mr. Mecham and myself remaining to take sights. 12.30. Arrived at the head of the ravine running W.N.W. out to the floe. Left two three day depôts on the highest land close to the ravine. Several deer seen about, but all rather shy. 2 A.M. Lunched on the floe about 4' from the east extreme of South Land. 4 P.M. Passed Coal Ravine; collected about 90 lbs. of coal, the snow not having entirely covered the bed of the ravine. 6.45. Encamped 4' West of depôt. Wind N.W. by 4 B.C.M. Soon after we encamped, the mist which had been hanging about the north shore of the gulf cleared off, giving us a beautiful view; the land rises considerably inshore, but no land can be seen to the eastward. Saw a ptarmigan at Coal Ravine, and a herd of musk oxen inshore.

Eighth Journey.

Temperature — 8°.

Course westerly $9\frac{1}{2}$ '.

Friday, 15th April 1853.—7.30 A.M. started. Temperature — 5°. Wind S.W.-ly, 2 c.m.s. Floe very good close to the land, but the snow is still very soft and heavy. During the forenoon, a great quantity of snow falling made the sledges drag heavily over the smooth ice, the men not being able to keep their feet. 5 P.M. Arrived at depôt, having taken sights on the floe $\frac{1}{4}$ mile east of depôt. Pitched the tents. Arranged a 12-day depôt for Lieutenant Mecham, and 11-day one for myself.

Ninth Journey.

Course W. by N. 9'.

Wind W. 3 B.C.Q.

Saturday, 16th April.—7.15 A.M. Started, steering across for the west entrance of Barry Bay. 1 P.M. Mr. Mecham's sledge was brought to a dead stop owing to the bad road. Double-manned one sledge, 4.30 P.M. Pitched tent. Sent party back for the second sledge. 7.15. Encamped. As we neared the north shore we found the depôt had been placed about 7' from C. Hoppner.

Tenth Journey.

Wind westerly, 1 B. Temperature 33°.

Course N.W.-ly. 6' made good. 12' travelled.

Saturday, 16th April.—7.30 A.M. Started all hands on one sledge; floe very bad. 10. Pitched, sent party back for the other sledge. 1.30 P.M. Encamped; Mr. Mecham having decided to change to night travelling on account of the strong glare, and several of the party having bad eyes. Distance travelled 6'.

Eleventh Journey.

Course N.W.-ly 2'. Temperature — 15°.

Wind S.E.-ly 2. o.m.

Sunday, 17th April.—9.45 P.M. Started; all hands on one sledge. Snow still very dazzling to the eye, owing to the misty weather, which is certainly worse than the strong glare of the sun.

Twelfth Journey.

Monday, 18th April.—1 A.M. Returned for the other sledge. After lunch, proceeded with single sledge as before. 7 A.M. Pitched tent on a level floe $1\frac{1}{2}$ ' from the land. Sent party back for the second sledge. 11 A.M. Encamped. Jas. Peterel completely blind, and several of the party having sore eyes; used the wine of opium and bandage across the eyes. Crossing the entrance of Barry Bay, found the land ran to the northward and N.E. in two deep arms; the land round it steep and black. A low beach runs

- Journal of Mr. Nares, Mate. off from the west point for about one mile. The floe crossing Liddon's Gulf has been very heavy, the sledges not having been out of the hummocks the whole distance; but I think we have finished with them now.
Wind, S.E. by. 1 o.m. Temperature — 10°.
Course, N.W.-ly. 5' made good, 15' travelled.
- Thirteenth Journey. 9 P.M. Started under sail. Wind easterly. Jas. Peterel dragging in the centre with his eyes bandaged. Floe very smooth, but heavy with soft snow. Midnight, finding the hummocks running close to C. Beechey, hauled inshore of them, and found good travelling, sometimes on the land and sometimes on the blue ice.
Tuesday, 19th April.—3.15 A.M. Encamped on the south point of C. Beechey.
Wind, Easterly. 3 o.s.
Course, Westward. 5½' made good, 6' travelled.
- Fourteenth Journey. 6.15. Started under sail. Wind easterly. Steering for the opposite point of a bay 1½' broad, with very high land on each side. The headland on the eastern side is about 700 feet high, and being very conspicuous must attract any one's attention coming from the westward. Saw two musk oxen on the western cliffs. Mr. Mecham shot a hare as we walked along the beach, which is very fertile.
Wednesday, 20th April.—5 A.M. Encamped ¾ mile east of Cape Hoare. Peterel's eyes much better. At the west point of the bay passed to-day, the beach is about 100 yards broad, and the land 600 feet high; but towards the cape it runs lower with a broad and fertile plain running down to the floe, on which four musk oxen were feeding, but they proved too shy to allow us to get a shot at them. A mile to the eastward of the encampment a low spit runs off ½ a mile.
Course, W.S.W. 11' made good, 12 travelled.
Wind, Easterly 4 B.C.
- Fifteenth Journey. 6.15 P.M. Started. Wind easterly, 1 c.m. Rounded C. Hoare under sail close to the beach, a heavy range of hummocks extending off it for one mile. Smooth travelling close to the beach, but the snow very heavy.
Thursday, 21st April.—1 A.M. The mist clearing off, we found we were crossing a very large and deep bay, with Commander M'Clintock's apparent Island in the centre of it, but to all appearance there is no passage between it and the mainland. The land about Cape Hoare is a remarkable range of table-topped mountains, rising about 6½' from the floe. At Cape Hoare the land turns abruptly to the northward. 5. Encamped. Calm; temperature + 5°. Floe, this year's make, covered with very deep and soft snow. Peterel's eyes are now quite well.
Course, W. 7'.
- Sixteenth Journey. 3 P.M. Temperature + 19°. 6 P.M. Started, steering for the western extreme of the bay. Temperature + 10°. Floe very smooth, but the soft snow made the sledges drag very heavily.
Friday, 22d April.—5 A.M. Encamped. Temperature + 10°. Wind calm, o.m.s.
Course, W.S.W. 9'.
From Spot Point the land turns more to the westward, and runs away so low that there would be great difficulty in telling the difference between it and the floe, if it were not for a pile of hummocks formed of young ice showing the margin of the land. At the furthest west two hillocks are seen rising about 20 feet above the low plain which extends 1½' inshore to the foot of some low hills.
- Seventeenth Journey. 6 P.M. Started. Calm, c.m. 11. Rounded the low point seen this morning. The travelling being very bad, took the sledges inside the hummocks, but did not improve the road very much.
Saturday, 23d April.—6 A.M. Encamped at the south end of a very low point. The land for 2' inshore is low and very fertile; it then rises into a table-topped hill. Cape Sir James Ross has been in sight all night. Temperature + 10°. Wind, light air from the N.E., Cape Smyth bearing W. ½ N. Saw 48 musk oxen during the night; found them all very shy. James Bailey's legs are much swelled this morning; put wet lint and oiled silk on them, with a bandage over all.
Course, S.W. 7½'.

6 P.M. Wind northerly, 6 B.C. Heavy drift. Bailey's leg is a little better this evening, but he is unable to travel. Confined to the tent all day in consequence. Mr. Mecham shot a deer about 2' inland, and whilst we were bringing the carcass down to the tents I counted 80 musk oxen in sight at the same time. Saw Bank's Land from the top of a hill $1\frac{1}{2}'$ inshore.

Journal of Mr. Nares, Mate.

Sunday, 24th April.—Mr. Mecham walked up the inlet to the westward of us; found that it ran up about 8', one arm turning N.E. Two of the men walked to the eastward. Shot a musk bull. Sent party with small sledge for the carcass. Midnight, wind east. Ther.— 19° . Deposited a 4-day depôt for my return with the best half of the bullock, not being able to carry it. Saw a raven during the day. Several of the men are complaining of diarrhœa; gave them sedative pills. Bailey's legs are much better this evening.

Monday, 25th April.—7 P.M. Started, steering to the westward across a large bay for Cape Smyth. The land all round the bay is overrun with Table Hills; one very high one, a mile inshore of Cape Smyth, shows itself above the other land.

Eighteenth Journey.

Tuesday, 26th April 1853.—3 A.M. Passed Cape Smyth; floe in the bay was formed last year, but much pressed up in some places; the snow on the surface very hard. The face of the cliffs, west of Cape Smyth, is nearly free from snow, owing to the last two days' sun. Moss very plentiful in the mouths of the ravines. Saw four ptarmigan; collected a little coal in the first ravine west of the Cape, but I did not see any in any of the others. 6 A.M. Encamped off the remarkable bluff seen by Commander M'Clintock, Cape Cyclops and the west land in sight. Bank's Land in sight to the southward. The floe from Cape Smyth is last winter's ice, with very little snow on the surface. The grounded hummocks are thrown up against the cliffs, leaving no passage between them and the land: found the snow-water quite brackish, but we are not able to procure better.

Wind very variable all night.

Course, West $11'$. Temperature $+10^{\circ}$.

Bailey complaining a little of his feet.

6 P.M. Started, steering W.N.W for S.W. Cape. Calm B.C., temperature $+10^{\circ}$. 7 P.M. Passed the Remarkable Bluff; it is about 800 feet high, and being much higher than the land on either side of it, it must have a very conspicuous appearance from the southward.

Nineteenth Journey.

Wednesday, 27th April 1853.—5.45. Encamped abreast Cape Cyclops, temperature $+10^{\circ}$. Bailey has been on the sledge all day, Mr. Mecham taking weights off my sledge in consequence. Floe made last winter covered with hard snow. Between Cape Cyclops and the Remarkable Bluff a broad but shallow bay extends, with an extensive plain at the bottom. Several ptarmigan flew over our heads from the southward during the night.

Calm. Temperature at midnight -4° .Course, W.N.W. $13'$.

6.30 P.M. Started, steering for S.W. Cape. Floe very good close to the land-hummocks, until we arrived about $6'$ from the Cape, when we were obliged to haul out for $\frac{1}{2}$ mile owing to some large hummocks of old and young ice.

Twentieth Journey.

Thursday, 28th April 1853.—6 A.M. Encamped. Observed another head-land open west of S.W. Cape.

Wind northerly 4 B.C., thermo mer $+15^{\circ}$.Course, W.N.W. $14'$.

Bailey walking alongside the sledge all night.

6.15 P.M. Started. Hummocks very heavy. Wind N.W.-ly 3 B.C. 9 P.M. Observed appearance of distant land bearing N.W. (compass.) Mr. Mecham climbed to the top of the cliffs, found that this land turns north for a short way, and then more to the eastward. The coast of the new land is very much refracted, but appears to run N.E. and S.W., both ends turning to the westward, leaving a channel between us and it about $20'$ across.

Twenty-first Journey.

Friday, 29th April, 1853.—At midnight hauled closer inshore, and found a better floe. The hummocks we have just left are generally formed of young ice, but have some pieces of very old ice amongst them. 5 A.M. Rounded S.W. Cape.

Journal of Mr. Nares, Mate 6.15 A.M. Encamped on the land 1' north of the Cape; heavy hummocks seen outside; a bluff in sight about 3' to the northward. The hills rise about 100 feet, $\frac{1}{4}$ of a mile inshore of the encampment.
Course, W.N.W. 7'.
North 2'.

Twenty-second Journey. 7.30 P.M. Started, steering N. by E. along the beach, to clear the heaviest hummocks. Wind N.E. 2 B.C., thermometer + 5°. 8.30. Took sledges outside the hummocks, steering for a remarkable hill on the land to the westward. 9. George Kelly was taken ill with a pain in his bowels; stopped the sledge, made some warm water, gave him some hot spirits and water with 15 drops of laudanum, which eased him for a short time, but the pain not going away, pitched the tent, made some warm tea, filled three water bottles with hot water and placed them on his stomach; this gave him great relief.

Saturday, 30th April 1853.—3 A.M. Kelly being much better, packed sledge and proceeded. 4. Observed a deep bay between Haycock Bluff and N.W. Point; the land continues high and steep to the N.W., and is about 15 miles distant. 5.30 A.M. Encamped close to Mr. Meham's tent. Kelly much better. Bailey's leg is nearly well, but it will not allow him to strain it at the sledge. The rest of the crew are still complaining of diarrhœa. The floe is very old, and travelling very heavy in consequence of the snow having commenced to rot underneath the upper surface; although it appears hard, it gives way as soon as any weight comes on it. The sun was seen above the horizon all night.

Course, N.N.W. 7'.

Wind, N.E. 2 B.C.

Twenty-third Journey. 7 P.M. Started, steering N.N.W. Floe very old. 9.30. Opened land north of N.W. Point. 11 P.M. Altered course to N.W. Men suffering much from diarrhœa. Objects being much refracted, renders it difficult to make out either shape or direction of land.

Sunday, 1st May 1853.—5.40. Encamped. Floe very rotten on the surface. Land at the bottom of N.E. Bay appears high, with sloping hill running down to the floe. Land beyond N.W. Point apparently very high and distant.

Course, N.W. $7\frac{1}{2}$ '.

Twenty-fourth Journey. 6.30 P.M. Started, steering for Spit Point. Wind northerly 1 B.C., thermometer + 10°.

Monday, 2d May 1853.—Having walked ahead of the sledges, reached the land at 1.30 A.M.; ascended a hill about 90 feet above the level of the floe. The land beyond Spit Point trends to the N.W., heavy pressure and pack lying off the coast. The north extreme of Melville Island appears to be very high and about 25 miles distant; the land about N.W. Point appears to be an independent island. 5.30 A.M. Sledge arrived. Encamped at Spit Point. Found a few pieces of petrified wood on the top of a hill close to the encampment. Shot 6 ptarmigan. Loaded Mr. Meham's sledge with 42 days' provisions, leaving me 10 days to return to the depôt at Cape Hoppner, and a 3-day depôt for Mr. Meham's return to be placed at S.W. Cape, Melville Island.

Course, W.N.W. $8\frac{1}{2}$ '.

Twenty-fifth Journey. 7 P.M. Started, both crews on Mr. Meham's sledge. Wind northerly, 1 B.C.M. Bailey's leg still troubling him, left him with my tent. Found a line of heavy hummocks extending along the land close to the beach, with very old floe pieces pressed up amongst them. 10 P.M. Walked ahead of the sledge with Mr. Meham, hoping to reach the top of some hills inland; but the time getting short, and thick weather coming on, returned to the sledge at 2.30 A.M. on

Dist. travelled. Tuesday, 3d May 1853.—2.30 A.M. Lunched. Exchanged cheers with H.M. Sledge "Discovery" and parted company. Received orders from Lieutenant Meham to return to Cape Hoppner, bring up his 12-day depôt to Cape Smyth, transport the cart to Liddon's Gulf from Winter Harbour, and from there to return to the ship. 5.30 A.M. Arrived at tent; encamped. Land appears to trend to the northward after passing the furthest point.

Temperature, 3 A.M. — 5°. 10 P.M. — 1°

6.30 P.M. Started, having built a cairn on the summit of Spit Point, and depositing a record left by Mr. Mecham. Steering across for S.W. Cape, Melville; Island found improved travelling by skirting close to the northward of the main pack. Twenty-sixth Journey.

Wednesday, 4th May 1853.—4 A.M. Encamped. Men still complaining of diarrhœa, but not so much as before.

Wind northerly 1 B.M. Temperature at 2 A.M.—5°.
Course, S.E. 13'.

6.45 P.M. Started. Calm, o.B.C., temperature + 12°. Twenty-seventh Journey.

Thursday, 5th May 1853.—3.30 A.M. Cleared the line of hummocks extending along the land. 5.15. Encamped at the old encampment $1\frac{1}{2}'$ to the northward of S.W. Cape. Examined record in cairn, and deposited a notice for Mr. Mecham. Placed 3-day depôt close to the cairn.

Wind, North 2 S.M., temperature + 3°.
Course, S.E. 9'.

Wind northerly during the day.

5.30. P.M. Started; wind S.E. by 1 B.C.S., temperature + 15°. Rounded S.W. Cape, following the outward track through the hummocks 1 S. Twenty-eighth Journey.

Friday, 6th May 1853.—1. A.M. Lunched; made sail; wind westerly. 1 B.C., temperature + 11°. Struck off inshore of old track, and found a better floe close to the land. 4.15 A.M. Encamped about 4' west of Cape Cyclops.

Course, S.E. by $15\frac{1}{2}'$. Temperature—10°.

A great quantity of snow has disappeared from the face of the cliffs since we passed a few days ago. Temperature inside the tent at 2 P.M. + 67°.

6 P.M. Started, temperature + 17°. Wind westerly, 1 B. 9.30. Passed our old encampment off C. Cyclops. 1.0. Observed the land about C. Sir J. Ross; floe very good, but the snow is much softer than we found it before. Twenty-ninth Journey.

Saturday, 7th May.—4.15. A.M. Encamped off a ravine west of Remarkable Bluff, in hopes of getting better water than when here on the 26th April. We found it brackish, although the snow was taken from the largest hummock near the tent and not $\frac{1}{4}$ of a mile from the land.

Course, E.S.E. $19\frac{1}{2}'$.

4 P.M. Temperature + 22°. Wind westerly, 2 B.C.

8. P.M. Started, steering along the land. Halted for $\frac{1}{2}$ an hour at the ravine west of C. Smyth; collected about 50lbs. of coal. Thirtieth Journey.

Sunday, 8th May.—12.30. Passed C. Smyth, following old track across the bay for Disaster Point. 4.15. A.M. Encamped C. Smyth, west.

Wind S.E.-ly, 2 B. C. Jas. Ross, S.S.E.

Course, west $11\frac{1}{2}'$. Read prayers.

Temperature + 4°.

6.30 P.M. Started, under sail, steering for Disaster Point. Wind W.N.W. 2 B.C.M. Temperature + 9°. 10 P.M. Arrived at the Point; took up 4 days' depôt and some of the musk oxen shot by Mr. Mecham whilst here in April. 10.30. Proceeded, steering E.N.E. for C. Hoare; saw several musk oxen in shore; shot 3 ptarmigan. Thirty-first Journey.

Monday, 9th May.—2 A.M. Temperature—1°. 5 A.M. Encamped. Calm B.C.; temperature + 14°.

C. Ross, S. $\frac{1}{2}$ W.

Course, E.N.E. $4\frac{1}{2}'$.

C. Smyth seen over Disaster Point, west. ——— East, 6'.

The floe in the bay is very heavy, if possible it is worse than when we crossed it before.

6.15. Started, under sail, steering for C. Hoare, wind westerly, temperature + 20°. 7 P.M. Wind shifted to N.E.; shortened sail. Midnight, temperature + 16°. Thirty-second Journey.

Tuesday, 10th May.—3 A.M. Rounded C. Hoare, inside the hummocks. 4. Encamped, wind variable, 2 B.C.Q., temperature + 12°. Saw a herd of musk oxen in shore, floe very bad at starting, but it gradually got better as we neared the cape. Course E.N.E. 16'.

2 P.M. Temperature + 34°. Wind northerly, 2 B.C.Q. 6.15 P.M. Started, wind N. by E., 2 B.C.Q. Steering for C. Hoppner. 1 A.M. Calm. Thirty-third Journey.

- Journal of Mr. Nares, Mate. — Wednesday, 11th May.—5 A.M. Encamped $\frac{1}{2}$ a mile from the land about C. Hoppner; we found much better travelling crossing the gulf than before, when we crossed it more to the eastward.
Course, E. by S. 11'.
- Thirty-fourth Journey. 6 P.M. Started, under sail, steering in for and along the land. Wind, west, 2 o.m., found smooth floe close in shore. 10 P.M. temperature +18°. Jno. Bailey complaining of a pain in his right side. 11 P.M. Pitched the tent. Bailey getting worse made some warm tea, which relieved him very much, filled all the water bottles with hot water and placed them on his side. Took the empty sledge on to the depôt.
Thursday, 12th May.—1 A.M. Arrived at the depôt. Loaded sledge with Lieut. Mecham's depôt of 12 days, and my own 11 days' provisions. 6 P.M. Arrived at the tent. Encamped. Found Bailey much better.
Temperature +16°. Wind, west, 4 c.q.
Course, E. $\frac{1}{2}$ N. Dist. 15'.
- I made up my mind to remain encamped for a day or two as Bailey is far from well, in fact for the last ten days he has either been carried or walked alongside the sledge.
- Friday, 13th May.—2 A.M. Temperature +12°. Wind, S.E. 1 B.C.M. Light snow falling. Shot a hare.
- Thirty-fifth Journey. Saturday, 14th May.—Wind, S.E.-ly. 2 B.C. Shot two hares. Noon, temperature +42°. 6.30 P.M. Started, steering along the land for C. Hoppner. Wind, south, 1 B. 11.30. Hauled out from the hummocks and steered across for C. Hoare. Made sail. Floe very slippery and rotten on the surface. Directly after starting Jas. Peterel was taken with a pain in his legs, which obliged me to place him on the sledge for the day.
Sunday, 15th May.—Bailey is much better, but the pain in his side still troubles him. 3 A.M. Encamped. Rubbed Peterel's legs with a little rum, put some wet lint and oiled silk on it. Temperature +3°. Wind, southerly, 1 B. Read prayers.
Course, W. $\frac{1}{2}$ N. Dist. 8 $\frac{1}{2}$ '.
- Thirty-sixth Journey. Started, steering for C. Hoare. Weather misty, not able to see the sun. Wind, calm, 1 o.m. Temperature +21°. Peterel was obliged to walk alongside the sledge all day.
Monday, 16th May.—Having now two sick men, I encamped early, 1 $\frac{1}{2}$ ' east of C. Hoare. Saw a herd of musk oxen some distance in shore.
Temperature +22°. Wind, west, 1 c.
Course, West, 7 $\frac{1}{2}$ '.
- Thirty-seventh Journey. 6 P.M. Started under sail, steering for Disaster Point. Past C. Hoare 1 $\frac{1}{2}$ ' N. from the land outside the grounded hummocks.
Tuesday, 17th May.—5. Encamped. No sun out, temperature +17°. Wind, easterly, 3. B.C. Saw a herd of musk oxen on the west side of the inlet. Floe very bad the latter part of the night.
Summit Joy Bluff, N. $\frac{1}{2}$ E. Course, W.S.W. 15 $\frac{1}{4}$ '.
East extreme north shore, E.N.E.
- Thirty-eighth Journey. 5 P.M. Started, steering for Disaster Point. Wind, S.W.-ly 2, o.c.
Wednesday, 18th May.—Floe very rotten, soft, and wet, causing very heavy travelling. 3.30 A.M. Encamped 1' west of Disaster Point, found salt water outside the grounded hummocks off the Point. Calm, very thick fog, not able to see 100 yards.
Temperature +25°. Course, W.S.W. 10'.
- Thirty-ninth Journey. Wind easterly during the day, 6 B.C.Q. 3 P.M. Temperature +32°. 6.30 P.M. Started under sail, steering across Table Bay for C. Smyth. Wind easterly, 6 B.C.Q.M., temperature +29°. 9 P.M. Pitched 4' from the cape, took sledge on with 10-day depôt for Lieut. Mecham's return. Reefed the sail as we rounded C. Smyth, the men not being able to keep up with the sledge.
Thursday, 19th May.—Placed the depôt on the east bank of the first ravine west of C. Smyth. Collected a small quantity of coal, found water on the land at the foot of the cliffs, returned to the tent. Wind, east, 6 o.q.h. Dist. 12 $\frac{1}{2}$ ' Temperature +26°.
- Fortieth Journey. Started, wind easterly, 4 s.o.m.q., temperature +28°, steering by the wind and sometimes by the old track for Disaster Point.
Friday, 20th May.—Encamped at Disaster Point, weather very thick, snowing very hard and very trying to the eyes. Wind, east, 2, tempera-

ture+28°, dist. 4½'. 5 P.M. Started under sail, steering for C. Hoare. Forty-first Journey.
Wind, west, 4 o.m., temperature+30°. Saw a herd of musk oxen to the westward.

Saturday, 21st May.

3.15. Encamped, temperature+24°.

Joy Head, north. Wind, west, 1 b.c.
C. Hoare, E.N.E. Course, E.N.E. 14¼'.

5 A.M. Temperature+29°. The floe travelled over to-day is certainly the heaviest we have met with since leaving the ship, the soft snow being in some places 2 feet deep.

Started under sail, steering E. by N. for the hummocks off C. Hoare, Forty-second Journey,
floe very heavy with soft snow. Wind 3 o.m.q., temperature+30°.

Sunday, 22d May.—Passed C. Hoare outside the hummocks; altered course, steering across for C. Hoppner. Saw a herd of musk oxen on the north shore of the Gulf. Encamped, temperature+20°.

Course, { E. by N. } 13¼'. | Read prayers.
 { E. ½ S. }

6 P.M. Started. Wind, W.N.W. 1 b.c., temperature+27°. Saw a raven Forty-third Journey.
and an ivory gull. 10 P.M. Entered a line of heavy hummocks which I found extended in close to the land; travelling very heavy.

Monday, 23d May.—1.30. Lunched ¼' east of C. Hoppner. Found the young floe overrun with water; took sledge inside the grounded hummocks.

5.15. Encamped on the land east of C. Hoppner. Shot a hare. Wind, east, 2 b.c., temperature+20°.

Course, { E. ½ S. } 10¼'.
 { East. }

Four hares were shot during the day close to the tent; three more seen.

5.30 P.M. Started under sail, steering along the land outside the grounded Forty-fourth Journey.
hummocks. Shot three hares; saw five more.

Tuesday, 24th May.—1 A.M. Lunched at old depôt place. Saw a herd of musk oxen with five young calves inshore; floe tolerably hard, but the water overflowing outside the grounded hummocks has taken away our usual road of blue ice along this part of the coast. 4.30 A.M. Encamped. Wind, 2 westerly, c.m.s., temperature+18°.

Course, East 13'.

Started, steering along the land. Wind very variable, 1 o.m.s. Tempera- Forty-fifth Journey.
ture+22°, lately fallen snow making the sledge drag very heavily.

Wednesday, 25th May.—Encamped early at depôt, the men being very tired. Saw a herd of musk oxen in-shore soon after starting. Wind N.E. 1 o.m.s. Temperature+19°.

Dist. 10½'.

Started under sail, steering E. by S. Wind North, 3 o.s. Temperature Forty-sixth Journey.
+26°. Midnight, crossed the large ravine.

Thursday, 26th May.—4.15. Encamped.

Course, E. by S. 3'. Wind North, 2 b.c.
S.E. 3'. Temperature+19°.

Land entirely covered with very soft snow, even more so than when crossing in April. Bailey's legs are looking very bad. I determined to take him on board at once.

Blowing a fresh breeze from the northward during the day. 7 P.M. Started Forty-seventh Journey.
under sail, steering S.E. Wind North, 3 b.c.q. 10.30 P.M. Crossed the half-way ravine. Wind West, 2 b.c. Snow very heavy, but the sail helps the sledge very much. 5.15. Encamped. Temperature+25°.

Course, S.E. 8'.

John Bailey not being at all fit to travel over the land a second time, and Forty-eighth Journey.
Mr. Meham's provision depôts being deposited in the places he assigned for them, I resolved to return to the ship. 8.30 P.M. Started under sail, steering S.E. Wind westerly, 3 b.c.q.

Saturday, 28th May.—1 A.M. Arrived at Winter Harbour; took three days' provisions from the depôt and crossed the harbour. 5.30 A.M. Encamped ½' East of Reef Point.

Course, S.E. 7'. Temperature+23°.
East, 2½'.

- Forty-ninth Journey. 8 P.M. Started under reefed sail, wind northerly, 8 B.C.Q. Temperature, +24°, steering for Dépôt Point.
 Sunday, 29th May.—1 A.M. Lunched. Calm B.C. 5. Encamped. Wind North, 2 B.C. Temperature +27°. Floe even, but very heavy. Bailey's leg pains him much; he has been on the sledge all day. Read prayers.
 Course, W.N.W. 8½'.
- Fiftieth Journey. 4.30 P.M. Started under sail, steering for Cape Bounty. Wind N.N.W. 5 B.C.Q.M., with a heavy snow drift; floe tolerably good.
 Monday, 30th May.—3.30 A.M. Encamped 1½' East of Cape Bounty. Wind N.N.W. 6 B.C.Q.
 Course, W.N.W. 8½'.
- Fifty-first Journey. Started. Wind N.N.W. 9 B.C.Q., with a very heavy drift, steering by an old sledge track.
 Tuesday, 31st May.—2 A.M. Saw the ships clear of Dealy Island. 3.30. Arrived on board Her Majesty's Ship "Resolute;" every one in good health, with the exception of John Bailey.
 Course, W.N.W. 15'.

ORDERS to Mr. NARES, Mate, H.M.S. "Resolute."

H.M.S. "Resolute," 3rd June 1853.

Marching by the new plan of travelling, you will proceed to Winter Harbour, there pick up the cart, carry *it* across the land, together with a small quantity of lime juice, depositing both in the position Lieut. Meham has directed you.

You will endeavour to obtain the latitude at the position near the Lagoon where Lieut. Meham got observations for time, informing him that you have or have not been able to obtain it.

For this service you will have four men and the necessary provisions. Having completed it, you will return to your ship with all dispatch.

The preserved meats at Winter Harbour are to be brought back.

(Signed) H. KELLETT, Captain.

G. S. NARES, Mate, to Captain KELLETT.

Sir,

I HAVE the honour to inform you that, in compliance with your orders, I left the ship at 4 P.M. on the 3rd of June, with a sledge manned by four men under my orders, provisioned for twelve days.

I arrived at the cart in Winter Harbour early on June 5th, and at the depôt in Liddon's Gulf on the 8th, having taken the Mer. altitude the day before at the same place Mr. Meham took sights for time in April. The cart was left at the depôt, together with the lime-juice, for Mr. Meham's party.

Having a day's provisions to spare, I determined to proceed to the east extreme of the south shore, for the purpose of determining the depth of Liddon's Gulf.

On the 9th June I encamped about 2 miles east of the Lagoon Point; and, it being a very clear day, I was enabled to see the head of the gulf, which I estimated to be 11 miles distant.

On the 11th June I again arrived at Winter Harbour, and on board Her Majesty's Ship "Resolute" on the 14th June, the party all being in most excellent health.

A great quantity of snow had melted from the surface of the land since I crossed in the latter part of May.

A large and conspicuous cairn was erected on the summit of Cape Bounty.

I have, &c.

(Signed) G. S. NARES, Mate.

| | | | | |
|--------------------------------------|---|---|---|-----------|
| Number of days travelling | - | - | - | 61 |
| Days detained by weather or sickness | - | - | - | 7 |
| Distance travelled | - | - | - | 664 miles |
| Mean rate of travelling daily | - | - | - | 9.8 „ |

BANKS LAND.—Lieutenant B. C. T. PIM, between the 21st September and 8th October 1852, and 10th March and 19th April 1853. Lieutenant R. V. HAMILTON, between the 21st September and 7th October 1852, and Auxiliary Mr. E. DE BRAY, Enseigne de Vaisseau, between 21st September and 7th October 1852. Auxiliary to Lieutenant PIM, Dr. W. T. DOMVILLE, Surgeon, between 10th March and 19th April 1853, and 5th May and 9th June 1853.

JOURNAL of the PROCEEDINGS of H.M. Sledge "JOHN BARROW," detached from H.M. Ship "RESOLUTE" between 21st September and 8th October 1852, under the Command of BEDFORD C. T. PIM, Lieutenant.

ORDERS to Lieut. B. C. T. PIM, H.M. Ship "Resolute."

By Henry Kellett, Esquire, C.B., Captain of H.M. Ship "Resolute."

Having chosen you for the important command for searching the coast of Banks Land westerly, and having placed under your command the sledge manned with seven men and provisions for twenty-five days; also having appointed an auxiliary sledge with six men to accompany you, under the command of Mr. De Bray, who has directions to follow your orders,

You will, as soon as you are in all respects ready, proceed in company with Lieut. Hamilton to Winter Harbour, pick up your depôt at Fife Harbour, and advance it to an eligible point on the south coast of Melville Land, for your crossing the strait next year.

You are not to cross the strait this year.

The time for your return will occupy your most serious consideration, that, from any endeavour to push your depôt in advance you do not risk by extreme exposure in the advanced state of the season the health of your men. Any accident now would be fatal to our exertions next spring.

Mr. De Bray's party will call for your careful supervision, that no misapprehension may occur on his part, or that of his crew; in fact, you are to consider them as part of your own crew, to see from your experience that the men take proper care of themselves to avoid frostbites, &c.

From my knowledge of your character and zeal, I am quite assured you will do all that can be done in furtherance of the object of your mission; and I have full confidence in your prudence and the lively interest you take in the welfare of your crew.

You will place a record of your proceedings at your advanced position, as well as at any intermediate points, keeping a journal of your proceedings for my information.

Commending you and those under your command to the protection of Providence for your health and safe return to your ship.

Given under my hand on board H.M. Ship "Resolute," in Winter Quarters, Dealy Island, 21st September 1852.

(Signed) H. KELLETT, Captain.

Lieutenant B. C. T. PIM to Captain KELLETT.

Sir,

Her Majesty's Ship "Resolute,"
25th November 1852, Dealy Island.

I HAVE the honour to forward for your information the following journal of my proceedings during the journey from Dealy Island to Cape Providence with the purport of laying out a depôt for the benefit of spring travelling, as directed in your memorandum of the 21st September.

Wednesday, 22nd September 1852.—The necessary preparations having been made, I started on the morning of the 22nd with two sledges, the auxiliary in charge of Mons. De Bray; the rest of the travellers, under the command of Messrs. Mecham, Hamilton, and Nares, in company.

After exchanging cheers with the remainder of the ship's company, the five sledges proceeded through the hummocks (which extend from Dealy Island to the main), and then finding the young ice sufficiently strong made a straight course for Isthmus Bluff but, after passing that point, the proximity of water compelled them to keep near the land.

At noon the men were allowed half-an-hour for lunch, and at five o'clock, having travelled 15 or 16 miles, a low sandy point was selected for the encampment, and the tents pitched for the night. The cooking apparatus answered well, but I found the expenditure of fuel, on this our first trial, very considerable.

Wind westerly. Temperature + 18.

Thursday, 23d September 1852.—At half-past four the cook commenced operations, and by seven the breakfast was ready, the sledges were packed, and we took our departure for the islands off Cape Bounty. Upon a near approach they were found considerably to the eastward of that promontory, and very nearly joined to a long low point. The open water was so close to them that the sledges could not pass outside, but the narrow channel between them and the point was frozen over and enabled us to reach an old floe on the opposite side, where the travelling proved good. Off Cape Bounty the young broken-up ice again occurred, but soon changed into a smooth floe formed between some grounded hummocks and the land. At noon stopped to lunch and upon starting again set sail to an easterly wind. As we advanced the hummocks began to disappear, and the ice consequently became thinner and thinner, until at last M. De Bray, who was some distance ahead, broke through, and thus gave warning that it was time to make for the land. Our progress was now slow indeed, and proved very very hard labour, owing principally to the small quantity of snow. At 4.30 camped for the night on some rising ground, having accomplished about 10 miles. A pack of 10 ptarmigan was seen; out of them I succeeded in bagging six, which proved an acceptable addition to the evening meal. Wind variable in the forenoon, but easterly, in the afternoon. Temperature + 29°.

Friday, 24th September 1852.—At eight A.M. the tents were struck, and the cart brought by Lieut. Mecham packed with the heaviest articles taken from the sledges to enable them to drag more easily over the land; the work however proved most distressing, particularly to my sledge, which was the heaviest. I therefore determined to risk the passage of the young ice, and found by keeping as close as possible to the beach that it would bear. This answered well for about a mile, when a stony point, the water washing its base, compelled me to rejoin the other sledges at the top. After great labour, and the additional discomfort of a strong northerly wind and drift in the face (by which nearly all the men were frost-bitten and some lost the skin), the other side was gained, and I returned to the ice, which proved stronger than before. At 2 I found myself on an old floe, and at 2.30 encamped, to await the arrival of the other parties, which I had lost sight of some time in the heavy drift. After considerable difficulty the tent was pitched, and although affording but an indifferent shelter, every one was glad to take refuge inside. At a late hour the meal was cooked, but not before double allowance of fuel had been used.

Wind north, very heavy drift. Temperature + 6°. Distance accomplished six miles.

Saturday, 25th September 1852.—The morning dawned without any abatement in the gale, but about noon the wind and drift went down and fine weather succeeded. I then walked back to the place where the rest of the tents were pitched and had my packages taken from the cart and replaced upon the sledge, which was dispatched across the floe to Point Wakeham, whilst I remained with one man to assist the auxiliary under M. De Bray. During the night the whole of the young ice passed over yesterday had been driven out to sea, and left but an indifferent road, it was some time therefore before the old floe was reached and my sledge overtaken. A herd of 15 musk oxen were seen, but the chase proved an unsuccessful one, but I was more fortunate in shooting a couple of hares. At 6.30 arrived at Dépôt Point, Fife Harbour, where the tents were pitched and the provisions left by the ship found quite safe. 8.0. Discharged

a rocket to point out position to the other sledges. Distance 10 miles. Wind north-westerly. Temperature + 10°.

Sunday, 26th Sept. 1852.—Every prospect of a fine day, people busily employed preparing depôts. 9.30. The other sledges arrived, having camped the previous evening on the floe. At 10.30 started for Cape Hearne, leaving a small depôt of bread, meat, rum, &c. to await our return. Mr. Hamilton soon followed with his depôt, and I observed Messrs. Meham and Nares take the road towards N.E. hill. On the same day of the month and week Sir Edward Parry entered the place we are now leaving, a not a little curious coincidence. Off Cape Hearne a range of hummocks extended a long way to seaward and offered considerable impediment to our advance, but at 4.30 when we camped, only a short distance remained to be overcome. A large herd of musk oxen were seen on Point Hearne. Distance accomplished seven miles. Wind N.E. Temperature + 16°.

Monday, 27th Sept. 1852.—Fine day, light northerly wind. At 7.0 the sledges were packed and soon cleared the remainder of the hummocks; the sail was then set, and with the advantage of an old floe we travelled quickly across a deep and broad bay. The open water was plainly visible about a mile distant, quite free from ice. At noon the old floe was passed; the road now lay over a very recent one, but the rapid progress of the sledges, driven quickly before the breeze, which had now increased to nearly a gale, greatly diminished any danger there might have been: the mast, however, suddenly carried away, and compelled us to resort to the drag ropes again, and make as fast as possible for the land, which the drift had long entirely obscured from view. At 4.30 it was gained, but proved so low, that we travelled over it some distance, before the difference could be detected. 5. Camped, and with some difficulty succeeded in pitching the tent; supper, however, was not ready until nearly 10 o'clock. Distance 14 miles. Temperature + 10°. Northerly gale and drift.

Tuesday, 28th September 1852.—Still blowing hard, all hands confined to the tent; this was of the less importance, as it enabled two men who had been very unwell to recruit their strength. In the afternoon the weather began to clear, and discovered the open sea less than $\frac{1}{2}$ a mile distant it was too late, however, to start, but the tent was rebanked, and the people employed placing a cask of bread "*en cache.*" Night calm and beautiful. Temperature + 11°.

Wednesday, 29th September.—Daylight brought with it a sharp easterly wind with some drift, but not sufficient to detain us. At 8.0. started; the road proved very bad, for the tide, having overflowed the small portion of floe adhering to the land, converted the snow into sludge, through which the men sunk at every step, and had it not been for the favourable breeze, which enabled us to set sail, they could hardly have moved the sledges. At noon stopped to lunch near the commencement of a young floe, which seemed better travelling, and proved so, although not many inches in thickness; the sledges moved quickly however, and thus lessened the danger. At 4.0. Lieut. Hamilton, who was some distance in advance, was observed returning quickly towards us. Upon meeting, I was much grieved to hear that his sledge had broken through a weak place, but still floated. All hands at once proceeded to the rescue, and fortunately succeeded in extricating it; everything was wet, and the larger portion of the provisions damaged; it therefore became necessary to consider the best course to adopt. I at once advised Mr. Hamilton to return to the ship, as the health of his men would probably be seriously injured, and then the spring party would be destroyed; however, the men themselves voluntarily came forward and expressed their wish to go on and place the depôt as far in advance as possible; Mr. Hamilton therefore determined to proceed. 5.0. Camped. Contributions of dry things were made for the sufferers, and some biscuit supplied to replace that damaged. Wind N.E. Temperature + 18°.

Thursday, 30th Sept.—At 7.0. started. One of the men very unwell. The same sludgy snow as yesterday, and sometimes so bad that it became necessary to resort to standing pulls. At noon, however, a breeze freshened up from the N.E., and sail having been set, we were enabled to make much

better progress. To seaward of the hummocks there was much less water than yesterday, young ice having formed during the calm; the N.E. wind however soon destroyed it, and also our hopes of having a decent floe to travel upon. At 2.30 camped, to allow Mr. Hamilton to overtake us. Shortly after three he joined and camped close to.

The low flat land, along which we have been coasting since leaving Cape Hearne, has now changed into a more elevated country. The hills then seen in the far distance now approach the shore, and 10 or 12 miles to the westward run into the sea, forming a headland which, from Captain Parry's description, I imagine to be Cape Providence. The vegetation here is abundant, and the numerous footmarks prove it a favourite pasture ground. Distance accomplished six miles. Calm during the forenoon, then N.E.-ly. Temperature + 19°.

Friday, 1st Oct. 1852.—At 8 packed the sledges and started. Day fine with a fair wind. A harder road and the assistance of the sail enabled the sledges for some time to travel quicker than yesterday, but the hummocks as we advanced gradually neared the beach, and soon actually rested upon it, thus leaving no space to travel upon: it therefore became necessary to proceed over the land, which, but lightly covered with snow, proved even worse than the sledge. Mr. Hamilton and I ascended the hills in the hope of seeing Banks Land but could not distinguish even the loom of it; the open water, washing the very base of Cape Providence, was plainly visible, extending many miles off shore as far as the old floe, only just thrown up to view by the mirage. I should judge the extent of water to be at least 15 miles. Innumerable tracks of hare were seen during the walk, in one place the snow was worn into a perfect highway; none of the animals were seen. At 4 camped, having accomplished eight or nine miles. Wind, light N.E. Temperature + 8°.

Saturday, 2d Oct. 1852.—At 7.0 started for Cape Providence, distant four miles. Mr. Hamilton having determined to return made a cache of his provisions, and commenced his journey back to the ship. After travelling about half a mile over bay ice, the road proved so difficult that it became necessary to employ the united strength of both crews to get one sledge along. At last by great exertion and labour Cape Providence was reached, where a complete stop was put to all further progress: the cliffs, rising rugged and perpendicular to the height of 500 or 600 feet, were joined at their base by high, peaked and glassy hummocks which, abutting into the sea, left no space even for a man to travel upon. I therefore directed the depôts to be taken off and placed en cache close to some large stone, under the bluff of the Cape, and in the meantime proceeded to the top of the cliffs, taking with me Michael Collins, the Captain of the sledge, but although aided by an excellent glass, nothing could be seen of Banks Land; a slight haze in the desired direction perhaps hid it from view. This haze, which had a dark appearance, no doubt gave indication of open water, and I believe there could not have been less than 20 miles of it. The season has been a wonderfully open one, and is not the less remarkable for the tardy approach of winter.

Exactly over the depôt a small cairn was found covered with lichens and mosses, apparently an old one of Captain Parry's. Inside was a bottle, upon breaking which the leaf of an algebra book appeared; the most careful scrutiny, however, could not detect any writing upon it; the bottle (a small ale one) and cork looked quite new. I took possession of the leaf and cork, and placed instead a bottle and paper, containing a condensed account of the expedition, also the reason for placing a depôt at this place, and a request that the provisions might not be touched unless necessity compelled. The cairn was then considerably enlarged, and a staff with canvas flag placed upon top. There can be no difficulty, however, in distinguishing Cape Providence; it is the first headland coming from the eastward, and is moreover very remarkable for the curious appearance of its stratification, which resembles the ruins of some ancient building. I must not omit to mention the rapid current (1.0 P.M.) running to the eastward, I should think $2\frac{1}{2}$ or 3 miles per hour, and the seal sporting in the water.

LIST of PROVISIONS "en cache" at Cape Providence

Journal of
Lieutenant Bedford Pim.

| Names. | Mr. Pim. | | M. De Bray. | | Total. | |
|---------------------------|----------|--------|-------------|-------|--------|--------|
| | lbs. | ozs. | lbs. | ozs. | lbs. | ozs. |
| Bacon - - - - - | 108 | 0 | 110 | 0 | 218 | 0 |
| Pemmican - - - - - | 225 | 0 | 80 | 0 | 305 | 0 |
| Preserved Meats - - - - - | 108 | 0 | 136 | 0 | 244 | 0 |
| Bread - - - - - | 156 | 0 | 140 | 0 | 296 | 0 |
| Tea and Sugar - - - - - | 3 | 4 | 6 | 8 | 9 | 12 |
| Chocolate - - - - - | 6 | Tins. | 5 | Tins. | 11 | Tins. |
| Sugar - - - - - | 1 | 10 | 1 | 10 | 3 | 4 |
| Tobacco - - - - - | 5 | 4 | 3 | 8 | 8 | 12 |
| Stearine - - - - - | 36 | 0 | 24 | 0 | 60 | 0 |
| Spirits of Wine - - - - - | 48 | Gills. | None. | | 48 | Gills. |
| Rum - - - - - | 112 | " | None. | | 112 | " |

At 2.30 we commenced our return to the ship. The wind, which had blown from the N.E. during the forenoon, changed whilst securing the depôt to the westward, and blowing steadily enabled us to set the sail, and thus get over the difficult part of the road with ease. Five ptarmigan were seen, but were too shy to allow any one to approach within shot. At 4.0 our last evening's camp was passed, and at 5.0 pitched for the night about five miles from Cape Providence. Wind westerly. Temperature, +7°.

In performing the journey from Dealy Island to Cape Providence the sledges passed over at least 100 miles of ground; although from point to point the distance is only 72, yet the small quantity of ice met with made it necessary to follow the trendings of the land. The number of days on which we actually travelled was nine, making the mean rate per diem 11 miles, but it must be remembered how very much we were assisted by the favourable winds.

Sunday, 3rd October 1852.—At 7.30 made sail and started. 10.0. Passed our encampment of the 1st, and at 2.30. that of the 30th ultimo. The fall of the temperature (—5° during the night) had so hardened the sludge that, with the additional advantage of a fair wind, such rapid progress was made as to afford a considerable contrast to the outward-bound journey. At 4.0. camped; observed a large herd of musk oxen near the tent, and permitted Bidgood to go in pursuit, but he returned unsuccessful. To-day has been the finest we have experienced since leaving the ship. Distance 14'. Wind N.W-ly. Temperature zero.

Monday, 4th October 1852.—Wind still westerly. 7.0. Made sail and started, the young ice forming rapidly, and the sludge inside the hummocks quite hard. 10.0. Observed a large herd of musk oxen, probably the same seen last night; sent one sledge ahead and detained the other to carry any meat we might be fortunate enough to procure. Mons. De Bray, M. Collins, and myself went in pursuit. The herd numbered 25, and were divided into two parts, the first of which we approached and wounded a cow and calf, but not sufficiently to secure either; we then separated to continue the chase, and after some hard running I succeeded in bringing to bay a fine bull, wounded by my companion. While trying by loud shouts and violent gestures to drive him nearer the sledges, the animal made a desperate rush at me, and fortunate it was that I had taken the precaution to reload, as the second bullet only succeeded in stopping the infuriated animal when within five feet; even then it was necessary to fire three more balls into him before we could secure the prize, which we skinned, and loading ourselves with 50 or 60 pounds of the meat, returned to the sledge.

Our encampment of the 29th ultimo was reached at 1.30, where the other sledge was overtaken. The men had opened the cache and secured the contents upon the sledge; they also gave me a note left by Mr. Hamilton, in which he informed me of the health of his crew, and that he had taken a few pounds of bread from the cask to make up his allowance. At 4.30 camped on the beach, made a fire of the staves of the cask, and enjoyed a stew of

musk oxen, which was pronounced excellent. Wind N.W.-ly. Temperature 7°. Distance about 12 miles.

Tuesday, 5th October 1852.—At 8.0 made sail and started, still favoured by a westerly wind. At 12.30 Cape Hearne was passed; shortly afterwards it became necessary to haul down the sail, as the course lay more to the northward. A great many musk oxen seen, generally close to the beach. A.M. 3.0. Dépôt Point, Fife Harbour, was gained, and just before we reached it Mr. Hamilton's sledge seen proceeding direct to Cape Bounty. The dépôt was quite safe except the bread, which was all gone, probably taken by Lieutenant Meham; it was a disappointment, as but one day's allowance remains in the bag. Pitched the tents. One ptarmigan seen, but quite as shy as those at Cape Providence. Distance 10 or 12 miles. Temperature 48°. Wind N.W.

Wednesday, 6th October 1852.—7.30. Packed and started. Wind light but favourable; passed Cape Wakeham and the old floe. A new one lately formed now presented itself, but hove up in the most extraordinary manner; a gale of wind must have broken it into pieces, which, forced together, consolidated in the present irregular shape. However we launched upon it and found the work most laborious, but after several hours' toil reached the land at 6.0. P.M. and camped for the night, Cape Bounty about one mile distant. Wind north-westerly. Temperature +9°.

Thursday, 7th October 1852.—Started at 7.30, coasting along the land inside the hummocks. Passed Cape Bounty, and at 10.0 arrived at the islands, but found that the floe on the other side over which we travelled before had been replaced by a very recent one, much broken up, and with water plainly visible in some parts. I determined however to cross it in the hope of reaching the ship, but the wind freshening from the northward with heavy drift, before we were half across, obliged me to make for the land, which was reached at 4.30 and the tents pitched; issued an extra tin of preserved meats in lieu of biscuit, none of which remained. Saw a herd of musk oxen near Cape Bounty while passing it in the morning. Wind N.W. Temperature +10 and 3°.

Friday, 8th October 1852.—8.0. Started for Dealy Island; set the sail and hoisted the union jack. At noon we were met by the captain, doctor, and other officers, and most kindly welcomed. Mr. Hamilton had arrived the previous evening; his men, I was delighted to hear, apparently none the worse in their health. 2.15. Reached the ship after an absence of 17 days.

GENERAL REMARKS.

The great quantity of water met with during the late journey was remarkable, particularly about Cape Providence, where, as stated above, it extended nearly 20 miles off shore; at times the sea was covered with young ice, but the rapidity of the tides, assisted by the slightest wind, invariably destroyed it. I estimate the velocity of this current at least two and a half miles an hour, and it appeared to me to run much longer to the eastward than the westward, whether ebb or flood I had no opportunity of determining. Several seal were observed sporting in the water, but of very diminutive size. The number of musk oxen seems to indicate that Melville Island is a favourite resort; they were always close to the beach, and probably exhausted the pasture before leaving, as we found the herds in nearly the same position after an interval of a week; they could be approached with ease, were not at all timid, and a hunter, with a little experience of their habits, could secure four or five before they effected their escape. One was shot about seven feet long and five feet in height; it was the only one I had seen sufficiently excited to act on the offensive; when killed, it proved in excellent condition, the contents of the stomach exemplifying the abundance of pasture, being completely distended with the products of mosses and lichens. No reindeer showed themselves, and only three hares, one raven, and 16 ptarmigan were seen; the two former and six of the latter were shot, the hares quite white and the ptarmigan rapidly losing their summer coat. These little additions to the ordinary diet contributed much to the comfort and health of the crew, of whom only one experienced any positive indisposition, if a slight

diarrhoea which affected all is excepted. I must now revert to their conduct, which was throughout most admirable, evincing at all times energy and perseverance in the performance of the duty assigned; if an exception can be made in favour of any one, the captain of the sledge, M. Collins, I. Q. M., deserves it. His steadiness and experience, as well as perseverance in dragging the sledge (although suffering from the effects of a severe injury received on board the "Assistance" during the late expedition), afforded an excellent example to the rest of the men.

Journal of
Lieutenant Bedford Pim.

LIST OF THE MEN.

M. Collins, I.Q.M. J. West, C.M.T. John Gibson, C.C. Edward Bidgood, A.B.
William Savage, A.B. Henry Richards, A.B. William Hannan, P.R.M.

ABSTRACT.

| | | | | | | |
|-------------------------------------|---|---|---|---|---|---------------|
| Number of days absent | - | - | - | - | - | 17 |
| Estimated number of miles travelled | - | - | - | - | - | 195 |
| Mean rate per diem | - | - | - | - | - | 11.5 |
| Distance in a straight line | - | - | - | - | - | 145 |
| Mean temperature + 8°. | | | | | | |
| Prevailing winds | - | - | - | - | - | N.E. and N.W. |

BEDFORD C. T. PIM, Lieutenant, R. N.

No. 9.

N. E. MELVILLE ISLAND.—JOURNAL of the Proceedings of Her Majesty's Sledge "HOPE," detached from H. M. Ship "Resolute," between the 4th and 17th April 1853, and the 27th April and 21st June 1853, under the command of RICHARD V. HAMILTON, Lieutenant.

JOURNAL of the Proceedings of Her Majesty's Sledge "HOPE," detached from H. M. Ship "Resolute," between 21st September and 7th October 1852, under the command of R. V. HAMILTON, Lieutenant.

Journal of
Lieutenant Vesey Hamilton.

ORDERS to Lieutenant R. V. HAMILTON, H. M. S. "Resolute."

By Henry Kellett, C.B., Captain of Her Majesty's Ship "Resolute."

DEEMING it of importance to search the coast of Banks Land east and west, and feeling that I shall be enabled to do so with the resources of the ship,

I have appointed you to the eastern part, and Lieutenant Pim to the western, with Mr. De Bray to assist you in advancing your depôt for an extended search in the spring.

Taking under your command the sledge "Hope," manned with seven men, and provisioned and equipped for twenty-five days,

You will, as soon as you are in all respects ready, proceed in company with Lieutenant Pim to Winter Harbour, there pick up your depôt, and advance it as far as practicable towards Capes Providence or Hay, or the most eligible place for crossing the Strait next year.

You are not to cross the Strait this autumn.

You are aware of the rapid approach of winter, and the necessity there is for your considering how far you can with prudence proceed, bearing in mind that any casualty from exposure now would necessarily contract the number of points of search next spring.

You will keep a journal of your proceedings for my information, and deposit printed papers on your journey.

You will aid Mr. De Bray with your experience in Arctic travelling, and watch narrowly that there is no misapprehension on the part of his crew with respect to his orders.

In the performance of this service I have full confidence in your former experience, your zeal and prudence, trusting that through the Providence of God you and your party may return in safety and health to your ship.

Given under my hand on board H. M. Ship "Resolute," in Winter Quarters, Dealy Island, 21st September 1852.

(Signed) H. KELLETT, Captain.

Lieutenant R. V. HAMILTON to Captain HENRY KELLETT, C.B., H.M.S.
"Resolute," Dealy Island.H. M. S. "Resolute," Dealy Island,
23d October 1852.

Sir,

I HAVE the honour to forward a journal of my proceedings while in command of H. M. Sledge "Hope," from September 22d till October 7th. In reply to your question of the 16th regarding the practicability of crossing the strait and communicating with H. M. Ship "Investigator," supposing her to be still at the Bay of Mercy, I consider, from the large extent of water seen during my outward journey, and of which I have made a rough eye plan in my track-chart, that any attempt at crossing the strait this year would be perfectly useless, in fact it would be impossible. Mr. Nares's recent escape proves that the ice is not yet to be depended on.

I have, &c.

R. VESEY HAMILTON, Lieut. R.N.

JOURNAL of the Proceedings of H.M. Sledge "HOPE," from 22d September
to 7th October.*Motto*—AT SPES NON FRACTA.

7. Departure from ship.

Lunch, 12.30.
Temperature + 20.
Wind, West 2 c.m.
Camped, 4.30.
Distance walked, 15'.
Made good, 9.
Temperature 18 +.

On march 8.45.

Lunch, 12.30.
Temperature + 23.
Wind, E.S.E. 4 c.m.Camped, 5.30.
Distance walked, 10'.
Made good, 8.
Temperature 11 +.
Wind, E.S.E. 4 c.m.s.
7 p.m. temp. tent, 15 +.On march 7.30.
Temperature + 8.
Wind, N.N.W. 4 c.m.12.30. Lunch.
Temperature + 8.
Wind, N.N.W. 7. 10. c.m.q.
Heavy snow-drift.Camped 3 p.m.
Distance walked, 6'.
Made good, 3.

Wednesday, 22d September 1852.—Captain Kellett addressed the travelling parties in a brief and appropriate speech, after which at 7. A.M. the following sledges departed amidst the hearty cheers of those who, much to their disappointment, were obliged to be left behind. Lieut. Mecham and Mr. Nares (mate) for Liddon's Gulf; Lieut. Pim, Mr. De Bray and myself for Capes Providence and Hay. At 7.30 the captain, having shaken hands with the officers, left us, with three hearty cheers from the men. Travelling very fair. 10.30. Passed the N.E. Bluff. 12.30. Halted for lunch. 1. Proceeded. No traces of animals were seen by any of the officers who landed. 4.30. Encamped, having made an excellent day's work.

Thursday, 23d.—8.45. Started. Floe good. Saw 10 ptarmigan flying very high, probably on their way to the southward. 12. Passed C. Bounty. 12.30. Lunch, near a range of heavy hummocks mentioned by Capt. M'Clintock; between these and the land the ice smooth and young 10 inches thick close to the hummocks. 1. Made sail and proceeded. At 2 P.M. De Bray, while ascertaining the thickness of the ice, fell in. The sledges were immediately hauled in for the land ice. We found a long lane of water running close in shore, which compelled us "to take to" some very heavy land hummocks, and eventually to haul the sledges over the land, some of the heavier gear being carried on the cart. This was very laborious work. Encamped at 5 P.M. about $\frac{1}{2}$, to the eastward of Cape Halse. Mecham and myself walked on about 3' to examine the ice; found it in many places only 2 inches thick. Pim shot six ptarmigan.

Friday, 24th.—7.30. Started, having previously placed the heavy gear on the cart, so as to enable the lightened sledges to cross the thin ice. We generally found where the land was good the ice was rough, and the contrary causing detentions, either the cart or sledges having to wait for the other. The wind freshened to a gale, causing a heavy snow-drift, and obliging us to keep a vigilant look-out on the faces of the men, many of whom were severely frost-bitten. 12.30. Halted for lunch. 1. Proceeded. Soon after, the wind and snow-drift increased so much, we could not see 50 yards ahead; lost sight of the sledges. To add to our troubles the cart upset, and carried away the frame-work, detaining us upwards of an hour re-lashing the gear. Finding we could make little progress in such weather, at 3. P.M. leaving orders to encamp, Mecham and myself walked on with two of Pim's men who had been with the cart. Found him encamped about $1\frac{1}{2}$ miles ahead; the ice between us and him

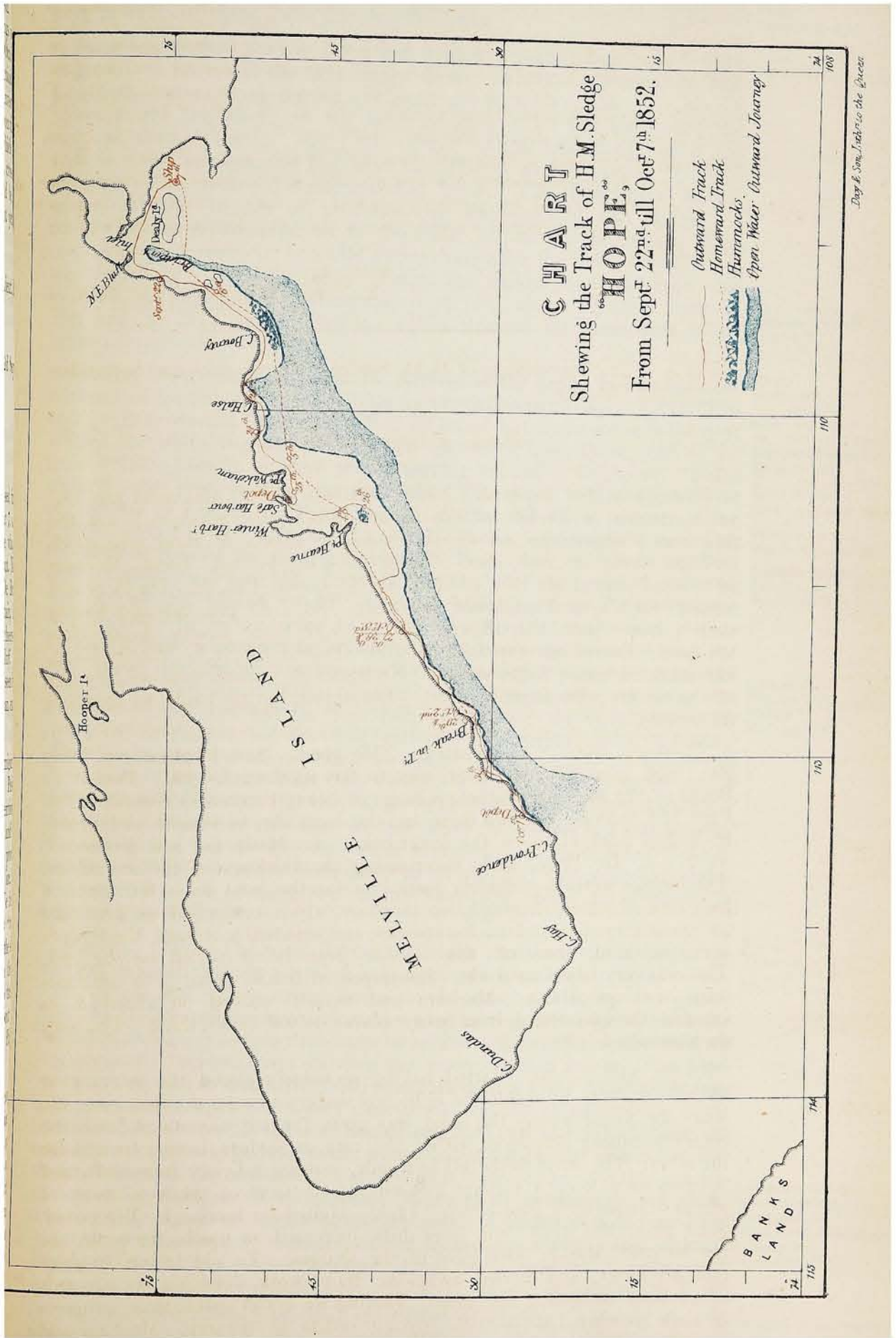


CHART
Shewing the Track of H.M. Sledge
HOPE,
From Sept. 22nd till Oct 7th 1852.

Outward Track
Homeward Track
Open Water Outward Journey

Drawn by Sim. Latham the Officer

being quite safe for the sledges, although the water in some parts was within 50 yards of the shore. Owing to the violence of the wind we were upwards of three hours pitching the tents.

Temperature + 4
Wind, N.N.W., 9 11 b.c.g.
6 p.m.
Temp. tent, + 11.

Saturday, 25th.—During the night it blew a perfect hurricane I fully expected to have had the tent blown down. About 11 it began to lull. Lunched, and at noon started the same as yesterday, the gale having blown nearly the whole of the land ice away. To the southward the sea was almost clear of ice. 1.30. Came to the land floe, loaded the sledges. At 4, accompanied by Tullet and Tilvey, went in pursuit of a herd of musk oxen; returned unsuccessful at 9 p.m. The chase having carried us beyond the bounds of prudence, we lost sight of the sledges; a rocket fortunately directed us to the tents, just as we had crossed three rows of heavy hummocks in a wild goose chase after the rising moon, which we mistook for a fire at the tents. Found the sledges had not been able to reach the depôt, and had encamped at 7.30 about 2½ miles from it. Pim and De Bray had reached it. Hoile strained his knee from falling over a hummock.

8 a.m.
Temperature + 12.

12. On march.

7.30. Camped.
Distance walked, 8½; made good, 7'.

Sunday, 26th.—8.20. Started. 10. Arrived at the depôt in Fife harbour; commenced loading sledge, and filling up provisions to 25 days. 10.45. Pim and De Bray started. Found on filling up bread that there was a deficiency. I filled one white bag and a small daily allowance bag; these held at the most 70lbs.; I ought to have 96lbs., leaving me 26lbs. deficiency. I also took 3 galls. 1 pt. of rum from the cask. The depôt, which I intend on my return to remove to Point Hearne if time will allow, consists of the articles named in the margin. Lunched. Noon, exchanged cheers with the western division on parting company. Proceeded. 3. Overtook Pim and communicated with him about the deficiency of the bread; he said he had left 60lbs. behind. 5.30. Camped about 2, from Point Hearne. Accompanied by Silvey, went in pursuit of a herd of musk oxen; after an hour's walk succeeded in shooting a fine cow; the remainder of the herd, seven or eight in number, made off at a rapid pace; we took the liver, heart, and about 20lbs. of meat. Whilst engaged in skinning the animal; a thick mist hid the tent from our view; we were obliged to strike off at random on the floe, and after wandering about, tumbling over hummocks for some time, we made up our minds to spend the night under a hummock. Just then we saw a light, bore up for it, found it had been hoisted at the tent some time before; the crew had been shooting to attract our attention, we had heard them once, but not hearing it repeated soon lost the direction while tumbling over hummocks. I never recollect suffering so much from thirst as on this and the preceding night. The narrow escape of these two nights has quite cured me of musk ox hunting after dark.

8 a.m.
Temp. air + 20°.
" tent + 26°.
8.20. On march.
10. Arrived at depôt.
Depôt at Fife Harbour.
Bread 200 lbs.
Spirit of wine 6 0 }
Rum . . . 4 12 } For De Bray & myself.
Pemican 4 cases. }
Preserved meats 80lbs. } For myself.
Noon, on march.
Temperature + 20.
Wind N. N.W. 2 c.m.

Camped, 5.30.
Distance from depôt.
Walked 7'.
Made good, 6'.

Monday, 17th.—The wind during the night freshened and temperature lowered so much that our intended lodging would have been a cheerless one. 8.20. Made sail with a strong breeze on the quarter, steering (by guess) S.W. by S. My compass was useless, the wind getting in through the hole for the catch, causing it to spin round and round like a teetotum; in calm weather it was equally useless, never showing the same direction twice. The wind increased, causing so much drift that I soon lost sight of Pim. At 11.30 finding a large extent of open water very close to us, and the young ice only three inches thick, shortened sail and hauled up, N.W. (true.) 1.13. Lunched under the lee of a large hummock; proceeded at 1.30 under sail, following the trendings of the coast, as it was too thick to cross the ice; this greatly increased our distance. Wind increased so much as to endanger our pikes, and the drift prevented our seeing any distance. Camped at 3.45; land ice ¼ bread, pack about 3' distant. Hoile picked up about 4 lbs. of coal. Dined off musk ox; although tough, it was very superior to preserved meats.

7 a.m.
Temp. air + 10.
" tent + 15.
Wind N. 6 c.m.s.

Camped, 4.45 p.m.
Distance walked, 13'.
Made good, 10.
Wind North, 7 10 c.m.q.s., very heavy drift.
Temperature, + 10.

Tuesday, 28th.—Wind too violent to think of moving till 2 p.m., when it lulled considerably. As it was still very thick and snowing heavily, I remained encamped sending the men out to look for coal; the snow covering the

Detained by bad weather.
9 a.m.
Temp. air, + 10.
" tent, + 20.

Wind north, 9 c.m.q.s.

6 p.m.
Temp. tent + 26.
" air + 18.
Wind North, 4 c.m.q.s.

6. 50. On march.
Temperature + 18.
Wind, North 6 c.m.q.s.
1 15., Lunch.
Temperature + 19.
Wind, N.N.E. 6 c.m.q.s.

Sledge broke in.

6. Camped.
Distance walked, 13'.
Made good, 10.

Provisions spoilt :
Bread 126 lbs.
Tobacco 7.
Wet, but fit for use:
Tea and sugar.

ground prevented our finding any, but very good turf was procured, which with the coal of yesterday made a very good fire. I have no doubt but that abundance of turf may be easily obtained between Winter Harbour and Cape Providence. 5 P.M. Observed Pim and De Bray encamped about 2' astern.

Wednesday, 29th.—6.50. Made sail, started; the late gale, in conjunction with spring tides and a heavy fall of snow, has made so much sludge (at times knee deep) that we frequently hauled the sledge over the land in preference to the ice. A raven flew round us and was considered a bad omen by the men, Hoile observing to me "that we were sure to meet with an accident," at which I laughed. 1.15. Halted for lunch; observed three herds of musk oxen, one of which contained 25 the other two about the same number between them. 1.35. Proceeded. At 4 P.M., while passing from an old floe to a young one, the soft snow preventing the junction being observed, the sledge broke in. To prevent it sinking, the pikes which fortunately were lashed together for the sail were thrust through the fore and after ends of the sledge, the ends of the pikes supporting it on the ice, which bent so much that near the edge we were standing ankle deep in water. Hoping to be able to draw the sledge out without unloading it I ran back to Pim and De Bray, who were about 3' astern, to warn them of the nature of the ice, and procure assistance; during my absence, finding the sledge sinking, the men cut the lashings and commenced unloading. In this work Hoile, Silvey, and Coglin were the leading men, standing up to their knees in water while passing the heavy cases off the sledge; they deserve great credit for this work from the imminent risk they ran of tumbling in and getting wet through, knowing at the same time that they had no dry clothes to shift in. Owing to the exertions of the crew only a case or two of preserved meats were lost. Pim's and De Bray's men assisted in landing our wet traps; as we were a mile from the shore, this occupied nearly two hours. Camped at 6 P.M. in company with Pim and De Bray; from their men we got all the clothes they could spare. Examined the gear; found the buffalo robe, haversacks containing all our spare clothing, and three blanket bags completely saturated the remaining bags were more or less wet. Fortunately our Mackintosh blanket robe was not wet; with this and De Bray's robe, which he very kindly lent, we passed the night very much better than could have been expected, considering the damp state of everything about us. A shepherd's plaid I had taken with me was very useful, being spread in the middle of the tent for those men who had no bags to sleep in, while those men whose bags were not so wet slept outside. I ordered an additional half glass of rum to be issued; this was to be drunk in the hot tea before going to sleep. As a proof of its warming effects, I quote the words of Bacon, one of the men whose bag was unfit for sleeping in: "I never feels warm till I gets my rum and hot tea, and then I feels it to my very toes."

This extra issue I continued till my return to the ship.

Thursday, 30th.—8 A.M. Pim and De Bray departed for the westward, having supplied me with 30lbs. of bread. Immediately after breakfast, I surveyed the provisions and gear to ascertain if it would be practicable to continue my journey; Pim's advice, in which I partly concurred, was that I should return to the ship without delay. All our own bread and tobacco was saturated and unfit for use; the tea and sugar was also saturated, but we were obliged to use it, and found it very much better than could have been anticipated. On opening the depôt cases, I found nearly half the bread spoilt and part of the tea and tobacco. One depôt case was filled with the good bread, five cases of chocolate, and seven cakes of stearine; the undamaged tea and tobacco I took for present use. The ice was then scraped off the buffalo robe; after this so heavy was it, that the eight of us could scarcely shake it. Finding matters so much better than I had expected, I determined to push on and endeavour to carry out my orders. I consider it due to my crew to state that this decision was mainly influenced by them; the zeal and spirit displayed by the men in unanimously declaring they would rather proceed than return, as well as their behaviour yesterday, cannot be too

highly commended. Made a depôt of our wet traps; and having repaired damages, lunched. 12.30. Started; found the land floe only 20 yards broad in many places; the sledge was ankle deep; outside was a broad lane of water about 3' broad. 4. Observed Pim and De Bray camping. 5. Encamped alongside them. Hoile, complaining of his sprained knee, bandaged it up tightly, which gave him some relief.

Friday, October 1st.—Having last night spread our buffalo robe with the hairy side downwards and the sail over it, found in the morning we were laying in a pool of water, which was scraped and shaken off; decided on having the hairy side up for the future. Silvey could not eat any breakfast; Bacon was wet through, and complained of being cramped: neither of these men had bags to sleep in. 7.40. Started; the sludge and unsafe appearance of the ice compelled us to haul the sledges over 2' of land. Observed Cape Providence about 7' off; the low land ceases about here, and is succeeded by a bold high land, with very little plain between it and the sea. 12.30. Lunched. 1. Proceeded; snow soft and deep. Pim and myself ascended about 400 feet above the sea, hoping to obtain a view of Banks Land; the day was tolerably clear, but we did not see it. Numerous hare tracks, forming a complete highway three yards broad, in which the snow was completely trodden down, were seen ascending the hills in every direction, as if the hares were assembling in numbers either to pass the winter together, or for the purpose of migrating. 4. Camped. Silvey and Bacon have recovered; the men appear fagged with the day's work, which, although heavy, has been a short one.

Saturday, 2nd.—Turned out early and buried the depôt, consisting of the articles named in the margin; a staff, with a soup and bouilli tin cut in the shape of a cross nailed to the top, was erected; a couple of hours were occupied covering the depôt with earth and snow. Cape Providence was about 4' off. 7.30. Pim and De Bray proceeded to the westward. I should have wished to have proceeded, but did not consider it advisable to risk the men's health in the present state of our sleeping gear; our bread also (20lbs.) was not sufficient to enable us to return to the ship without trespassing on the resources of the other parties. 7.50. Proceeded. Noon, passed our last night's encampment. 12.45. Lunched. 1.15. Proceeded; a light westerly wind enabled us to make sail. Found that part of the floe over which we had passed two days previously had broken away, leaving a small space of water. 5.30. Encamped at "Break-in Point," as it was called by the men. Found our wet traps and the provisions we had left had not been disturbed.

Sunday, 3rd.—Silvey complained of cold and damp. Bacon's trowsers were wet with the condensed vapour that fell from the upper robe. 8.30. Started under sail, floe tolerably smooth: having clear weather we were able to make shorter cuts than on our outward journey. 1.20. lunched. 1.40. Proceeded; went in pursuit of three musk oxen, apparently old ones; could not get within rifle shot. These are the first I have seen that ran away before they were fired at: but as all the other herds had calves, I presume the defensive position taken by them was for the purpose of affording protection to the calves. 5. Encamped on the land; found a small quantity of coal. Temperature fell below zero for the first time.

Monday, 4th.—I found it very cold during the night; the men slept soundly and did not complain. 7.15. Started under sail; floe smooth. 12.20. Lunched. 12.40. Proceeded. 2. Sent Hoile and Silvey to look for the carcass of the musk ox shot eight days ago. Rounded Point Hearne and camped at 3.30. on the floe about 1' beyond it, to wait for the men, by which two hours fine fair wind was lost. They returned at 4.30. unsuccessful; probably it had been eaten by the foxes or wolves; they reported that a large quantity of turf might be collected very easily.

Tuesday, 5th.—8. Started. Floe very rough, consisting of rounded hillocks of ice, some of them 10 and 12 feet high, between them the snow

12.30. On march.

5. Camped.
Distance walked, 7'
Made good, 6.
Temperature + 5.7 a.m.
Temperature + 8.
tent + 13.
Wind, N.E. 3 c.m.

7.40. On march.

12.30. Lunch.

Pack about 8' or 9' off.

4. Camped.
Distance walked, 8½'.
Made good 7'.
Temperature + 7.Depôt 4' east of Cape Providence.
Potato case containing—
{ Bread 50lbs.
{ Chocolate 5 cases.
{ Stearine 7 cakes.
Pemmican, 4 cases, 160 lbs.
Bacon, 2 cases, 106 lbs.
Preserved meats, 12 cases,
48 lbs.
Rum, in two stone bottles,
2 gals. 12 qts.
7.50. On march.
Temperature + 7.
Calm, o.c.m.
12.45. Lunch.
5.30. Camped.
Distance walked, 16'.
Made good, 13.
Temperature + 7.
Wind. S.W., 3 o.g.m.s.8.30. On march.
Variable westerly airs.

1.20. Lunch.

5. Camped.
Distance walked, 11'.
Made good, 10'.
Temperature - 5.7.15. On march.
Winds, variable, from westward.8. Took from Pim's depôt
Bread 10 lbs.12. Lunch.
Wind, W.S.W. 2. 5 c.q.
Camped, 3.30.
Distance walked, 13'.
Made good, 11.
Temperature - 2.
Wind, S.W. 5 c.m.q.8. On march.
Temperature + 10.
Wind, West, 4 c.m.s.

1.30. Lunch.
5. Camped.
Distance walked, 10'.
Made good, 8½.

7. On march.
Temperature +7.
Wind, West, 3 c.m.

1. Lunch.
1.30. Camped.
Distance walked, 16'.
Made good, 15.

7. On march.

12. Lunch.
5.30. Arrived at ship.
Distance walked, 13'.
Made good, 9½.

Good conduct of crew.

was soft and deep; after passing these the floe became better, enabling us to make sail. 1.30. Lunched; observed two sledges under sail about 5' off, apparently coming out of Winter Harbour. 2. Proceeded. 5. Encamped on the floe about 1½' off Point Wakeham.

Wednesday, 6th.—7. Made sail and started. 9. Came to a floe of pressed up young ice; travelled over it direct for Cape Bounty. The pitching of the sledge over the hummocks carried our mast away; some of the men proposed the splint for a fish. This floe has probably been driven in by the easterly gales of last week; the whole of the space now occupied by it was open water on our outward journey, and the ice is too thick to have been formed since, being two feet thick in many places. Saw a herd of musk oxen, 14 in number, between Capes Bounty and Halse.

1. Lunched. 1.30. Proceeded. 2.30. Rounded Cape Bounty. 4.30. Encamped close to the northernmost of the two islands; ascended it to ascertain the state of the ice between us and the ship.

Thursday, 7th.—Expended our last lucifer, one of a box given me by De Bray after our sledge's immersion. 7. Started. Weather thick and misty, with a sharp N.W. wind in our faces, made the day's work anything but a pleasant one. A long lane of water running to the northward lengthened our route considerably; the whole of this ice appears to have been formed during our absence. Observed the ships at 11.30; sighted them at intervals through the mist during the march.

12. Lunched. 12.15. Proceeded.

5.30. Arrived on board the ship, all hands heartily glad of the change of quarters; some of the men for the last three nights having slept in their boots, in consequence of having no change of stockings, and the difficulty of getting the boots on in the morning.

To the providential fine weather we had after the sledge broke in must be attributed the good health and spirits of the men on their return; even a day's detention from bad weather would have been severely felt.

In conclusion, I have now the pleasing duty of bringing before your notice Robert Hoile, Captain of the sledge (one of Dr. Bradford's crew in his 80-day journey) whose exertions for the common good and fertility of resource when anything went wrong could not be surpassed. William Silvey (quarter-master), and the remainder of the crew, I cannot speak too highly of.

R. VESSEY HAMILTON, Lieut. commanding party.

DEPÔT of PROVISIONS at FIFE HARBOUR.

For De Bray and myself.

| | | | |
|-----------------------|---|--|------------|
| Bread, 200 lbs. | - | 1 cask containing 90 lbs. | |
| | | " " 85 " | |
| | } | 1 small potato case, 25 " | |
| Spirit of wine, | | 1 lime juice jar containing 4 gals. 8 gls. | |
| 6 gals. 0 pts. 0 gls. | } | 1 stone jar | 1 " 24 " |
| Rum, 4 gals. 12 gls. | | 1 lime juice jar, | " 4 " 12 " |

For myself.

| | | | |
|--------------------|--------------------------|-----------|---------|
| Pemmican, 160 lbs. | 4 cases, each containing | - | 40 lbs. |
| Preserved meats, | } | 20 cases, | " - 4 " |
| 80 lbs. | | | |

DEPÔT near CAPE PROVIDENCE.

| | | | |
|----------------------|---|-------------------------------------|-----------------|
| Bread, 50 lbs. | } | contained in one large potato case. | |
| Stearine, 7 cakes | | | |
| Chocolate, 5 cases | | | |
| Pemmican, 160 lbs. | - | 4 cases, each containing | - 40 lbs. |
| Bacon, 106 lbs. | - | 1 case, containing | - 54 " |
| | - | 1 " " | - 52 " |
| Preserved meats, | } | 12 cases, each containing | - 4 " |
| 48 lbs. | | | |
| Rum, 2 gals. 12 gls. | } | 1 stone bottle containing | - 1 gal. 2 gls. |
| | | 1 " " " | - 1 " 12 " |

| OUTWARD JOURNEY. | | | | HOMEWARD JOURNEY. | | | |
|------------------|-----------|------------|--|------------------------|-----------|------------|-------------------|
| Date. | Distance. | | Remarks. | Date. | Distance. | | Remarks. |
| | Walked. | Made good. | | | Walked. | Made good. | |
| Sept. 22 | 15 | 9 | Departure. | October 2 | 16 | 13 | Return commenced. |
| " 23 | 10 | 8 | Going over land. | " 3 | 11 | 10 | Arrival on board. |
| " 24 | 6 | 3 | | " 4 | 13 | 11 | |
| " 25 | 8½ | 7 | Fair wind. | " 5 | 10 | 8½ | |
| " 26 | 10 | 7 | | " 6 | 16 | 15 | |
| " 27 | 13 | 10 | Sledge broke through ice. | " 7 | 13 | 9½ | |
| " 29 | 13 | 10 | | | | | |
| " 30 | 7 | 6 | | | | | |
| Oct. 1 | 8½ | 7 | | | 79 | 67 | |
| | | | | | 91 | 67 | |
| Total - | 91 | 67 | Cape Providence 4' off; deposit depôt. | Total - | 170 | 134 | |
| | | | | Average } per day } | 11·0 | 8·4 | |

Remarks on Equipment.

I would recommend light canvas or duck as a substitute for the Mackintosh covering to the blankets; the texture being so close prevents the escape of the vapour, the blankets become saturated, freeze as hard as a deal board during the day, and at night thaw and drip on those underneath; mine increased in weight from 24 lbs. to 51 lbs. in 16 days solely from this cause.

Mackintosh blanket robe.

Would I think be better without the brown holland; it was invariably wringing wet in the morning, a considerable degree of force was required to separate one part from another before getting into them at night. It certainly answered admirably in keeping wind and drift out; part of the wet may be attributed to the dripping from the robe.

Blanket bags.

These were manufactured by Mr. Dale, Upper Thames Street, and were admirable in principle, but very deficient in workmanship; wherever solder could be substituted for rivetting or brazing, so as not to be perceived, it was done. The spout of the tea-kettle and the rim of the snow melter having fallen off was our first intimation that such was the case. De Bray's circular spirit lamp was rendered useless the first night in consequence of the heat melting the solder that connected the replenishing pipe with the lamp. Fortunately he had another spirit lamp; if he had been dependent on the other one alone, very much inconvenience would have been felt, and more than likely have rendered his return to the ship necessary.

Cooking apparatus.

This, as I have before mentioned, was perfectly useless. In addition to the faults already noticed, with any wind the drift got in through the hole for the catch, and covered the surface of the card; the leather thong for the strap at the bottom of the case rendered levelling the compass, so as to allow the needle to traverse freely, a work of difficulty. Nor could any bearing taken with it be depended on to 5°.

Compass.

The allowance, 1½ lb., of stearine, or 1½ pint of spirits of wine, per day, was not sufficient. I would recommend the allowance to be increased to 2 lbs. of stearine, or 2 pints of spirits of wine, per day. The increased consumption I attribute to the kettles being of copper instead of tin, and stouter in every respect; they also hold rather more than 9 pints, instead of barely holding 8 pints, as on last cruise.

Fuel.

The clothing answered very well, except for the feet; the carpet boots got wet through whenever we had any sludge to go through and became very heavy. If we had experienced any severe cold, we should have found them warm and comfortable. For the spring parties I think mocassins for the early part of the season, and canvas boots as it advances.

Clothing.

Journal of
Lieutenant Vesey Hamilton.

Increased WEIGHT of Articles on return to Ship.

| Article. | Weight. | | Remarks. |
|--|-----------------|------------|---|
| | Before leaving. | On return. | |
| Buffalo robe - - | lbs. 25 | lbs. 96 | Had been completely saturated. |
| Haversacks, contain- ing spare clothing } | 7½ | 19 | Ditto ditto ditto |
| Mackintosh robe - | 25 | 51 | From vapour and drift solely. |
| Blanket bags - - | 6½ | 11 | { Three of the driest weighed had been partly wet. |

Lieutenant R. V. HAMILTON to Captain KELLETT, C.B.

H.M. Ship "Resolute," Winter Quarters,
Dealy Island, 20th July 1853.

Sir,

I HAVE the honour to enclose a journal of my proceedings while in charge of H.M. Sledge "Hope," employed in carrying out depôts for the use of the N.E. Melville or Sabine Island searching party, from the 4th to the 17th of April, on which day I returned to the ship; and from the 27th of April till my arrival on board at 7 A.M., 21st June, while proceeding to and returning from the rendezvous in latitude 76° 33' N., longitude 104° 50' W. The following is an abstract of my proceedings.

The data for laying down the newly discovered land from the cart to Cape Richards will be found in the journal, to which I must also refer for details. The rest of the land I travelled along is laid down from Captain Richards' rough chart.

You are aware of our proceedings till 10.30 A.M. of the 7th. Shortly after your departure the violence of the wind, against which we could make no progress, compelled us to encamp. We were detained till 8 A.M. of the 11th, when we again proceeded. During our detention the temperature in the day varied from -25° to -16°, the wind continuing to blow steadily from the N.N.W. At 7.30 P.M. of the 12th, after a heavy day's work, we camped about $\frac{3}{4}$ ' from the beach, and $\frac{1}{2}$ ' from the cart.

The following morning Commander McClintock and Mr. De Bray parted company and proceeded to the westward. In compliance with your orders I then despatched Mr. Roche with H.M. Sledge "Beauty," to deposit eighteen days' provisions on the most conspicuous point he could find on Sabine Island, within five days' journey of the cart. He also had orders to erect a conspicuous mark near the depôt, and on his return leave directions for making it at the cart, for the use of the party about to proceed to the N.E., should it have left the ships before his return. I have much pleasure in recommending Mr. Roche to your most favourable notice. During our journey across the land he was constantly at the drag-rope, animating the men by his example, and owing to his exertions the "Beauty," with a weak crew, was enabled to keep up with the other sledges. His care and attention to the issue of provisions, fuel, &c., as well as to the health of his crew, is equally deserving of notice.

After depositing twelve days' provision under the cart, and leaving a record of my visit in the cylinder, I commenced my return at 1.30 P.M. of the 13th. Made rapid progress till noon of the 15th, when a southeasterly gale accompanied by a heavy snow storm and thick drift compelled me to encamp. During the night the wind shifted to the N.W., blowing as heavily as before: the temperature also fell considerably. Taking advantage of a temporary lull, I started at 3 P.M. of the 16th, but not being able to see 100 yards ahead, was compelled to camp at 7.30 P.M. The temperature at the time was -30°, the lowest yet registered. We were all glad to take shelter inside the tent from the severity of the wind, the force of it at so low a temperature being felt through any quantity of clothes. The following morning was fine: we started at 8.30 A.M., and arrived on board at 7 P.M. of the 17th.

A.M. Surry (Cooper) had been useless at the drag rope for the last five days. Being a very large man, and unused to the work, the protracted confinement to the tent, combined with the severity of the work, had debilitated him so much that frequently he could scarcely keep up with the sledge. The rest of the crew were in better health and condition than when they left the ship; their conduct has given me great satisfaction. The two herds of musk oxen seen before your departure from us were the only animals seen. Vegetation was rarely met with as we approached the northern shore.

In pursuance of your orders I again left the ship, April 27th, for the purpose of examining the N.E. coast of Melville Island, and proceeding to the rendezvous, accompanied by Mr. M'Dougal, in charge of H.M. Sledge "Erin," to assist me in crossing the land. Communicated at Polinya Lake with Mr. Roche returning from Cape Mudge, where he had deposited the provisions. Received from him the necessary directions for finding the depôt. At the Bamboo cairn we were detained 36 hours by a heavy gale from the N.N.W.

After this we had fine weather, and made rapid progress across the land. Camped within 2' of the cart on the beach, 2d May. The continuity of the land between the termination (on the chart) of Melville and Sabine Islands was ascertained. I was unable to obtain a set of sights. Having transferred the provisions from "Erin" and the cart to my sledge, I left the beach at 6 P.M. Mr. M'Dougal and his crew parted company at 9 P.M. on their return to the ship. I must here acknowledge my obligations to Mr. McDougal for his advice and assistance while crossing the land, as well as for his exertions at the drag rope. I also beg to recommend Mr. Ibbetts to your notice; having volunteered to take James Wilkie's place at the sledge, he displayed great zeal and alacrity in performing his share of the work. The crew of the "Erin" are also entitled to your favourable notice for their zeal and exertions.

I arrived at Cape Mudge May 4th. Obtained a tolerable set of sights for fixing its position. Left at 1 P.M. of the 5th, having completed my provisions to 45 days, leaving a depôt of six days. My weights are now about 240 pounds per man, too heavy for making good progress, unless over a good floe. 200 pounds a man is quite sufficient for ordinary floes.

The land after Cape Mudge was very low and uninteresting. It was covered with snow three feet deep, which rendered it difficult to trace the exact coast line. I saw no signs of vegetation or animal life. A more uninteresting coast, or one so completely devoid of prominent objects till Cape Richards is passed, is rarely met with. The only pressure on any part of it was tidal, and from the appearance of the floe, I think it is very old, and rarely clears out. The prevailing winds are N.N.W., rendering it a lee shore. The surface of the floe was hillocky, honeycombed, and very unfavourable for travelling, as was also the weather, which was usually thick and misty. From the 13th of May to the 7th of June I had no opportunity of taking sights.

On the 15th May, while crossing the land near Point Roche, I saw a piece of drift timber standing upright on the summit of a low flat topped hill, about 300 yards from the sea, and 50 or 60 above its level. Thinking it might have been placed for a mark, I had a thorough search underneath it for documents, and also 10 feet true north. The vicinity was closely examined for signs of an encampment, but no traces were found either here or during the journey that could induce me to think any travelling parties had passed along this coast. From the appearance of the ice and trending of the land it is very unlikely that any ships have passed near the coast. No signs of any Esquimaux encampment were found.

On the 18th May in latitude $76^{\circ} 44' N.$, longitude $108^{\circ} 45' W.$, I communicated with Commander Richards, received the necessary instructions for finding Sir E. Belcher's despatches in latitude $76^{\circ} 33' N.$, longitude $104^{\circ} 50' W.$ Parted company, as he intended proceeding to Dealy Island. On the following evening, taking Hoile and Ross, the "Satellite," and nine days' provisions, I left the sledge to follow on to a point 25' distant, where they

Journal of
Lieutenant Vesey Hamilton.

were to await my arrival. On the morning of the 21st I overtook Lieutenant Osborn, and proceeded in company to the rendezvous, where we arrived on the morning of the 28th May. I found Sir E. Belcher's despatches, delivered to Lieutenant Osborn the chart with which I had been supplied, and the journal of proceedings of H.M.S. "Investigator," and commenced my return on the evening of the 28th. I am much indebted to Lieutenant Osborn for his kind assistance in repairing the "Satellite," also for supplying me with provision. I rejoined the sledge on the 3d of June, and commenced my return to the ship the same evening, deviating slightly from my outward route to examine Hamilton Island. The wind and weather was much the same as before (from N.W. and thick). Left Cape Mudge the morning of the 14th; the cart on the morning of the 16th. The work across the land for the first half was very good, after which, owing to the soft and muddy state of the land, it was very slow. On the morning of the 19th I sent Bombardier Ross, R.M.A., on to the ship with the despatches. On the following evening I left the sledge and gear about a mile and a half from Polinya Lake and walked to the ship, arriving on board 7 A.M. of the 21st June, all of us in excellent health. Two deer, a few hares and ptarmigan was all the game we procured.

In conclusion, I have much pleasure in expressing to you my satisfaction at the general good conduct and willing exertions of the men while under my orders. George Murray, Captain of the sledge, showed great care and attention to the issue of provisions, fuel, &c.; he deserves great credit for carrying out my orders during my protracted absence of 13 days most satisfactorily; also for keeping time very well, with nothing but the compass and a very rare glimpse of the sun. Hoile and Ross, the two men who accompanied me with the "Satellite," had by far the hardest work of the party. The motion of the "Satellite" in bad ice is a very jerking one, and much worse than that of the big sledge.

Hoile had only returned from a 40 days' journey 10 days before leaving with me.

I have, &c.

R. VESEY HAMILTON, Lieut. R.N.

ORDERS to Lieutenant R. V. HAMILTON, H.M.S. "Resolute."

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship
"Resolute."

Circumstances not permitting me to take command in person of the party about to proceed for the search of the north-east coast of Melville or Sabine Island, I have great pleasure in being able to appoint you to it, who have already manifested so much zeal in placing the depôts for that purpose. You will therefore take command of H.M. Sledge "Hope," manned with seven men, and fully provisioned and equipped for this service, and under your orders the "Erin" with an officer and seven men, provisioned for 16 days.

When in all ways ready, you will proceed over the land to Hecla and Griper Bay; as the greater part of your difficulties will then be overcome, you will direct the officer in charge of the "Erin" to return to the ship immediately. From this point you will proceed across the bay, and follow the coast to the N.E.; should this lead you into Byam Martin Channel, you will cross it and still proceed easterly, so as to arrive at the rendezvous appointed by Sir Edward Belcher, in latitude 77° N., longitude 105° W. There you will not fail to deposit a record, giving all information you are in possession of.

As data for putting on paper the new coast you march along can be obtained without any delay for that purpose, you will not fail to obtain them. On your working chart you will daily, at the conclusion of your march, lay off your true course and estimated distance, sketching in the coast between, making notes as to the nature and character of the land passed; which, together with a journal of your proceedings, sketches, &c., you will transmit to me on your return. I will not hamper you with

further orders, you are so well aware of the object of your mission—the most *extended* and *persevering search* in this most important direction—being fully aware you will leave nothing unattempted to forward this service.

Journal of
Lieutenant Vesey Hamilton.

Given under my hand on board H.M.S. "Resolute," Winter Quarters, Dealy Island, 22nd April 1853.

(Signed) HENRY KELLETT, Captain.

MEMORANDA.

Working chart to be on the same scale and projection I have issued.

Record to be deposited in conspicuous places; one in the cairn, and one true north from it

Points and headlands to be removed, and notation of angles as shown in my book.

Log of proceedings to have noted in the margin for each 24 hours, the following data:

Course steered.

Estimated distance marched.

Encamped for rest hours.

Lunch.

Securing depôt.

Marching hours.

Temperature.

State of ice.

Winds.

JOURNAL of the PROCEEDINGS of H.M. Sledge "HOPE," from 27th April till 21st June 1853.

Wednesday, 27th April 1853.

1.30. P.M. Started, accompanied by Mr. M'Dougal in command of H.M. Sledge "Erin," to assist us in crossing the land. Three hearty cheers was our last salutation from the ships. Notwithstanding a strong N.N.W. wind we made good progress, the late gale having hardened the snow. While crossing the inlet several ptarmigan passed us; these are the first that have yet been seen. After a heavy drag up the hill, we reached Polinya Lake at 7.30, when we camped, having made good about 8' N. by W. (true.)

7.30 p.m.
Wind N.N.W. 4. 6. b.c.q.
Marching 6 hours.

Thursday, 28th April.

2 A.M. Started. Proceeded across the lake, on the north side of which I met H.M.S. "Beauty" returning from Cape Mudge, where Mr. Roche informed me he had deposited the provisions. He also gave me a rough sketch of the land, with directions for finding the depôt; these I afterwards found were very correct. A shoulder of musk ox which he had on his sledge was a very acceptable present. Double banked the sledges, and took them up the hill in two trips. We were frequently obliged to double bank while proceeding up Cairn ravine, from the number of patches of gravel which it was impossible to avoid. The drag up the hill was very heavy; we reached the cairn at 8 A.M. and camped. Most of us frost-bitten about the face, from dragging against a strong breeze with a low temperature.

Noon.
Hours marching, 12.
Encamped, 10½.
Dist. walked, 13.
Made good, 10½.
Course (T.) N. b. W.
Wind N.N.W. 5. 7. b.c.q.z.

Soon after camping the wind freshened to a gale, rendering it impossible to make any headway on the stony ground that, from previous experience, I knew was before us.

Wind N.N.W. 7. 10. b.c.q.z.

Friday, 29th April.

Towards evening the wind lulled, enabling us to start at 8 P.M. Proceeding across a bleak plain N.N.W. (T.), at midnight arrived at the south side of a steep ravine.

Noon.
Wind N.N.W. 7. 10. b.c.q.
Detained by bad weather; 24 h.

Saturday, 30th April.

Here we had to lower each sledge separately down a steep incline, about 150 feet high. Proceeded a short distance in an easterly direction, and then turned up a steep ravine trending N. by W. (T.); in this we camped at 2 A.M., having made good N. by W. 5'. In this ravine we procured

2 A.M.
Wind calm b.c.

8 or 10 lbs. of coal, and with a little trouble much more might have been easily obtained.

Noon.
Calm o.b.c.
Hours marching, 10.
Encamp. 14.
Course N. $\frac{3}{4}$ W.
Dist. 10'.

Started at 7 A.M. After leaving the ravine entered another undulating plain, across which we steered N.N.W. (T.) for a couple of hours, when we entered a ravine, the main branch of which at this place ran in a N.N.E., S.S.W. (T.) direction. Camped at 11 A.M.

Obtained a good meridian altitude, which gives the latitude $75^{\circ} 14\frac{1}{2}'$ N.

Started at 8.30 P.M., made an excellent march down this ravine, in which the snow was in good travelling condition.

Sunday, 1st May.

2 A.M.
Calm o.b.c.

Camped at 2 A.M. M.G.N. by E. 7'.

While tea was preparing I walked ahead for some distance, and was much gratified by finding a continuation of this ravine trending in nearly the same direction. Blue hills were also seen to the eastward, which I take for the hills on Sabine Land.

Started at 6.30 A.M. Proceeded over a slight ascent, then entered the ravine previously seen. As the snow in this ravine was hard and smooth, and we had the advantage of a slight descent, our progress was as rapid as I could desire. From the summit of the neighbouring hills I saw the floe in Sabine Bay, and the hills on the opposite side of it.

At 11 A.M. I found our progress down the ravine was stopped by a perpendicular snow bank, 30 feet high, extending completely across the ravine. Camped about a mile from the beach, M.G. North 7'.

8 P.M. proceeded. Ascended a steep hill to avoid the snow bank. The fine weather with which we have been favoured for the last two days has changed to thick misty weather and a heavy fall of snow. Built a small cairn about $\frac{1}{2}'$ from the beach, as a mark for making the ravine when returning.

Noon.
S.Easterly, 1, o.m.s.
Hours marching, 10.
Encamp. 14.
Course, M.G., North.
Distance, 14.

Monday, 2d May.

Noon.
Wind S.E. 3, o.m.s.
Hours marching, 9.
Encamp., 15.
Dist. walked, 10.

Steered along the beach till 1 A.M., when I saw the cart looming through the mist about 2' distant. Pitched the tents; and leaving the cooks behind to prepare a good stew of musk ox, with the rest of the crews proceeded to the cart for the provisions that had been previously left there. A depôt of six days was left to carry us over the land on our return. Reached the tents at 5 A.M., having walked about 10' since starting, although we have only made good four.

I was much disappointed at not being able to obtain a good set of sights here. Transferred the depôt from the "Erin" to the "Hope," and repacked the sledge.

6 P.M.
Temp. 0°.
Wind S.S.E. 2, o.m.

Started at 6 P.M. accompanied by Mr. M'Dougal and the crew of the "Erin." Steered for the extreme point of land to the northward (south). (C.) Five deer crossed the floe, proceeding to the eastward. As they passed within 500 yards of the sledge M'Dougal and myself tried to get a shot at them, but without success. 9 P.M. Exchanged three cheers with the "Erins," who then parted company on their return to the ship.

Resumed our now solitary course till 11.45, when we camped.

Midnight.
Temp. -2°.
Calm o.b.c.

Extreme point of land to northward south (C.), made good. N.N.W. $\frac{1}{2}$ W. (T.) 7'.

Tuesday, 3d May.

10 A.M.
Temp. +16.
Wind S.S.E. 3 b.c.

5.30 A.M. Started; snow soft and crusty. Steered south. (C.) Passed Roche's sledge track on his outward journey. Camped 9.45 A.M. M.G. N.N.W. $\frac{1}{2}$ W. $5\frac{1}{2}'$. Extreme point near Cape Mudge S. $\frac{1}{2}$ W. 7 P.M. Started; snow soft and crusty. Soon afterwards observed the depôt on a hillock, near the termination of a low spit. I easily recognized it from Roche's sketch and description; his distance, however, is overrated.

Noon.
Hours marching, 10.
Encamp. 14.
Course, M.G. N.N.W. $\frac{1}{2}$ W.
Dist. $12\frac{1}{2}'$.

Wednesday, 4th May.

Temp. 16°.
Wind calm, o.b.c.

Camped at 0.30 A.M. M.G. N.N.W. $\frac{1}{2}$ W. $6\frac{1}{2}'$. We were all so cold in our bags that we were heartily glad to start at 5.30 A.M. I saw a ptarmigan flying to the eastward; also several lemming tracks 5' or 6' off shore.

Camped at 10.10 A.M., close to the depôt. M.G. N.N.W. $\frac{1}{2}$ W. $6\frac{1}{2}$ '.

M. A. ☉

60° 2' 30" Indifferent.

3.30 P.M. Sights for time and variation.

| h. m. s. | | |
|----------|----------|-------------|
| ☉ | Hummock. | 62° 20' 00" |
| | | ☉ |
| 10 | 39 20 | 48 4 40 |
| | 40 20 | 47 56 50 |
| | 41 10 | 51 30 |

|☉ Hummock ----- 63 20 00

△ Hummock to Low point - - 56 50 00

△ Low point to depôt hillock - - 114 50 00

Compass bearing hummock, N. 25 E.

As these sights were not as good as I could desire I waited another day, hoping to obtain a better set.

The Cape Mudge of Parry is a hill rising abruptly from a low plain which extends to the beach—a distance of $\frac{1}{2}$ ' or $\frac{3}{4}$ '. The real termination is a long low spit running out about 4' from the hill.

No traces of any animals were seen, and but little vegetation. Four ptarmigan were shot by two of the men.

Thursday, 5th May.

The day unfortunately turned out dark and gloomy, and I was unable to obtain sights. Employed the people in removing the tins from the pemmican, bacon, &c. Buried a depôt of six days' provisions; also left our boots, spare clothing, and everything that we could spare, so as to lighten our load as much as possible. I have now 45 days' provisions on the sledge; this, with the assistance of game, will easily last 50 days. The weight per man is about 245lbs.

The weather was too thick to see more than $\frac{1}{2}$ ' in any direction. Started at 1 P.M. Steered south (C.) till 4.30 along a low spit, where the weather clearing a little enables me to see that, by crossing it, I would shorten my distance.

Steered S.W. by W. (C.) for a hill or headland I had momentarily seen on that bearing.

The snow was soft and very deep, and with the increased weight on the sledge our progress was very slow. Camped at 6.30 P.M. M.G. N.N.W. $\frac{1}{2}$ W. (T.) 2'; N.N.E. $2\frac{1}{2}$ '. Bearing of low point ahead, W. by N. (C.)

Friday, 6th May.

1.30 A.M. Started; steered west (C.) along very low land, rising gradually to a height of 80 or 100 feet, about 1' or $1\frac{1}{2}$ ' inland. Camped 6 A.M. M.G. N. E. by E. $\frac{1}{2}$ E. 4'.

Distance walked was 9 miles. Obtained a very good M. A.

Index error + 15" M. A. ☉

| | | | |
|----|-----------|-------|------------|
| ☉ | Low Point | ----- | 61° 0' 20" |
| | | | 49 00 00 |
| | h. m. s. | | |
| 10 | 34 34 | ----- | 49 29 50 |
| | 35 49 | | 20 00 |
| | 36 20 | | 16 50 |
| ☉ | Low Point | | 49 40 00 |

Low Point bearing N. 39 E. (C.)

Started 4.30 P.M. Steered for a low point to the northward S.W. by N. (C.) Walked to the land, which was a low flat plain, covered with snow too deep to discern any trace of vegetation. One or two uncovered patches consisted of a mixture of sand and fine gravel. The floe we have been travelling over since leaving Cape Mudge is old and honeycombed, and covered with a hard crust of snow three or four inches deep, which frequently breaks with the weight of the sledge, burying it up the bearer, and as one runner only generally breaks in, we are obliged to send two hands to lift the runner

III.

4 L

Temp. + 16°.
Wind S.S.E. 3 b.c.

Noon.

Hours marching, 10h. 10m.
Encmp. 13h. 50m.
Course, M.G. N.N.W. $\frac{1}{2}$ W.
Distance, M.G. 13.

Result of sights.

Lat. - - 75° 50' 55" W
Long. - - 110° 12' 15" W.
Var. - - 153° E.

Position of Cape Mudge.

Noon.
Waited 24 hours for sights.
Wind S.E. 2 o.m.s.

6.30 P.M.
Temp. + 1°.
Wind N.E. 1 b.c.

1.30 A.M.
Temp. - 5°.
Wind N.E. 3 o.m.

6.0 A.M.
Temp. + 1.
Wind N.E. 1 b.c.m.

Noon.
Hours marching, 10.
Encmp. 14.
Course, M.G. N.E. b. N.
Dist. 6.

Result of sights.

Lat. - - 75° 55' 53" N.
Long. - - 110° 00' 00" W.
Var. - - 154° E.
Good sights.

Journal of
Lieutenant Vesey Hamilton.

Temp. 9°.
Calm o.b.c.

6.30 A.M.
Temp. +10°.
Wind N.N.W. 1 b.c.

Noon.
Hours marching, 9½.
Encamp. 14½.
Course, M.G. N. b. W.
Distance, 9½.

Result of sights.
Lat. - - 76° 4' 55" N.
Long. - - 110° 7' 00" W.
Var. - - 150° E.

5.30 P.M.
Temp. +2°.
Wind N.W. 1 b.c.

11 P.M.
Temp. -5°.
Wind W.N.W. 1 o.m.

4 A.M.
Temp. +1.
8 A.M.
Temp. +16.
Calm, o.m.
Noon.
ours marching, 9½.
Encamp. 14½.
Course, M.G. N. b. W. ½ W.
Distance, 7½.

11 P.M.
Temp. +10.
Wind, West. 2. 5. o.m.q.

3 A.M.
Temp. +5.
Wind, W.N.W. 2. 5. o.m.q.

Noon.
Hours marching, 9.10.
Encamp. 14.50.
Course, M.G. N.N.W. ½ W.
Distance, 7'.
Temp. +15.
Wind W.N.W. 8.10 o.m.q.s.

Noon.
Detained by bad weather 24h.

2 A.M.
Temp. zero.
Wind, N.N.W. 5 o.m.q.

10.30 A.M.
Temp. +12.
Wind, N.N.W. 7.8. b.c.m.q.

bodily, while the other men, with a "one, two, three-haul," drag the sledge out. This not only adds greatly to the labour, but greatly impedes our progress. The sastrugæ or snow wreaths, which are here high and at right angles to our course, also delay us considerably, from the circuitous route we are obliged to take to avoid the heavier ridges.

Camped at 10 P.M. M.G.N. by W. (T.) 5½'.

Saturday, 7th May.

Started 2.30 A.M. Sastrugæ, hillocks of ice, and the snow-pits, being more frequent than usual, I camped at 6.30., half an hour earlier than usual, M.G.N. by W. 4'. Extreme point to northward S.S.W. (C.) Cape Mudge Bluff N.E. by N. 8.30 A.M. Obtained sights for time and variation.

| h. | m. | s. | ° | ' | " |
|----|----|----|-----|----|----|
| 3 | 58 | 00 | 106 | 10 | 00 |
| | 58 | 40 | 51 | 40 | 10 |
| | 59 | 23 | | 45 | 00 |
| | | | | 48 | 40 |

⊙ point. 107 10 00 C. Bg. S. + S.W.

Took sights for short Int^l. double altitude, being too late for meridian altitude.

| h. | m. | s. | ° | ' | " |
|----|----|----|----|----|----|
| 7 | 56 | 55 | 60 | 36 | 20 |
| 8 | 1 | 25 | | 28 | 40 |

Started 5.30 P.M. Steered for a low point S. by W. ½ W. (C.) We are about 3' off the shore, from which a low, flat plain extends inland about 4' or 5' to a flat-topped range of hills 200 or 250 feet high.

Camped at 11. P.M. M.G.N. by W. ½ W. 4½'. Low point ahead S. 20 W. (C.) Bluff near Cape Mudge N. 25 E.

Sunday, 8th May.

4 A.M. Started. Steered S. by W. (C.) Floe very heavy. Weather too thick to see more than ½' in any direction. Camped 8 A.M. M.G. N. by W. ½ W. 3'. Started 4.50. P.M. Steered S. by W. till 8, when I arrived at the north point of the bay, which, at the request of Mr. M'Dougal, I named Eldridge Bay; the point I called after Captain Chads, C.B., under whom I had served in the "Excellent."

Camped 10.30 P.M. M.G.N. by W. ¾ W. 4'.

Monday, 9th May.

3.30 A.M. started, steering south (C.) across a low, flat plain, which I thought was the termination of a point. An occasional patch of gravel was the only indication of land, otherwise I should have thought I was on the floe till 7. A.M., when, finding I was ascending a hill, and the mist and drift preventing any view of the surrounding land, I camped, hoping for a change of weather before starting again. The wind freshened to a heavy gale soon after camping. M.G.N.N.W. ½ W. 2½'.

Too much drift and snow to attempt getting under weigh.

Tuesday, 10th May.

Towards evening the wind lulled. Dug the sledges out of the drift, in which they were completely buried. Started 7.45 P.M. Steered S. ½ E. (C.) across a low plain, which was not easily distinguished from the floe.

Wednesday, 11th May.

Camped 1.30 A.M. M.G.N.W. by N. 4½'. Started 5.45 A.M. A beautiful sky overhead gave promise of a fine day, but, as is frequently the case in this country, a thick mist round the horizon prevented anything more than ½' distant from being seen. Steered S. ½ E. (C.)

7.15 A.M. arrived at the floe, an occasional hummock being the only indication that such was the case. The breeze again freshening up against us, I camped at 10.15 A.M. M.G.N.W. by N. 3'.

The gale lulling towards evening, I started at 10.45 P.M. against a strong breeze. Fortunately, the temperature was high, but we were all severely frost-bitten about the face. I did not think the wind so late in May could have been so cutting.

The land was occasionally seen. Apparently, our course is parallel to it.

Thursday, 12th May.

Camped 3.45 A.M. M.G. N.W. by N. 4'. Saw the land trending in a W.S.W. (C.) direction for about 1'.

Started 8.30 A.M. Weather thick, as usual. Steered W. by S. $\frac{1}{2}$ S. (C.) along very low land. Camped 11.30. M.G. N.E. $2\frac{1}{2}$ '.

Obtained a fair meridian altitude.

$$\begin{array}{c} \odot \\ 63^\circ 12' 30''. \text{ Index error } + 30'' \end{array}$$

When the weather cleared up I found myself in the bottom of a small bay, my last march having done more harm than good, by taking me out of the road. Started at 9 P.M. Steered S. $\frac{1}{2}$ W. (C.) along low land. This I found was a long low spit about $\frac{1}{4}$ ' broad. Observed high land to the N.E., bearing W. $\frac{1}{2}$ S., apparently 12' or 15' off. Crossed the spit, reaching the floe on the east side at 11 P.M. Steered W. by S. (C.)

The land is very much distorted by mirage. A meridian altitude of the sun at midnight did not give a satisfactory latitude, placing me 3' south of my noon sight. The horizon was thrown up by refraction; and as the altitude was only 4°, it was impossible to compute the refraction correctly.

Friday, 13th May.

The fine weather we have had this march renders it much less fatiguing than usual. Camped at 2.45 A.M., M.G. N.W. by N. 1', N.E. $\frac{1}{2}$ E. 3'. Started 7 A.M.; steered S. b. W. (C.) about 3° off very low land, the sastrugæ being at right angles to our course renders it rather circuitous. Camped 11.45 A.M., M.G. N.E. $\frac{1}{2}$ E. 3; took advantage of this fine day to dry our wet clothes and robes, also to wash our hands, face and feet in snow, which is more refreshing than a stranger to the process would imagine. Obtained very good sights.

$$\begin{array}{c} \odot \\ \text{M.A. } \begin{array}{ccc} \circ & ' & '' \\ 63 & 32 & 30 \end{array} \end{array} \quad \text{Index error } + 30''$$

4.45 P.M. for Time and Variation.

| \odot | | | | | |
|---------|----|----|---|----|-------|
| h. | m. | s. | ' | '' | |
| 11 | 50 | 21 | — | 44 | 25 00 |
| | | | | | 18 30 |
| | | | | | 10 40 |

\odot Hummock 128 11

Δ Hummock to Peaked hill - - 23 20

Δ Peaked hill to R. T. range of hills 30 20

L. T. - - - 40 20

Entrance of land - - - 50 45

Compass bearing, Peaked hill - - N. 54 W.

Started 8.30 P.M.; steered W. b. S. $\frac{1}{2}$ S. (C.); the floe was good at starting, but latterly was very bad, standing pulls being more frequent than usual. Surrounding objects much distorted by mirage, the almost sure precursor of a gale.

Saturday, 14th May.

Camped 2.15 A.M., M.G. N.E. 5°; started 7.30 A.M. 8.30. Made sail to a southerly breeze which fortunately sprang up in time to help us over the heaviest floe we have yet had. Steered W. b. S. $\frac{1}{2}$ S.; camped 11.45 A.M., M.G. N.E. $3\frac{1}{2}$; obtained a fair mer. alt.

$$\begin{array}{c} \odot \\ \text{M.A. } \begin{array}{ccc} \circ & ' & '' \\ 63 & 51 & 30 \end{array} \end{array} \quad \text{Index error } + 30''$$

9 P.M. Started under sail, steered W.S.W. (C.), for apparent extreme of low land, which we reached on

Noon.
Hours marching, 10 $\frac{1}{2}$.
Encmp. 13 $\frac{3}{4}$.
Course, M.G. N.W. b. N.
Distance, 7 $\frac{1}{2}$ '.
Temp. + 20°.
Wind, N.N.W. 7.10 b.e.q.
11 P.M.
Temp. + 20°.
Wind, N.N.W. 7 o.m.q.
4 A.M.
Temp. + 10°.
Wind, N.N.W. 5 b.m.q.
Noon.
Hours marching, 8.
Encmp. 16.
Course, N.W. b. N. 4'.
N.E. $2\frac{1}{2}$ '.
Temp. + 20°.
Wind, N.W. 5 b.e.m.q.
Lat. 76° 24' 44'' N.
9 P.M.
Temp. + 10°.
Wind, N.N.W. 3 b.c.

3 A.M.
Temp. + 5°.
Calm, o.b.c.

Noon.
Hours marching, 10.
Encmp. 14.
Course, N.W. b. N. 1'.
N.E. $\frac{1}{2}$ E. 6.
Distance, 7.
Temp. + 30°.
Calm, b.c.
Lat. 76° 29' 32'' N.
Long. 110° 28' 00'' W
Var. 154° E.

2 A.M.
Temp. + 12°.
Calm, o.b.c.
Noon.
Hours marching, 10.
Encmp. 14.
Course, M.G. N.E.
Distance, 8 $\frac{1}{2}$ '.
Temp. + 20°.
Wind south 4 b.c.
Lat. 76° 34' 39'' N.

9, P.M.
Temp. + 12°.
Wind south, 4 b.e.m.

Sunday, 15th May.

4 A.M.
Temp. in sun +10°.
Wind S.S.E., 6 8 b.c.q.z.

At 2.45 A.M. Camped on it at 3.45 A.M., M.G. N.E. $\frac{1}{2}$ N. 6'. Started 7.30 A.M. under sail; steered S.W. across the land, hoping this was the termination of another low spit or point like Cape Mudge or Point M'Dougal. The drift was too thick to see more than $\frac{1}{2}$ ' in any direction. Murray fell down in front of the sledge, which went over his foot, fortunately without doing any other injury than a slight bruise. At 10 A.M. I was astonished at seeing a small piece of drift wood, about 4 feet long, standing upright on the summit of a hill. Thinking it might have been placed there for a mark, although I was loth to lose so fine a breeze, I deemed it necessary to camp and have a thorough search for documents before proceeding any further. I dug a space large enough to contain an Edwards's potato case, and about 18 inches deep; the earth was then so hard that the pickaxe would not penetrate. I also dug 10 feet true north from the piece of wood without finding anything. The vicinity was also closely examined for signs of an encampment, but neither here, nor in any part of the journey, were any traces found that could lead to the supposition that any parties had been on this coast; the appearance of the ice also leads me to the conclusion that no ships have passed near it. No signs of Esquimaux encampments were seen along the coast.

Noon.
Hours marching, 9 $\frac{1}{2}$.
Searching for documents, 2.
Encamp. 12 $\frac{3}{4}$.
Course, M.G. N.E. 5 $\frac{1}{2}$.
N. b. E. $\frac{3}{4}$ E. 4.
Distance, 9 $\frac{1}{2}$.

9.50 P.M. Buried six days' provisions, leaving the timber standing upright as a mark. The weather clearing up for a short time, I saw the floe about 200 yards off, the hill on which the depôt is buried being about 50 feet high. Started 11.50 P.M.: steered S. by W.

Monday, 16th May.

5 A.M.
Temp. +14°.
Wind S.W. 4 o.m.

At 1 A.M. steered S.W. across a low point named Point Roche, after my assistant in laying out the depôts for this route. Built a small cairn on the beach, as a mark for finding the depôt on my return. Camped at 5.20 A.M. about 2' off shore. M.G. N. b. E. $\frac{1}{2}$ E. 3'. Low Point ahead S.W. (C.)

9.30 A.M.
Temp. +20°.
Calm, o.m.g.s.

9.30 A.M. Started, steered S.W. b. S. (C.) A considerable fall of snow during the night has made the dragging very heavy. The glare is so strong that Hoile is completely snow blind; several of the men partially so. Camped at 1.30 P.M. in consequence of the snow blindings; dropped wine of opium into the sufferers' eyes, and bathed the eyeballs with weak spirits and water, a remedy for snow-blindness I have generally found efficacious.

Noon.
Hours marching, 8.
Burying depôt, 2.
Encamp. 14.
Course, M.G. N. b. W. 1'.
N. b. E. $\frac{1}{2}$ E. 5 $\frac{1}{2}$.
Distance, 6 $\frac{1}{2}$.

10 P.M.
Temp. +14°.
Wind S.S.E., 3 o.m.g.

10. P.M. Started; steered west (C.) along very low land.

Tuesday, 17th May.

At 1 A.M. the weather cleared up. I saw a range of hills about 500 feet high running in a N.N.E. S.S.W. direction, apparently 5' or 6' off; they are the most conspicuous hills I have yet seen. I afterwards found that they were 12' or 14' distance. Our progress was tolerable till 3.30 A.M. when a few pools of water on the floe attracted my attention, and shortly after the leading men broke through an upper crust of hard snow, and were immersed up to their knees in water. As this was unpleasant, I went ahead to reconnoitre, and found a short distance ahead a crack about two feet wide extending for about a mile in a N.W. direction, and then turning sharp to the N.E.; the ice was so thin that I drove a bamboo through it easily. While waiting to find a road by which to extricate the sledge from this dilemma, a fine buck passed about 500 yards from us proceeding to the main land apparently from the southward to the northward. The floe in this spot appears to be of last year's formation, while from the absence of pressure and hillocky appearance of the ice we have hitherto travelled over, I should think it must be ice of several years' formation. To clear these cracks we were obliged to retrace our steps for some distance, and pursue our route inside the grounded hummocks, thereby increasing our distance considerably. 3.45. Lunched; 5.15. Proceeded. Discovered a harbour about two long and a mile in breadth, the floe in it was of last year's formation. In several places on the surface of the ice I was surprised by seeing a considerable quantity of sludge. While I was away from the sledge Murray saw a crack 12 feet wide and 100 yards in length close to the shore; as there was not a particle of ice on the surface of the water, this

crack must have opened quite recently. I named this harbour after Rear Admiral Murray; from the west point of it steered W. by S. $\frac{1}{2}$ S. Camped 8 A.M., on the land as the ice looked rather thin.

9.30 P.M. Started, ascended the hills, hoping to get a view to the westward; the misty weather balked my expectations, and I was obliged to follow the trendings of the coast; I saw more vegetation than I have yet seen on the north shore of this island. Soon after starting the snow changed into a fine drizzling rain, a very unusual thing so early in the season; I afterwards found that they had had rain in Baring Island at the same time. The land still continues low.

8 A.M.
Temp. +14°.
Wind S.S.E., 5 o.m.
Noon.
Hours marching, 11.
Lunch, $\frac{1}{2}$.
Encamp. 12 $\frac{1}{2}$.
Course, M.G. N.E. b. E. $\frac{1}{2}$ E
N.E. 3.
Distance, 11.
9.30 P.M.
Temp. +24.
Wind S.S.E. 3 o.m. &

Wednesday, 18th May.

Finding the land trending N.N.E., and then N.E. (C.), almost the opposite direction to the one I wished to pursue, I camped at 0.15 A.M., M.G., S. $\frac{1}{2}$ E. 4' S. b. W. 2'. Soon after supper we were all astonished by hearing foot-steps approaching the tent; this proved to be Commander Richards and three men from his sledge. They had passed our sledge tracks about 3' off and followed them up; they had left the "Assistance" on the 10th April in Winter Quarters, Northumberland Sound, Lat. 76° 56' N., Long. 97° W. I returned with Captain Richards to his tent, and obtained from him a rough chart of his discoveries, with directions for making the rendezvous in lat. 76° 33' N., long. 105 W. He also informed me that Lieut. Osborn had left him that evening, and as he was going to examine a deep bay, I should probably overtake him at the boat depôt, entrance of Byam Martin Channel. As he had seen heavy ice to seaward, he thought my best plan would be to steer from point to point till I reached the rendezvous. I parted company with Commander Richards at 10 A.M., he intending to proceed to the ship at Dealy Island. The weather was so warm that we were obliged to sleep outside our bags, for the first time since I have been travelling. I overslept myself, and we did not start till 7.40 P.M. Steered for the only bluff headland we have yet seen, which we reached at 11.15. Left here a depôt for five days. Passed Commander Richards's depôt at midnight.

0.30 A.M.
Temp. +24°.
Wind North, 4 o.m.

Meet Commander Richards.

Noon.
Hours marching, 5 $\frac{3}{4}$.
Communicating with
Commander Richards, 8.
Encamp. for rest, 10 $\frac{1}{2}$.
Temp. +29°.
Wind S.Easterly 3 o.m.

7.40 P.M.
Temp. +31°.
Wind S.E. 5 o.m.s.

Thursday, 19th May.

Lunched 1 A.M. Proceeded 1.20, following Osborn's track. The floe is old and hillocky with occasional good leads amongst it. Now that our weights are lighter we make very good progress. I am quite certain my weights were too much on leaving Cape Mudge, 200 or 210lbs. a man is quite sufficient. Camped 6.20 A.M. At 6 P.M. finding the weather was sufficiently fine to push on with the "Satellite," I set Hoile and Wilson to make a small tent out of the sail and spare blanket. This was finished in about 3 hours, and with bamboo poles made a very respectable gipsy tent, 4 ft. high, 5 ft. broad, and about 9 ft. long.

Hoile and Ross were the two men I selected to accompany me, and taking nine days' provision, our sleeping bags, and a change of clothing for the feet, we started at 10.30 P.M., having about 60lbs. each to drag.

I left orders with Murray to proceed to a cache of musk ox left by Commander Richards on a spit about 25' from our present encampment and there await my arrival, employing the men in shooting, &c.

The floe was formed of old glassy hillocks, and as there was sufficient snow to afford sure footing, without impeding us much, we made rapid progress although against a strong breeze.

Friday, 20th May.

Passed Osborn's first homeward encampment at 1 A.M.; lost sight of the "Hope." Lunched 5 A.M.; started 5.45. Camped 9 A.M. close to a low spit, at Osborn's second encampment. Shortly before camping I saw two snow owls flying very close to the floe, probably in quest of lemmings, who are frequently found five or six miles from the land. Notwithstanding the small size of our tent, we all slept soundly. Started 10.15 A.M.

7 A.M.
Temp. +29°.
Wind S.E. 6. 8 o.m.q.

Noon.
Hours marching, 10.20.
Lunch, 0.20.
Encamp. 13.20.
Course, M.G. S.E. 5.
S.S.E. 9.
Distance, 14.

10.30 P.M.
Temp. 24°.
Wind S.E. 4 o.m.s.

Noon.
Hours marching, 9.45
Lunch. 0.45.
Making Tent, &c. 4.00.
Encamped for rest, 9.30.
Course, M.G. S.S.E.
Distance, 19'.

Saturday, 21st May.

Reached the musk ox cache shortly after midnight; I took from it about 15lbs. of meat. Reached the depôt point at 8.15 A.M., where I

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Noon.
Hours marching, 12.
Repairing damages, 1½.
Lunch, ¾.
Encamp. 9¾.
Course, M.G. S.S.E. 9'
S. b. E. 14.
Distance, 23'.

8.30 P.M.
Temp. +27°.
Wind W.N.W. 4 6 o.m.q.

6 A.M.
Temp. +24°.
Wind W.N.W. 4 6 o.m.q.

Noon.
Hours marching, 8.50.
Lunch, 0.30.
Encamp. 14.40.
Course, M.G. E. b. S.
Distance, 11'.

7 P.M.
Temp. +31°.
Wind, W.N.W. 4 o.m.s.
5 A.M.
Temp. +21°.
Wind, W.N.W. 4 o.m.s.

Noon.
Hours marching, 9.10.
Lunch, 0.30.
Camp. 14.20.
Course, M.G. N.E. 7.
E. ½ S. 4.
Distance, 11.
7 P.M.
Temp. +21°.
Wind, W.N.W. 4 o.m.s.
5 A.M.
Temp. +20°.
Wind, W.N.W. 2 o.m.s.

Noon.
Hours marching, 8¾.
Lunch, &c. 1.
Encamp. 14¾.
Course, M.G. E. b. S. 5'.
N.E. b. N. 6.
Distance, 11.
Midnight.
Temp. +17°.
Wind, N.E.-ly. 4 o.m.
5.30 A.M.
Temp. 30°.
Wind N.E. 1 o.m.s.

Noon.
Hours marching, 8.40.
Lunch, 0.45.
Encamp. 14.35.
Course, M.G. N.E. b. N.
Distance, 11'.

7.30 P.M.
Temp. +23°.
Wind, N.W. 3 o.m.s.
0.30 A.M.
Temp. +17°.
Wind, N.W. 4 o.m.s.
6 A.M.
Temp. +16°.
Wind N.W. 6 o.m.s.

Noon.
Hours marching, 9½.
Lunch, 1.
Encamp. 13½.
Course, M.G. N.E. ½ E.
Distance, 10'.
8.15 P.M.
Temp. +17°.
Wind N.W. 6.8 b.c.q.z.

found a record from Osborn stating that he had left it at 7.30 P.M. the previous evening. I left orders there for Murray, and determined on overtaking Osborn instead of proceeding direct to the boat depôt. The thick weather and quantity of fresh fallen snow will impede his progress, while I have the advantage of following his tracks. Lunched at 5, started 5.45. At 6.45 A.M. the sledge capsized over a hummock and carried away the poppets on one side, those on the other side were strained by a previous capsize; an effectual stop was thus put to our further progress till we had repaired damages. Leaving Hoile and Ross to repair damages I walked on to overtake Osborn and procure his tool bag, &c. to assist us. Reached his tent at 9.30 A.M. much to the surprise of Osborn. From him I received a hearty welcome, and as his carpenter's mate was one of the crew, he immediately started off, accompanied by another hand, to assist in bringing up the sledge.

They arrived shortly after noon, Hoile with his usual fertility of resource having made a capital temporary repair in a couple of hours, and then pushed on to overtake me.

I delivered up to Osborn the charts with which I had been supplied and the journal of proceedings of H.M. S. "Investigator." After hearing the news I had to communicate, he determined on proceeding direct to the rendezvous and then to meet Lieutenant May and despatch him with the news to Sir Edward Belcher. I determined on accompanying him, as my sledge was sadly in want of a new set of poppets, which his carpenter undertook to make out of a spare batten by that time.

8.30 P.M. Having transferred my gear to Osborn's sledge and my men to the drag ropes, we started under sail.

Sunday, 22d May.

Lunched 12.10. Started 12.40. Camped 5.50 A.M.

Started 7 P.M. Floe old and hillocky; the snow was hard and tolerably level.

Lunched midnight, wind W.N.W. three o.m.s.

Monday, 23d May.

Proceeded at 0.30 A.M. towards a large saddle shaped hummock which we passed at 4 A.M. Camped at 4.40. I saw a seal on the floe for the first time this year; but could not succeed in finding its hole.

7 P.M. Started under sail, steered for the boat depôt, which we reached at 11.45; lunched. Temperature +14, W.N.W. 4 o.m.s.

Tuesday, 24th May.

After lunch dug out the depôt 0.45 A.M. Started, steered S.W. by W. (C.) Floe level. Camped 4.45 A.M.; spliced the main brace in honour of Her most gracious Majesty's birthday.

7.45 P.M. Started; a bleak north-easterly wind has succeeded the warm westerly breeze, and as it is in our faces, is not a pleasant change. Midnight, lunched.

Wednesday, 25th May.

Proceeded 0.45; observed the land about Cape Aldrich. Camped 5.10 A.M.

7.30 P.M. Started, observed the loom of land ahead, supposed to be the land near the rendezvous.

Thursday, 26th May.

0.30. Lunched. 1.30. Proceeded. The weather was too thick to see the land in any direction; travelling tolerable. 6. Camped. During the day it blew very heavily from the N.W., accompanied by a heavy drift, and with a blue sky overhead, a sight we have not seen for a fortnight.

8.15 P.M. Started rather later than usual, having waited nearly two hours hoping the wind would lull, as it usually does towards evening. The gale has raised a heavy sastrugæ, which being at right angles to our course considerably impedes our progress.

Friday, 27th May.

Lunched 0.45 A.M. Proceeded 1.45. Camped at 4.45., being unable to make any progress against this gale.

As usual, it blew very heavily during the day.

7.45. Started; wind N.W. 5 o.m.q.s.z. Observed a cairn on the rendezvous hill at 11.30 P.M.

Saturday, 28th May.

1 A.M. Lunched. 2. Proceeded. I went inland to the cairn, and took from it the despatches for the Admiralty and Captain Kellett from Sir Edward Belcher.

I saw a considerable quantity of vegetation on this hill, principally mosses and lichens. Osborn informed me that several hares had been seen on their outward journey.

At 7 A.M. crossed a low point, and observed the depôt cairn ahead. Camped about $\frac{1}{4}$ from it at 7.25 A.M.

I received two days' provisions for eight men from Osborn, which will last me five. His carpenter has made an excellent job of the "Satellite," which is now much stronger than ever. I also acknowledge my obligation to Osborn for his kind assistance. Parted at 8.45 P.M. Steered W.S.W. (T.) Enjoyed a fine evening at starting, but before midnight had the old thick weather again. Observed an appearance of land to the westward, probably the high land to the southward of Cape Richards thrown up by refraction.

Sunday, 29th May.

3.30 A.M. Lunched. Proceeded 4.15. Steered by the sastrugæ, as the weather had become too thick to see any objects ahead. This method requires frequent checking with the compass; I frequently found myself a couple of points out of the course. Camped 7.30 A.M. Blew heavily during the day, but moderated towards evening.

8.30 P.M. Started. A considerable quantity of fresh fallen snow makes the work very heavy.

Monday, 30th May.

Hoile having slipped over a hummock, and sprained his knee so severely as to be unable to walk, I camped at 2.30 P.M.

A heavy gale from the N.N.W. sprang up soon after pitching. The fresh fallen snow made so much drift that it was impossible to see five yards from the tent.

Hoile's knee was very much swollen. I made him rub it with salt and rum, and then bandage tightly.

Tuesday, 31st May.

Blew too heavily to make any movement till evening, when the wind began to lull, the weather still continuing thick.

11 P.M. Started.

Wednesday, 1st June.

Lunched 5.30 A.M. The weather clearing up for a short time, I saw the bluff cape near Cape Richards. Proceeded 6.20 A.M. The latter part of this march was very heavy, from the deep soft snow between the hillocks of ice, into which the sharp runners of the little sledge sank very deep. Cracks, into which we sank occasionally up to the hips, were also very numerous. Camped at 10 A.M.

Started 10 P.M. Weather tolerably fine at starting, but soon became thick and overcast. A south-westerly breeze and heavy snow-storm were unpleasant concomitants to the march.

Thursday, 2d June.

Lunched at 4 A.M. Started at 5. The weather cleared up, and I saw the land to the westward of Antler Point, where the musk ox cache was, and where I expected to meet the sledge. Struck in for the nearest land, which proved to be the point where we had camped the morning after leaving the sledge. I hardly expected to have made so good a hit in the unfavourable weather we have had since leaving the rendezvous; as we only passed 3' outside the cache point, if the weather had been clear I should have seen it yesterday. Camped at 8 A.M. Shot two ptarmigan. Left the tent at 9.30 P.M., being indebted for our breakfast to the ptarmigan shot in the morning. Proceeded in search of the sledge, which I expected to find either at the cache or depôt.

0.45 A.M.
Temp. +14°.
Wind N.W. 4 o.m.s.
4.45 A.M.
Temp. +16°.
Wind N.W. 7. 9. o.m.q.
Noon.
Hours marching, 7½.
Lunch, 1.
Encmp. 15½.
Course, M.G. N.N.E.
Distance, 6.

1 A.M.
Temp. +18.
Wind, N. 5 o.m.s.

8 A.M.
Temp. +18°.
Wind, N. 5.8 b.c.z.
Noon.
Hours marching, 10¾.
Lunch, 1.
Encmp. 12¼.
Course, M.G. N. b. E.
Distance, 11'.

3.30 A.M.
Temp. +14.
Calm, o.m.

7.30 A.M.
Temp. +30.
Wind, N.E. 3 o.m.
Hours marching, 10.
Lunch, 0¾.
Encmp. 13½.
Course, M.G. W.S.W.
Distance, 18' or 19'.

8.30.
Temp. +18.
Wind, N. 4 o.m.

4 A.M.
Temp. +17°.
Wind, N.N.W. 7.10 o.m.
Noon.
Hours marching, 6.
Encmp. 18.
Course, W.S.W.
Distance, 10'.

6 P.M.
Wind, N.N.W. 7.10 o.m.q.z.

Noon.
Detained by bad weather, 24 h.
11 P.M.

Temp. +23.
Wind, N.N.W. 3 o.m.

5.30 A.M.
Temp. +23°.
Wind, W.N.W. 1 o.m.

10 A.M.
Temp. +30°.
Wind, N.W. c.o.m.
Hours marching, 10.10.
Lunch, 0.50.
Encmp. 13.00.
Distance, 15'.

8 A.M.
Temp. +31°.
Wind, S.-Westerly, 1 o.m.
Hours marching, 9.
Lunch, 1.
Encmp. 14.
Course, M.G. W.S.W.
Distance, M.G. 16.
Walked, 19.

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Friday, 3d June.

Reached the tent at 3. A.M. I was very glad to find all the party quite well; they were heartily tired of their present encampment, having been 10 days at it, and the weather had been so unfavourable that they could not go any distance from the tent to look for game. Only three deer had been seen; of these one was shot, besides four ptarmigan. Two or three ducks were seen to-day by some of the men in a shallow fresh-water lake, the first water that has yet been met with. Enjoyed a good supper of venison steaks, which were certainly delicious. Murray deserves great credit for having kept time so well, having only an indifferent compass and very few glimpses of the sun to guide him. He was doubtful whether it was the 2d or 3d when I met him. I expected to have found them four or five days ahead.

Started 8.30 P.M. Crossed the land about half from the musk ox cache.

Saturday, 4th June.

Lunched 1.20. A.M. in a ravine close to a considerable pool of water. Started, 1.50. Reached our "Satellite" encampment at 5 A.M. Camped. Started 7.40 P.M. Steered for the Bluff Cape. I went inland hoping to procure some game. The ground in many places resembled a miniature rabbit warren from the number of lemming holes; it was very amusing to see these little creatures watching me from the entrance of their holes, evidently puzzled what to make of the intruder. Murray told me that several of them made themselves quite at home in the tent, running in and out without taking the slightest notice of any one, unless they were molested, when they immediately stood on their hind legs and struck out vigorously with their fore feet. Bacon and venison was greedily devoured by these little animals, to whom nothing in the eatable line appears to come amiss.

A seal was seen on the floe; I made an unsuccessful attempt to get within shot.

Sunday, 5th June.

Lunched, 1.40 A.M. Proceeded 2.25. Camped 6.25 A.M. Numerous lemming and two hare tracks were passed during the march, several miles off the land.

7 P.M. Started under sail; the weather so thick as to prevent the land being seen, except the cape, which appeared at intervals through the mist.

Monday, 6th June.

Lunched 0.45 A.M. Proceeded 1.30. Shortened sail and hauled in for the cape; passed Captain Richards's depôt at 3 A.M.; from it I took some pieces of pure mica, part of a rock he had found. Camped 4.45 close to my depôt, which I immediately dug up, the wind by this time having freshened to a gale with heavy snow-drift, and although it is June we felt it very cold. 7 P.M. Started. As our course was against the wind and drift, we did not make much headway.

Tuesday, 7th June.

Lunched 1 A.M. 1.30. Proceeded. Towards morning the weather became fine and clear; steered for Hamilton Island, passing about 2' off Cape Richards. Camped 5.45; all hands complaining of inflammation in the eyes, owing to the drift beating against them during the greater part of the march. Took bearings:—

| | |
|--------------------------------|------------------------|
| Bluff Cape over Cape Richards, | N. 15 W. |
| Peak of Hamilton Island, | S. 40 E. about 4' off. |
| Right tangent ditto | S. 35 E. " 4 " |
| Left tangent ditto | S. 65 E. " 2 " |

Too much wind and drift to take the mer. alt. I got a tolerable set of sights for time and variation at 6 P.M.

| | | | | | | |
|--|----------|---|----|----|----|-------------------------|
| | h. m. s. | ° | ' | " | | |
| | 1 27 35 | — | 40 | 49 | 20 | Index error 10' 10" |
| | 1 34 37 | | | 3 | 50 | ⊙ Hill 127 00 |
| | | | | | | Hill to Bluff Cape 7 50 |

Started 6.50 P.M. Steered for the island, which is about 4' long and 1' broad. The northern extreme consists of a series of small peaks, not

1.20 A.M.
Wind, N.W. 3 o.m.s.
Noon.
Hours marching, 8.
Lunch, $\frac{1}{2}$.
Camped, 15 $\frac{1}{2}$.
Distance walked, 9 or 10'.
7.40 P.M.
Temperature + 25°.
Wind, N.N.W. 3 b.c.

2 A.M.
Wind, N.N.W. 1.0.
Noon.
Hours marching, 10.
Lunch, $\frac{3}{4}$.
Camped, 13 $\frac{1}{2}$.
Course, M.G. N. b. W. $\frac{1}{2}$ W.
Distance, 15'.
Temperature, + 30°.

7 P.M.
Temperature + 27.
Wind, W.S.W. 3 o.m.s.

1 A.M.
Temperature, + 27°.
Wind, W. by S. 6 o.m.
Noon.
Hours marching, 9.
Lunch, $\frac{3}{4}$.
Digging up depôt, $\frac{1}{2}$.
Camped, 13 $\frac{3}{4}$.
Temperature, + 27.
Wind, W.S.W. 7.9. b.c.z.
Course, M.G. N. by W.
Distance, 14.

7 P.M.
Temperature + 27.
Wind, N.N.W. 6.8. o.m.q.

1 A.M.
Temperature + 22.
Wind, N.N.W. 4 o.m.s.
6 A.M.
Temperature, + 19.
Wind, N.N.W. 4 b.c.n.
Noon.
Hours marching, 10.
Lunch, $\frac{1}{2}$.
Camped, 13 $\frac{1}{2}$.
Course, M.G. N. by W. 4 $\frac{1}{2}$.
N.W. 5 $\frac{1}{2}$.
Distance, 10'.
Latitude, 76° 54' N.
Longitude, by mean of sight,
109° 8' 37'.
Variation, 161° E.
Temperature, + 20.

unlike volcanic peaks. One of these I ascended; from it Cape Richards bore N. 35 E. (C.) 6' or 7'. Extreme of main land to westward N.E. 1/2 E. (C.) The ground was soft and muddy, formed of a fine black mould. I obtained a very good mer. alt. under the pole:—

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19° 40' 30" [⊙] Compass bearing S. 20 W.

Midnight. Latitude, 76° 56' N. Variation, 160° E.

Wednesday, 8th June.

Lunched 1 A.M. Filled our kettles from a pool of water, of which, however, we could drink but little, as it had a strong taste of some mineral acid, I think sulphuric. All the water on the island had the same taste. Proceeded 1.40 A.M. Built a cairn on top of one of the peaks, and deposited a record of my visit. I discovered a small island apparently 8' or 9' distant, bearing from south to S.S.W. (C.), and also picked up a few pieces of petrified wood. Steered N.E. 1/2 N. (C.) Floe very good. Camped 6 A.M. Obtained an indifferent set of sights for time and variation.

1 A.M. Temperature, + 16. Calm, o.b.c.

6 A.M. Temperature, + 26. Wind, West, 1 o.c.

h. m. s. [⊙] "
|⊙ Peak of island 89° 30'
3 51 00 — 62 14 40
52 01 — 19 10
53 00 — 24 20
|⊙ Peak - 90 51 Compass bearing S. 71 W.
Peak to left tangent, 19 30
Could not see the right tangent.
Mer. Altitude [⊙]
71° 39' 20"

Latitude, 76° 49' 42" N. Longitude, 109° 35' 30" W. Variation, 147° E.

Noon. Hours marching, 10 1/2. Lunch, 3/4. Camped, 12 3/4. Course, N.W. by W. 1/2 W. 5' Rounding Island, 2. S. by W. 1/2 W. 5. Distance, 12.

8 P.M. Temperature, + 26. Wind, W.N.W. 3.5. o.m.q.s.

The variation differs so very much from any of the previous sights, that I can only account for it by supposing the compass bearing to be wrong, as the true bearing of the island agrees very well with former angles.

7.45 P.M. Started under sail. Observed the land at intervals through the mist.

Thursday, 9th June.

Lunched 1.45 A.M. Proceed 2.15. Crossed Point Roche, and arrived at the depôt at 4.15. Camped; built two cairns, and deposited a record of my proceedings under them. Dug out the depôt.

1.45 A.M. Temperature, + 27. Wind, W.N.W. 3.6. o.m.q.s.

4.15 A.M. Temperature, + 26. Wind, W.N.W. 7.9. o.m.q.s.

Started 9 P.M. under sail. Too thick to see more than 1/2' at any time during the day. Steered N. E. by E. along low land.

Noon. Hours marching, 8. Building cairn, and digging out depôt. } 2.

A range of hills about 5 inland from the cairn run in a N.E. and S.W. direction, terminating abruptly at each extremity.

Lunch, 1/2. Camped, 13 1/2. Course, M.G. S. by W. 3/4 W. Distance, 9'.

Friday, 10th June.

Lunched 3.15 A.M. Proceeded 4. Passed close to a low spit at 6 A.M. that I had not noticed at the outward journey. Camped 8.15 A.M.

4 A.M. Temperature, + 22. Wind, N.W. 4 o.m.

9 A.M. Temperature, + 27. Wind, W.N.W. 3. 7. o.m.q.

Obtained a tolerable sight for time; it was blowing too fresh for a set.

h. m. s. [⊙] "
3 44 10 62° 6' 00"

Mer. Alt. indifferent - 72 39 30

Started 9.45 P.M. under sail. Wind N.N.W. 3. o.m.d.r. Steered across a low plain E. by N. 1/2 N. (C.) The weather was too thick to see 1/4' in any direction, during the march. Our progress is very slow owing to the quantity of fresh fallen snow, 18 inches deep, laying on the land.

Noon. Hours marching, 10 1/2. Lunch, 3/4. Camped, 12 3/4.

Course, M.G. S.W. 1/2 W. Distance, 14'. Latitude, 76° 29' 15" N. Longitude, 110° 6' W.

3. 30. A.M. Temperature, + 26. Wind, N.E. 3 o.m.d.

Saturday, 11th June.

Lunched 3.25 A.M. Proceeded 3.55. Arrived at the floe 7.40 A.M. Camped 8.15 A.M. Took sights for time and variation.

8 A.M. Temperature, + 23. Wind, N.E. 1 b.c.

Noon. Hours marching, 10. Lunch, 1/2.

h. m. s. [⊙] " Comp. B^s Hummock S. 21 . W.
|⊙ Hummock 116 5
3 24 19 - 60 10 10
25 00 - 14 50
25 29 - 19 40

Course, M.G. S.W. Distance, 11'. Latitude, 76° 21' 55 N. Longitude, 110° 38 W. Variation, 157° E.

9 P.M. Temperature, + Wind, N. 5.3. o.m.q.s.

Sun was obscured at noon. Took a single alt. for Lat. by reduction to Mer.

h. m. s. [⊙] "
7 41 10 72 40 40

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9 P.M. Started. Steered N.E. $\frac{1}{2}$ N. (C.) Land running parallel to our course. 10.45. Altered course to N.N.E. (C.)

Sunday, 12th June.

3.30 A.M.
Temperature, + 26.
Wind, N. 4. 6. o.m.q.s.
Noon.
Hours marching, 10 $\frac{1}{2}$.
Lunch, $\frac{3}{4}$.
Camped, 12 $\frac{3}{4}$.
Course, M.G. S. by W. 3.
S. $\frac{1}{2}$ E. 12.
Distance, 15.
Temperature, + 27°.
Wind, N. 7. 9 o.m.g.s.
8 P.M.
Temperature in sun + 32°.
Wind, N.N.W. 4 b.c.

Lunched 3.15 A.M. Proceeded 4 A.M. Camped 8.15. All hands were nearly blind to-day, myself amongst the number for the first time since I have been in these regions. I attribute it principally to the hard particles of drift beating against the eye, thereby causing inflammation. Administered the usual remedy, wine of opium, and bathing the eye-lid in weak spirits and water.

8.15 P.M. Started under sail. Land about Point Chads 4' or 5' off. Cape Mudge N.N.E. (C.) Steered for it. Soon after starting, the weather became as usual thick and gloomy.

Monday, 13th June.

1.30 A.M.
Temperature, + 24°.
Wind, N.N.W. 4 o.m.s.
Noon.
Hours marching, 10 $\frac{1}{2}$.
Lunch, $\frac{3}{4}$.
Camped, 13.
Course, M.G. S. by E.
Distance, 11'.
7.30.
Temperature + 30°.
Wind, N.N.W. 3 b.c.

Lunched 1.30 A.M. Proceeded 2.15. Camped 7.15. Cape Mudge N.N.E. (C.) 4' or 5'. Silvey was quite blind. I was nearly as bad, and could not see sufficiently well to read off my sextant. I was very much disappointed at not getting sights so near Cape Mudge.

7.30. Depôt N.N.E. (C.) Started; steered N.N.E. for Depôt hillock.

Tuesday, 14th June.

3.30 A.M.
Temperature + 32°.
Wind, N.N.W. 4. 7 o.m.q.
Noon.
Hours marching, 8 $\frac{3}{4}$.
Building cairn, }
lunching, &c. } $\frac{3}{4}$
Camped, 12 $\frac{1}{2}$.
Course, S. $\frac{3}{4}$ E. 6'.
S.E. by S. $\frac{1}{4}$ S. 5'.
Distance, 11'.
7.30 P.M.
Temperature + 34.
Wind, N.N.W. 3 b.c.
2 A.M.
Temperature + 26.
Wind, N.N.W. 2 b.m.

Arrived at the depôt at 1.15 A.M. Dug out the depôt and built a cairn six feet high, leaving a record of my visit, also a document Captain Richards had left dated May 28th. Tilvey shot a brace of ptarmigan while we were building the cairn. Lunched 3.15. Started 4. The breeze freshened considerably, and the sledge went along as fast as we could walk. Camped 7 A.M. the glare becoming rather too strong for our weak eyes.

Started 7.30 P.M. The floe was much better than on the outward journey. We had, as is frequently the case out here, a beautiful blue sky overhead, with a thick mist hanging round the horizon.

Wednesday, 15th June.

Lunched 1.45 A.M. Proceeded 2.30. At 3.30 observed the cart bearing N.N.E. (C.) Altered course for it. Camped 6.30 A.M. Cart N.N.E. (C.) 3'. Obtained sights for time and variation:

| h. | m. | s. | ° | $\frac{\odot}{7}$ | " |
|----|----|----|----|-------------------|----|
| 2 | 20 | 8 | 54 | 20 | 40 |
| | 20 | 46 | | 25 | 40 |
| | 21 | 48 | | 31 | 20 |

Noon.
Hours marching, 10 $\frac{1}{2}$.
Lunch, $\frac{3}{4}$.
Camped, 13.
Course, M.G. S.E. by S. $\frac{1}{2}$ S. 11 $\frac{1}{2}$.
S. 4 $\frac{1}{2}$.
Distance, 16.
Latitude, 75° 32' N.
Longitude, 109° 39' 30" W.
Variation, 151° E. 153° E.

Could not see the land to get a time bearing. Sights for D. A. Could not get a good set.

| h. | m. | s. | ° | $\frac{\odot}{7}$ | " |
|----|----|----|----|-------------------|----|
| 8 | 39 | 40 | 72 | 13 | 40 |
| | 40 | 40 | | 6 | 10 |
| | 46 | 52 | 71 | 45 | 40 |
| | 47 | 56 | | 43 | 40 |
| | 49 | 12 | | 34 | 30 |
| | 51 | 5 | | 28 | 20 |

Compass Bearing, Peaked Hill N. 54 W.

8 P.M. | \odot
h. m. s. ° ' " Comp. Bg. N. 84 E.
3 16 00 68 32 00

Took a round of angles.

| | |
|----------------------------------|----------|
| △ Hill to N.E. extreme (low) | 116° 40' |
| △ N.E. extreme to N.W. do. (low) | 75 00 |
| △ N.W. " to cart | - 82 40 |
| Cart to △ Peaked Hill | - 85 30 |

8 P.M.
Temperature in sun, 42.
Wind, N.N.W. 2 b.c.

8 P.M. Started. The hot sun to-day has had effect on the snow, which is now soft and sludgy. Arrived at the cart at 10 P.M. By a note from Mr. De Bray I learnt the melancholy death of John Coombes, near Cape

Fisher. Unlashed the sledge and placed everything on the cart, thinking we were going to cross the land without much trouble; I also placed Commander M'Clintock's depôt in my empty potato case.

Journal of
Lieutenant Vesey Hamilton.

Thursday, 16th June.

12.30. Lunched. Proceeded at 1.15. Finding after an hour's hard work we had not advanced 50 yards, I gave orders to relash the sledge and pack the gear on it again, as there was sufficient snow for some distance ahead to enable us to make a little progress; intending to work the cart and sledge alternately, the former on the stony ground, the latter when we could find snow. Our weights are now heavier, (twenty days' provisions and the cart 850 lbs., about 200 lb. a man) in this the worst season for land work, than when we crossed before. I walked on to examine the road, and was both pleased and surprised to find so much snow on the land, at this advanced season. On my return I was much gratified at finding the sledge lashed, stowed, and making good progress before a fine fair breeze. The men had only been an hour and a half doing this. I was afraid the spun yarn lashings of the sledge would not hold in the severe work we were likely to have. I saw recent tracks of musk oxen that had been drinking at a small pool. Owing to the stony nature of the ground, our course was very tortuous, from W.S.W. to S.E. (true), and when we encamped at 8.45 we may have walked about 9', although only 6' were made good.

1. a.m.
Wind, N.N.W. 4 o.m.s

I was unable to keep up with the sledge during the last hour, having been suddenly seized with cramp in the feet, from which I did not quite recover for a couple of days. Our encampment is close to a small cairn with sledge tracks near it running E.N.E. and W.S.W. (true.)

Started under sail at 8.50 P.M. To avoid the stony patches, which for the first hour and a half were numerous, was a work of difficulty; after clearing these we entered an undulating plain; steered N. by E. (c.) across it.

Noon.
Hours marching, 9½.
Stowing cart, } 3½.
Lunch, &c. }
Camped, 11½.
Course, M.G. S.S.E.
Distance, 6.
To cart.
Course, S. ½ E.
Distance, 3.
Wind, N.N.W. 3. 6 b.c.q.z.
8 P.M.
Temperature, +27.
Wind, N.N.W. 4 b.c.

Friday, 17th June.

Entered a shallow ravine at 1 A.M. trending N. by E. (c.) Lunched 3.20 A.M. Shot a fawn while lunching; skinned it, and started 4.40. Shortly afterwards entered on another undulating plain; steered N. by W. (c.) 6.45. Entered the ravine M'Dougal had ascended on the outward journey. I was astonished at seeing several ducks, geese, and silver gulls flying about the ravine. The snow hitherto had been hard, and assisted by a fair wind we had made good progress. Camped 8.40, close to a large pool of water. We might have picked up a cwt. of coal in this ravine without any trouble; our weights being so heavy prevented me from taking any. The appearance of birds was fully accounted for by a short walk down the ravine. The snow we had on the northern part of the island is now succeeded by mud and water varied by an occasional patch of snow; in the pools several ducks were seen feeding, their nests were found on the sides of the ravine. On approaching them the old birds pursue the same plan as the lapwings, pretending to be wounded, and when they have enticed you far enough from the nest, fly off. The nests are so well concealed that only two were found, although 40 or 50 birds were seen.

3.30 A.M.
Temperature, +27.
Wind, N.N.W. 4 b.c.

Started 9 P.M. I walked on, leaving the men to bring the sledge and gear on. This ravine extended for about 1' further in the same direction, and then turned to the E.-ward. I followed this branch for about two miles, when, finding from the absence of snow and depth of the mud that neither cart nor sledge, even if empty, could descend it, I ascended the hills on the north side of it, those on the south being too steep for a portage, and finding that the snow as far as I could see would do for the sledge, I determined on making a portage up this side and trusting to fortune for a good lead. The wind has shifted to W.N.W., blowing a heavy gale, accompanied by a snow storm.

9 A.M.
Temperature, +32.
Wind, N.N.W. 5. 7. o.m.q.
Noon.
Hours marching, 10½.
Lunch, skinning deer, &c. 1½.
Camped, 12½.
Course, S.E. ½ S. 5.
S.S.E. 12'.
Distance, M.G. 17.
Walked, 20 miles.
9 P.M.
Temperature, +28.
Wind, N.N.W. 4 o.m.

Saturday, 18th June.

We did not clear the ravine till 1.30 A.M., when we commenced carrying our gear up the hill. Lunched 3.30 A.M. Recommenced work at 4.15. Going back for the traps was the worst part of the work, as we had to face the wind and snow storm, the latter nearly blinding us. At 8.15 we camped on the edge of the plain. The hill was so steep that

3.30 A.M.
Wind, W.N.W. 7 9, o.m.c.q.

Noon.
 Hours working, 10½.
 Lunching, ¾.
 Camped, 12¾.
 Course, M.G. S. by E.
 Distance, 2 or 2½ miles.
 Walked, 10.
 Temperature, + 32.
 Wind, W.N.W. 4. 6 o.m.q.r.

the whole of us could scarcely drag the empty cart up; by taking advantage of occasional patches of snow we got the sledge up easier. Although this is the worst day's march we have yet made, it has been by far the hardest: not an uncommon event. Soon after camping we had heavy rain, which lasted the greater part of the day. I was astonished to find our thin tent kept it so well out.

Started 10 P.M. Steered N.N.W. for about half an hour over a plain tolerably well covered with snow. The plain on the south side of the ravine had no snow on it. Entered a broad shallow ravine running N.N.E. and S.S.W. (c.) for about 2½'. Thinking the hills to the southward were those round the Polyna Lake, I walked on till I sighted it.

Sunday, 19th June.

As the weather was clear and every appearance of its remaining so, I despatched Bombardier Ross to the ship with Sir Edward Belcher's dispatches, and then commenced our old work of portages. Lunched 3.30 A.M. Recommenced work at 4.15. Camped at 8.15 A.M. about 1½' from the provision over the lake, having in the last five hours made about a mile. With the assistance of the sail before a strong breeze, having the robes and a few bags only on the sledge, we were about an hour making this mile. The wheels of the cart would not traverse in the soft mud, even when it was empty.

Noon.
 Hours marching, 9½.
 Lunching, ¾.
 Camped, 13¾.
 Course, M.G. S.E. by E. 1'.
 S. by E. 4.
 Distance, 5.
 Walked 10.

Monday, 20th June.

Sent the men out shooting and then walked down to the beach to ascertain the state of the road ahead. I was surprised to find the ice detached from the shore at the head of Bridport Inlet. The bombardier must have had a longer walk than I had anticipated when I sent him on. A stream 20 yards broad and three or four feet deep is the cause of this detachment. I found that the mud was so soft and deep that we should have been at least five days reaching the beach, and probably six or seven more before arriving at the ship. I therefore determined on leaving the sledge and walking to the ship to-morrow.

On my return to the tent I found the men had come back from shooting, having shot a hare, a few ducks and ptarmigan.

A few deer were seen, but were too wild to allow a shot to be got at them.

Shortly before midnight, having secured all our gear, we set out on our return, arriving on board the ship at 7 A.M. of the 21st, not having had a march in which we have enjoyed continuous fine weather since the 13th of May.

The chronometer by which the longitudes are determined is 137. Arnold and Son.

| | h. | m. | s. |
|--|----|----|---------|
| Its error on Melville Island, Dealy Island April 27th, was | 7 | 6 | 54.8 |
| June 27th | - | 6 | 56 49.6 |
| Loss in 61 days | - | 0 | 10 5.2 |
| Daily rate, losing | - | 0 | 0 9.92 |

The only sights I obtained to get a rate from, whilst away, was in latitude 76° 29' N. on May 13th, and on June the 10th 5' to the eastward of the former position.

| | h. | m. | s. |
|--|----|----|----------|
| May 13th S. M. T. | - | - | 4 40 56 |
| Chronometer showed | - | - | 11 51 34 |
| Watch fast on S. M. T. | - | - | 7 10 38 |
| June 10th, S. M. T. | - | - | 20 39 39 |
| Chronometer showed | - | - | 27 44 10 |
| Watch fast on S. M. T. | - | - | 7 4 31 |
| ' diff. of long.—reduction to position of May 13th | | | +0 1 28 |
| Watch fast on S. M. T. | - | - | 7 5 59 |
| May 13th | - | - | 7 10 38 |
| Loss in 28 days | - | - | 0 4 39 |
| Daily rate, losing | - | - | 0 0 9.96 |

Distance walked, 15'.
 M.G. 12.

The variations are all determined by true bearings, but as the compass with which the bearings were taken, although a very good one for steering by, was not fitted with a sight vane, the bearings cannot be depended on to within 2° or 3°. I missed a Kater's compass more than anything.

Journal of
Lieutenant Vesey Hamilton.

REMARKS ON PROVISIONS.

The old pemmican, without sugar or currants, is by far the best for travelling on. The sugar pemmican caused diarrhoea, and was disliked by all the crew. The currant was liked, and is certainly more agreeable to the taste, but it does not go so far, and is not so satisfying as the old. I did not find the allowance, three-quarters of a pound a day, sufficient till we shot some game.

The rest of the provisions were excellent, both in quality and quantity.

REMARKS ON EQUIPMENT.

Good bamboos should be procured for this purpose, as they would be both stronger and lighter than pikes, and, by fitting them outside the tent, they might be of sufficient length to answer for sheers and yards, thus effecting a considerable saving in weight. Tent Poles.

For an extended party, felt robes covered with calico like the blanket bags would be better than skin robes, the latter rotting in the wet weather. Robes.

Spectacles should be supplied to every man. The wooden eye-shades supplied were useless. Spectacles.

The weight of the sail might be reduced by substituting brown holland or calico for canvas. The whalebone brushes supplied to us are the only article of the sort that have stood the "wear and tear" of the work properly, and cannot be praised too highly. Sail.
Tent brushes.

Mocassins answer admirably, and are by far the best things for travelling in till the thaw commences, when canvas boots should be used instead. Mocassins.

A prismatic compass (the want of which I felt very much) should be supplied to each party. The pocket compasses we are supplied with are very good ones for steering a course by, but are not fitted for taking accurate bearings. Instruments.

Each party should have an artificial mercurial horizon. The circular glass horizons are not adapted for cold weather, or for using on snow, where the level is constantly altering.

NAMES of the Men composing the Crew of H.M. Sledge "HOPE."

George Murray, Quartermaster, Captain of sledge.
Robert Hoile, Sailmaker.
William Tilvey, Quartermaster.
David Ross, Bombardier, R.M.S.
William Colwill, Blacksmith.
Thomas Wilson, A.B.
Jeremiah Coglin, A.B.

WEIGHT ON SLEDGE at different Periods during the Journey.

| | | | | | | |
|---------------------|---|---|-----------|----------------|----------|-------------|
| Departure from ship | - | - | 1120 lbs. | Weight per man | 160 lbs. | April 27th. |
| " cart | - | - | 1562 " | " | 223 " | May 2d. |
| " C. Mudge | - | - | 1715 " | " | 245 " | " 5th. |
| " cart | - | - | 1400 " | " | 200 " | June 16th. |

ABSTRACT of DISTANCES.

| | M. G. | Walked. |
|--|-------|---------|
| From ship to cart | - 42 | 50 |
| " cart till departure with "Satellite" | - 132 | 137 |
| " "Satellite" to rendezvous | - 113 | 113 |
| " rendezvous till return to sledge | - 60 | 60 |
| " sledge till return to cart | - 150 | 150 |
| " cart till return to ship | - 41 | 58 |
| Total in geographical miles | - 538 | 568 |
| " English | - 627 | 663 |

The sledge travelled 27' after my departure, but being on the same route, I have not included it in the estimate of distance.

Lieutenant R. VESEY HAMILTON to Captain H. KELLETT, C.B.,
H.M.S. "Resolute."H.M.S. "Resolute," Winter Quarters,
Dealy Island, 20th April 1853.

Sir,

I HAVE the honour to report the proceedings of H.M. Sledge "Hope," while crossing the land in company with Commander M'Clintock, after your departure from us on Thursday the 7th. The increasing gale and low temperature, — 22°, soon compelled us to encamp, and detained us till Monday the 11th, when we again proceeded and reached the cart on the north side Tuesday evening. Next morning, after parting company with Commander M'Clintock's division, all well and in good spirits, in compliance with your instructions I despatched Mr. Roche, with 12 days' provisions for his own crew, to leave a depôt of 18 days for the use of the N.E. Melville Island party, as near Cape Mudge as he could reach, in a journey not to exceed five days; leaving at the cart a statement of his proceedings, and marks for finding the depôt. From the manner in which he has hitherto conducted the duty entrusted to him, I have no doubt but that this service will be well carried out, and I have now the satisfaction of recommending him to your most favourable notice, for the care and attention he displayed in looking after his crew (who were mostly "green hands"), as well as his provisions. Of his exertions at the track belt for the first three days you were a witness; I can only add that they were the same after your departure, and to them I mainly attribute his sledge keeping up with the others. After assisting him for a short distance, I left him under sail with a good floe to travel over, and then returned, deposited a depôt for six days at the cart, also one for Mr. Roche's return.

At 2 P.M. on Wednesday afternoon I commenced my return, and after a detention in the tent, caused by bad weather, from 11 A.M. on Friday till 3 P.M. on Saturday, arrived on board the ship at 7 P.M. on Sunday the 17th, all the crew, with the exception of Abraham Surry, in good health. I have every reason to be well satisfied with their conduct. For a more minute detail I must refer you to my journal, which will be transmitted at the earliest opportunity.

I have, &c.

R. VESEY HAMILTON,

Lieutenant in command of Party.

ORDERS to Lieutenant RICHARD V. HAMILTON, H.M.S. "Resolute."

By Henry Kellet, Esq., C.B., Captain of H.M.S. "Resolute."

THE object of your journey is to place provisions in depôt, in as advanced a position as possible (in a certain time), for the party to be employed in the search along the coast of N.E. Melville or Sabine Island. For this purpose you will take the command of H.M. Sledge "Hope," and under your orders H.M. Sledge "Beauty," manned each with seven men, and provisioned for that service.

You will accompany Commander M'Clintock over the land to Hecla and Griper Bay for mutual support. On reaching the shore of the bay, you will despatch the "Beauty" in the direction of Cape Mudge, with as much provision as she can carry with speed; depositing the remainder, and returning yourself to the ship; bearing in mind that her outward journey is not to exceed twelve days. You will therefore, should your journey across the land be delayed by bad weather, or otherwise, so that the "Beauty" cannot cross to the land north of the bay in that period, deposit *most securely* all the provisions for the N.E. route, as well as what can be spared by yourself, on the most prominent part of the coast you make, raising a conspicuous mark at the spot.

Under the latter circumstance you will return in company to the ship, with all despatch to prepare for your own separate mission.

Given under my hand on board H.M.S. "Resolute," in Winter Quarters, 2d April 1853.

(Signed)

HENRY KELLETT, Captain.

JOURNAL of the PROCEEDINGS of H.M. Sledge "Hope," from the 4th to the
17th of April 1853.

Journal of
Lieutenant Vesey Hamilton.

Monday, 4th April.

At 7 A.M. the following sledges' crews assembled alongside the ship,
preparatory to starting on their respective routes.

7 A.M.
Temperature, zero.
Wind, N.E. 1 o.m.

Division for North Shore of Melville Island.

| | | | |
|---------------------|-----------------------|----------------------|---------|
| H.M. Sledge "Erin," | Captain Kellett, C.B. | - - - | 7 men. |
| ... | "North Star," | Commander M'Clintock | 10 " |
| ... | "Hope," | Lieutenant Hamilton | - - 7 " |
| ... | "Beauty," | Mr. Roche | - - 7 " |
| ... | "Hero," | Mr. De Bray | - - 8 " |

Western Division.

| | | | |
|-----|-----------------|-------------------|-------|
| ... | "Discovery," | Lieutenant Mecham | - 7 " |
| ... | "Perseverance," | Mr. Nares | - 7 " |

in all 53 men, 47 officers, eager to renew the travelling operations. The general feeling is best expressed in the graphic words of the boatswain to the Captain a short time ago: "The fact is, Sir, travelling is all the go, and them that's going pities the poor devils as has to remain behind." After exchanging cheers with the western division and the ship's company (invalids and the purser's steward),

At 7.20 A.M. we commenced our march, crossed the peninsula at 8.50, and arrived at the head of the inlet 0.30. Lunched. Shifted the depôts that had been previously carried out from the cart to the sledges, and started 1.10 P.M. Ascended a gradually sloping hill for about $1\frac{1}{2}'$, then descended a steep incline, arrived on a fresh-water lake about 2' long and 1' or $1\frac{1}{2}'$ broad. Camped on the north shore at 5 P.M. The snow during the march was soft and deep, adding greatly to the fatigue of dragging. Mr. De Bray and myself had an unsuccessful chase after a herd of seven musk oxen.

1 P.M.
Temperature + 3.
Wind, W.N.W. 3 o.m.s.

5 P.M.
Temperature + 3.
Wind, N.E. 1 o.m.
Hours marching, 9.
Course, M.G. N. $\frac{1}{2}$ W
Distance, $9\frac{1}{2}$.
Walked, 11.

Tuesday, 5th April.

5.40. Started. Double banked the sledges and dragged them up a steep hill; soon after descending the opposite side, entered a ravine running in a W.N.W. (true) direction for $1\frac{1}{2}'$ when we were stopped by a perpendicular bank of snow about 30 feet high extending across the ravine. To surmount this obstacle, we took the sledges up the most sloping side of the bank we could find; in three trips 39 men had as much as they could well manage to get the "North Star" up, the weight per man not exceeding 55 lbs. Soon after we entered a branch ravine, trending N. by W. (true) $\frac{1}{2}'$; the ascent being too steep to manage it single-handed, at 10.30 we again double banked, and by 11.50 had all the sledges up to the entrance. Lunched close to a cairn, built by Commander M'Clintock last autumn.

5.40 A.M.
Temperature, - 5.
Wind, Vble. 1 o.z.

0.30 P.M. Proceeded across an undulating stony plain S. by E. (c.) N.W. $\frac{1}{2}$ W. (true.) Camped at 4 P.M. having only made about 5' good, after as heavy a day's work as I have yet seen in my travelling career.

Temperature, + 5.
Wind, W.N.W. 3 o.m.s.

4 P.M.
Temperature, + 1.
Tent + 6.
Wind, N. 3 o.m.s.
Hours marching, 9.40.
Lunching, 40.
Camped, 13.40'.
Course, M.G. N.W.
Distance, M.G. 5.
Walked, 8.

Wednesday, 6th April.

7 A.M. Started; course the same as yesterday, the distance across the plain is about 4'. 9 A.M. Entered a branch ravine trending N. by W. (true) $\frac{1}{2}'$, then the main branch N.N.W. (true) for 1'. From this by a steep ascent we entered another plain, across which we steered N.W. $\frac{1}{2}$ N. (true), S. (c.) Lunched 11.45 A.M. Proceeded 0.15 P.M. The weather was very thick and misty; this with a strong breeze and fall of snow in our faces prevented our seeing any distance; reminding of the old complaint of Arctic and glacier travellers, viz. "The want of some object on which to fix the eye, and the deceptive appearance both in size and distance of objects seen over an unvaried surface of snow." An unsuccessful chase after a herd of musk oxen was a relief to the monotony of the march. Distance across plain about 4'. At 2.30 P.M. by a steep descent entered another ravine, which trended for a short distance W.N.W. (true), then W.S.W. (true), then turned abruptly to the northward (true). About 1' up the latter branch we camped at 4.45 P.M.

7 A.M.
Temperature, - 10.
Wind, N. o.m.s.

Noon.
Temperature, - 2.
Wind, N. 5 o.m.s.

5 P.M.
Temperature - 10.
Wind, North, 3 b.c.
Hours marching, $9\frac{1}{2}$.
Lunching, $\frac{1}{2}$.
Camped, $14\frac{1}{2}$.
Course, M.G. N.W. by W.
Distance, 5' or 6'.
Walked, 8.

Thursday, 7th April.

7 A.M.
Temperature, -20.
Wind, N.N.W. 3 5. b.c.q.z.

7 A.M. Received the depôts from Captain Kellett's sledge, and an additional hand, John Halloran, A.B., to assist us. Started; Captain Kellett and his crew assisting us. Cleared the ravine in about an hour, and commenced the ascent of a gradually rising plain, course N. $\frac{1}{2}$ W. (true,) S.W. by S. (c.) The snow was soft and deep, the wind also blowing strong against us; our pace was little better than a snail's, even with the extra assistance of the "Erin's" crew. Consequently, when the captain parted company at 10.30 A.M., finding we were amongst stony ground, and the drift preventing our seeing the patches in time to avoid them, we pitched the tents to await a change of weather. Several of us were frost-bitten about the face, Bacon severely on both wrists. The highest temperature in the tent during the day was -18°.

Noon.
Temperature, -18.
Wind W.N.W. b.c.q.z.
Hours marching, 3 $\frac{1}{2}$.
Detained.
Course, M.G. N. $\frac{1}{2}$ N.
Distance, 2'.

Friday, 8th, Saturday, 9th, Sunday, 10th April.

Detained by bad weather
Temperature during day from
-16 to -25.
Wind, N.N.W. 5. 9 b.c.z.

The wind during these three days lulled at intervals, so much as frequently to induce us to think of starting, when it again freshened up too much to face at the present low temperature, on such bad ground. Commander M'Clintock suffered severely from snow-blindness. All hands complain of cold feet; the luxury of a hot cup of tea is much appreciated.

Monday, 11th April.

8 A.M.
Temperature, +16.
Wind, N.N.W. 5 b.c. q.m.r.

Much to the gratification of all hands, who declared the hardest day's work was preferable to this protracted confinement (8 people cooped up in a small tent 10 feet long by 6 feet 6 inches broad for 3 $\frac{3}{4}$ days), the wind lulled sufficiently to allow us to dig our sledges out of the drift in which they were buried and start at 8.30 A.M. Steered over an undulating plain N. $\frac{1}{2}$ W. (true) S.W. by S. (mag.) As it was still too thick to see more than a few hundred yards round, we were much annoyed by frequent patches of stones; to cross them we invariably had either a "standing pull," or, as was more frequently the case, were obliged to double bank. Parry says these patches of stones, from the relief they offer to the otherwise unvaried surface of snow, forcibly reminded him of the description of the oases of desert. From the curses freely lavished on them by the men, such was certainly not the case with these.

1.30 P.M.
Temperature, -5.
Wind, N.N.W. 5 b.c.q. r.

1.30 P.M. Lunched. A. Surry I found was quite exhausted with fatigue and the protracted confinement to the tent, which probably has more effect on a large man like him than on a smaller man.

6 P.M.
Temperature, -7.
Wind, N.N.W. 3 b.c.
Hours marching, 8 $\frac{1}{2}$.
Lunch, $\frac{1}{2}$ h.
Camped, 15h.
Course, M.G. N. $\frac{1}{2}$ W.
Distance, 6'.
Walked 7 $\frac{1}{2}$.

2 P.M. Started. The stony patches and consequently the labour greatly increased during the afternoon march. 3. Crossed a small ravine; double banked to ascend it. The evening was very fine, a change for the better much appreciated by all of us. Camped 5.30 P.M. at the entrance of a shallow ravine. Gave Surry a dose of aromatic spirit of ammonia and an opium pill.

7 A.M.
Temperature, +14.
Calm, o.b.

Tuesday, 12th April.

The weather was beautiful to-day. Spread our robes and wet bags out to dry; before starting got the sheers up and bent the robes and bags to the yard, hanging the rest of our wet gear about the sledge. Surry was better this morning; he was of no use at the sledge. Started 8 A.M. The sledges when seen moving along a ravine very much resembled a perambulating Rag Fair; the fine weather has put all hands in capital spirits. From a hill near our encampment we saw the land of Sabine Island, and shortly after a cairn built by Commander M'Clintock in the autumn, thus proving most satisfactorily the correctness of his dead reckoning in the constant bad weather we have had since leaving the ship. This we passed at 9.30 A.M. Our course then lay over a tolerably level plain, the best travelling we have yet had; only an occasional "one, two, three, haul" being heard to-day, previously it had been almost incessant. Our course was N.N.W. (true) S. by W. (c.) for about 3 $\frac{1}{2}$, when we passed another small cairn. Lunched close to it at 1.30 P.M. Proceeded at 2.10 on the same course for a slight hollow in the furthest hills about 1 $\frac{1}{2}$ '. The only conspicuous object on this plain was a small hillock about 20 feet high, on which De Bray built a small cairn. 3.10. Double banked over some stony ground; then descending a steep hill entered the last ravine. A fresh

2 P.M.
Temperature, -9.
Wind, S.W. 2 b.c.

breeze springing up we trimmed our robes and bags to supply the place of a sail and made rapid progress. This ravine trended S.W. by S. (c.) N. (true) and is about 4' long. At 5.30 our further progress down the ravine was stopped by a perpendicular bank of snow 30 feet high extending completely across. After retracing our steps for some distance we double banked, and after $\frac{3}{4}$ hour's hard work succeeded in getting the sledges up a steep hill. We were then obliged to drag the sledges along the sloping side of the hill, a sharp look out being kept so as to slip the track belt in time, should the sledge, as was not improbable, "fetch way" down the hill. Camped at the bottom of the ravine about 1' from the beach at 7.10 P.M. The cart is about $\frac{1}{3}$ to the eastward. All hands were very tired from this last drag. Surry was quite exhausted. I thought we should have had to carry him back to the ship, not a pleasing idea, as he weighs about 220 lbs. I gave the same dose as last night. The idea that my prescription was a correct one I believe did him more good than the medicine.

Wednesday, 13th April.

The land on the opposite side is apparently farther off than Parry has laid it down. I transferred three six-day depôts to Roche's sledge and gave him orders to steer due north from the cart till he was near enough to the land to judge what would be his best plan for carrying out these depôts, which were to be deposited on the most conspicuous point he could find within five marches of the cart, leaving a conspicuous mark near the spot; and also on his return to the cart to leave directions for making the depôt for the use of the party about to proceed on that duty, should they have left the ship before his return.

8.30. Accompanied the "Beauty," leaving Surry behind. Exchanged three hearty cheers with Commander McClintock's division, which parted company and proceeded to the westward, all well and in good spirits. I gave Mr. Roche my chronometer, exchanged cheers and parted company at 10 A.M. with the "Beauty."

Returned and took a depôt of 12 days' provision, which were buried under the cart. Lunched at the now almost deserted spot where our tent was pitched; the contrast between the bustle and noise of the morning with the present silence was very striking. I enjoyed my lunch in the sun, which notwithstanding the lowness of the temperature gave a pleasing heat. 1.30. Started. Found a considerable difference between the work of yesterday and to-day, the last $1\frac{1}{2}$ hour's work of yesterday occupied us only 25 minutes. Several deer or musk oxen tracks showed that some of those animals had crossed our late path early this morning. With the exception of the musk oxen seen previously, these are the only signs of animal life. Vegetation on this northern shore of the island is very scarce. 6. Camped.

Thursday, 14th April.

Started 6.30 A.M. Surry rather better, but unable to drag. Passed our encampment of the 11th at 9.30 A.M. After leaving it steered more to the westward than on the outward journey; found the road a little improved. Noon; lunched. 12.30. Proceeded. 1.30. Passed "Detention" encampment; shortly after entered the ravine. Saw a recent fox track. 3 P.M. Passed our encampment of the 6th. 5.30. Camped on the plain above the ravine, up which we had a heavy drag.

Friday, 15th April.

6. Started; having previously built a small cairn to mark the southern entrance of the ravine. Steered across the plain for the next ravine, which we entered at 8.30 A.M. The wind and drift increased very much; for the first time since leaving the cart could not see the old track. After leaving this ravine we got amongst stony ground, and not being able to pick a road camped 11 A.M. Bathed our eyes in weak spirits and water, to relieve the inflammation caused by the glare and drift.

Saturday, 16th April.

The wind shifted during the night to S.W., and then to N.W.; as this was into the door of the tent we were soon covered with drift. About 3 P.M. the wind lulling slightly we started. The drift was so thick that I had great

Journal of
Lieutenant Vesey Hamilton

7.30 P.M.
Temperature, - 14.
Wind, S.S.E. 4 b.c.
Hours marching, 10 $\frac{1}{2}$.
Lunching, $\frac{3}{4}$.
Camped, 12 $\frac{3}{4}$.
Course, M.G. N. by W
Distance, 9 $\frac{1}{2}$.
Walked, 11.

8 A.M.
Temperature, - 12.
Wind, S.S.E. 3 b.c.

Despatched Mr. Roche to
Sabine Island.

1 P.M.
Temperature in shade, - 2.
,, in sun or snow, + 15.
.. on buffalo robe, + 20.
Wind, S.E. 2 b.c.
Commence my return.
Course, M.G. S.S.E.
Distance, 6.
Walked, 6 $\frac{3}{4}$.

6 P.M.
Temperature, - 7.
Wind, S.S.E. 3 b.c.
Hours marching, 4 $\frac{1}{2}$.
Accompanying }
Mr. Roche, and } 6h
preparing depôts }
&c. }
Camped, 13 $\frac{1}{4}$.

6.30.
Temperature, - 15.
Wind, N.E. 3 b.c.
Noon.
Temperature, - 5.
Wind, N.W. 3 b.c.

6 P.M.
Temperature, - 15.
Wind, N.N.W. 2 b.c.
Hours marching, 11.
Lunching, $\frac{1}{2}$.
Camped, 12 $\frac{1}{2}$ h.
Course, M.G. S. $\frac{1}{2}$ E.
Distance, 13'.
Walked, 17.

6.
Temperature, - 12.
Wind, S.S.E. 3 o.m.s.

Noon,
Temperature - 6.
Wind, S.S.E. 6. 9 o.m.s.
Hours marching, 6.
Camped, 18.
Course, M.G. S.S.E.
Distance, M.G. 5' or 6'.

7 A.M.
Temperature, - 25
Wind, N.W. 7. 8 b.c.q.z.

7 .M.
Temperature, + 29.
Wind, N.W. 8 b.c.q.r.
Hours marching, 4.
Camped, 20.
Course, M.G. S.E. by E.
Distance, 4'.

difficulty in choosing a road amongst the stony ground. Entered a ravine trending E.S.E. and W.N.W.; the drift here completely blinded us. I was compelled to encamp at 7 p.m.; the temperature was -29°, the lowest I have registered this cruize. The force of the wind at this temperature is felt through any quantity of clothes; some of the men were quite benumbed waiting while I was picking a road.

Sunday, 17th April.

8 A.M.
Temperature, - 16.
Wind, N.W. 3 o.m.s.

Started 8.30 A.M.; the weather was thick and gloomy. It was very fortunate that I camped last night, as not 30 yards from our tent was a perpendicular bank of snow 30 feet high over which we should have fallen, as the drift was too thick to see five yards ahead, and as there were very large stones at the foot of the bank, the sledge must have been smashed. To avoid this we were obliged to keep well up the sloping side of the ravine, which was so steep that three men were obliged to keep their backs firmly set against the lower side of the sledge while the rest of the crew dragged it along. We went on in this manner for about 1/4 and then descended to the bottom of the ravine, where we found a tolerable road. Arrived at the lake at noon, and at the head of Bridport inlet, where we lunched at 2.30 P.M.

Hours marching, 10.
Lunching, 1/2.
Course, E. 6.
S. by E. 9.
Distance, 15'.

The late northerly gales have almost cleared the land of snow. 2.50. Proceeded. 6.50. Arrived on board.

ABSTRACT OF DISTANCES.

April 4th till 13th.
,, 13th till 17th.

| | M. G. | Walked. |
|-------------------------------|-------|---------|
| From ship to cart - - - - - | 44 | 50 |
| „ cart to ship - - - - - | 46 | 50 |
| Total in geographical miles - | 90 | 100 |

R. VESEY HAMILTON.

No. 10.

Journal of
Lieutenant Bedford Pim.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "JOHN BARROW," detached from H.M. Ship "Resolute," between 10th March and 19th April 1853, under the command of BEDFORD C. T. PIM, Lieutenant.

ORDERS to Lieut. B. C. T. PIM, H.M. S. "Resolute,"

By Henry Kellett, Esq., C.B., Captain of H.M. S. "Resolute."

HAVING appointed you to the command of the parties about to leave the ship for the Harbour of Mercy, consisting of seven men and one runner sledge, and one officer, two men, five dogs, and one runner sledge, and being desirous that these parties should leave as early as practicable, they have been equipped, for encountering the low temperature that may be expected, with every thing suggested by the most experienced that the ship can supply, and with as much provisions as they can drag.

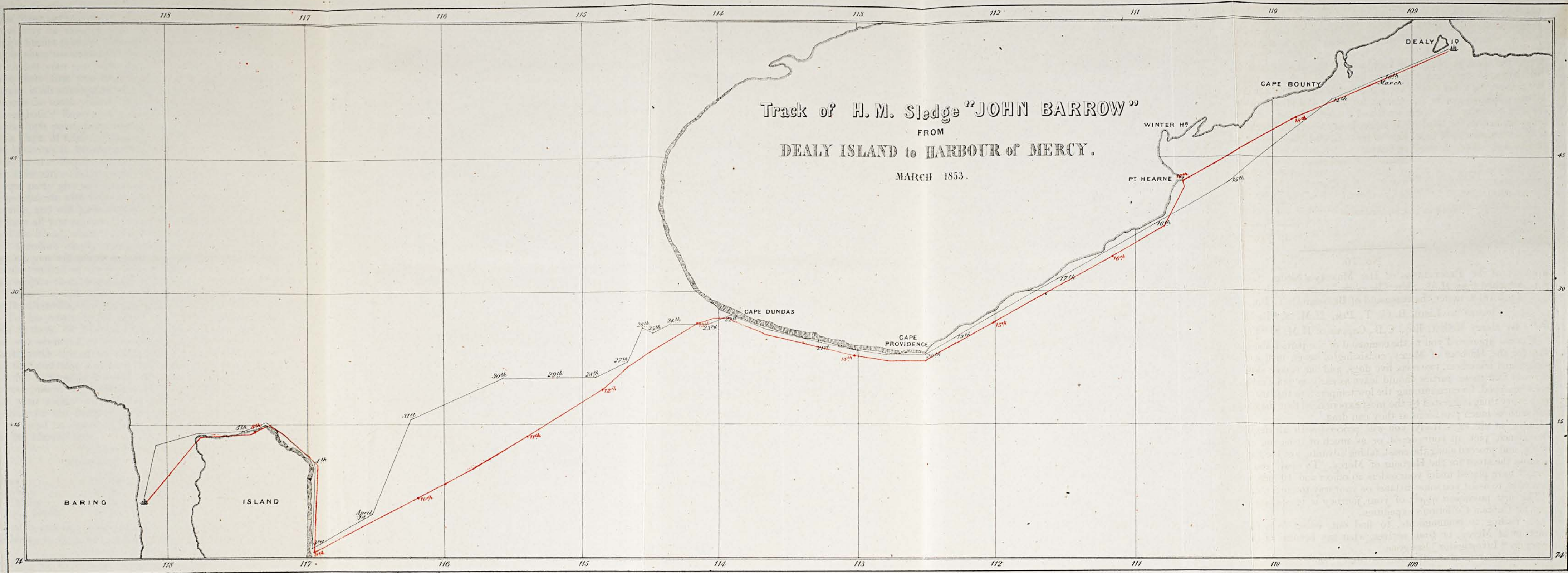
Being in all ways ready, you will proceed with all despatch to Cape Providence, pick up your depôt, or as much of it as you can carry with safety, and proceed along the coast, taking advantage of the first fair weather to cross the strait for the Harbour of Mercy. To assist you in your first start, I have placed under your orders an officer and 10 men, who will have directions to assist you some distance on your way towards Cape Providence.

The first prominent object of your journey is to communicate with the ships of Captain Collinson's expedition.

2d. Failing to communicate, to find out, either from records left at Harbour of Mercy, or from natives, what has become of them, in what direction "Investigator" has gone.

3d. To send me from Harbour of Mercy, on your arrival there, all the information you can collect respecting these ships, with a report of your own immediate movements.

The following instructions are intended to assist you in carrying out the above service, and for your guidance in the probable contingency of the "Investigator" having left the Harbour of Mercy. 1st. You are to be extremely careful of the health of your crew; in this you will be ably assisted by Dr. Domville, who has handsomely volunteered to accompany you, and whose advice you will seek and follow. 2d. You will be careful not to overload your sledges, so as to injure them, your men, or animals, not to waste the provisions by being obliged to get rid of any in consequence.



3d. On your arrival at the Harbour of Mercy you will show these orders and deliver the accompanying despatch to Captain M'Clure, and in his absence to any other your superior officer, following his orders for your future guidance. 4th. Should "Investigator" not be at the Harbour of Mercy, you will carefully examine all cairns for records, and if by any of these records you find the direction she has gone, you will follow her in that direction, as far as your provisions will admit. Should there not be any record found giving her direction, you will proceed to the eastward, and down Prince of Wales' Strait to the position of her depôt; should the depôt be found perfect, you may be assured that she has gone westerly and southerly for Behring's Straits (should the depôt have been removed you will only go as far as your own resources will allow, and *not* trust to obtaining game). You will complete your provisions from this depôt, stating in the record you will leave there that you have done so, the quantities and species, stating the same in all subsequent records. Being thus replenished, you will proceed towards the south point of Baring Island, in which vicinity you will probably meet both "Enterprise" and "Investigator." You will not fail to ascend the high point, from which you will have an extensive view, and also to visit Capt. M'Clure's "Possession Staff," with black ball and record, which he describes in his despatches as being in lat. $71^{\circ} 8' N.$ long. $112^{\circ} 48' N.$ From the Esquimaux also, in your passage southerly, you will obtain every information, being careful in your communication with them that none of your party give any cause of offence. Your crew must not be allowed to communicate with them, except in your presence. You will not give them spirits, and will leave their neighbourhood as soon as you have obtained from them all you require. I have fully weighed your proposition to march round the island, which is in my opinion impracticable with your force; you will therefore clearly understand it to be my orders that you do not attempt it; you will return to your ship by the route you go from her. Any records you find at the Harbour of Mercy you will copy, endorse the originals, replace them, depositing with them one of those you are supplied with. The copies, with your own plan of proceedings, you will send back to me by Dr. Domville, who you are not to detain, nor detach on any other service. For his return to his depôt at Cape Providence, you will provision him for 14 days. Sir Edward Parry states in his voyage that the ice in the strait was observed to be in motion on 20th June. You will therefore be on the north side of the strait before that time, bringing back any provisions that you may not have had occasion to use. I have made these orders as full as possible, but still they may not embrace every contingency; I, however, place full confidence in your discretion, having a full persuasion of your ability to carry out this service, and of your zeal to attempt anything for the furtherance of the object of the voyage.

Given under my hand on board H.M.S. Resolute, Winter Quarters,
Dealy Island 9th March 1853.

(Signed) HENRY KELLETT, Captain.

MEMORANDA.

| | Lat. | Long. | Var. |
|----------------------------|-------|--------|---------|
| Dealy Island - - | 74.56 | 108.53 | 143° E. |
| Winter Harbour - - | 74.48 | 110.52 | 128 |
| Harbour of Mercy - - | 74.06 | 117.54 | 110 |
| Princess Royal Islands - - | 72.46 | 117.54 | — |

Variation to be used in crossing strait $119^{\circ} E.$ compass course from east point of Harbour of Mercy to Cape Providence, $N. 40^{\circ} W.$ Signed, H. K.

Lieutenant B. C. T. PIM to Captain KELLETT, C.B.

Her Majesty's Ship "Resolute,"
27th August 1853.

Sir,

I HAVE the honour to report my return to the ship with the party under my command, April 19th, 1853, having succeeded in communicating with H.M. Ship "Investigator," at present in the Harbour of Mercy, Baring Island.

The commencement of my journey was unfortunate. When scarcely half a mile from the ship, while crossing the hummocks of Dealy Island, the large sledge fell over on its side and was broken; another was substituted, but considerable delay was the consequence. A much longer

detention followed: during the night (March 10th) the wind freshened from the northward, and before morning blew a gale, which continued without intermission three whole days, and necessarily confined us to the tents. Fortunately the temperature rose from -51° to -36° , at which it remained.

The snow-drift soon accumulated around the tents, and formed a sort of embankment, which not only kept them firmly fixed in spite of the violence of the storm, but also assisted to exclude the piercing external air, which penetrated the inner lining and reduced the temperature of the interior to -20° . When the lamps were lit for the purpose of cooking it rose to zero, and even smoking made a difference; which fact induced the men to keep themselves almost constantly employed expending tobacco.

The morning of the fourth day proved fine to the great delight of all, but it was noon before the preparations for starting were complete, the cramped and benumbed state of the men after this long period of inactivity causing the delay. I am happy to say, that no very serious consequences arose from the inclemency of the weather. Sergeant Rd. Hobbs was the only sufferer, and him I was reluctantly obliged to send back.

Near Point Hearne I detached Mr. Roche and party, with orders to return to the ship; and I must take this opportunity of mentioning that officer's zeal and cheerful alacrity as deserving every praise.

At Cape Providence my autumn depôt was found partially destroyed by bears, those destructive animals having broken open and rifled an iron case, besides injuring minor articles less strongly secured. Leaving a small depôt for the return journey, I pushed on for Cape Dundas, travelling over a fine level floe similar to that described by Captain M'Clintock when searching the same coast in 1851. At Cape Dundas another small depôt was buried. From the summit of the cliff I had hoped to obtain a good view of Banks Land and the intermediate floe, but was disappointed in consequence of the hazy state of the weather. Upon this high land a herd of musk oxen were observed, but although one was wounded and chased a considerable distance I could not secure it—a want of success attributed by the men to the visit of a *solitary* raven, which flew slowly overhead uttering its discordant croak.

The passage of the "Straits" proved even worse than was anticipated on board: hummocks followed hummocks in endless succession, over which I had to employ the whole force to drag one sledge; sometimes half the baggage was carried first and the empty sledges sent back for the remainder, and in one place it even became necessary to carry the things, as wood and iron could not have withstood such a test of strength. It afterwards proved that a better road lay to the right and left of our course, but the constant hazy weather limited my view to so short a distance that I was unable to see or avail myself of either.

On the morning of the seventh day, after leaving Cape Dundas, the large sledge was again broken, no doubt weakened by the constant straining during that time. Upon examination, I found the damage would require some hours to repair; and as time was of the utmost importance I determined to push on with the dogs for the Harbour of Mercy, leaving Dr. Domville with written directions to return by easy stages to Cape Dundas (distant 15 or 18 miles), taking with them the provisions, and there await my return.

The weather after the accident improved, as did also the floes, and although my route was circuitous in order to avoid the hummocks, I was enabled to make good progress. On the 6th April I arrived at the Bay of Mercy, and late in the afternoon reached H.M.S. Investigator, where, the vicinity of fellow-countrymen not having been suspected, my arrival caused the utmost surprise.

The recital of proceedings since parting company with the "Herald" in Behring's Straits contained a series of hair-breadth escapes, and a full share of hardships. The crew had been on short allowance of provisions since Oct. 1st 1851, $\frac{1}{2}$ lb meat and $\frac{2}{3}$ of flour being the principal rations, a miserable pittance for hearty men in these bleak regions, where a more than usual amount of animal food is required. Preparations for the departure of half the ship's company were nearly completed; they were

to leave on the 15th inst., a part wending their way to Cape Spencer with the hope of ultimately reaching the whalers for conveyance to England, while a smaller party travelled up the Mackenzie, and through the Hudson's Bay territories for the same destination. My timely arrival, by pointing out a nearer asylum, prevented the necessity of undertaking such long and hazardous journies; the route therefore was changed, but the date of departure continued the same. With the remainder of his crew it was Captain M'Clure's intention to await the coming summer, during which it was expected the ship would be freed and effect the N.W. passage already discovered, and both officers and men looked hopefully forward to the accomplishment of so truly national an object, notwithstanding their long period of service and the hardship and privations which they had endured in the cheerless regions of the Polar Sea. Should this plan fail, Captain M'Clure would abandon his ship the following spring, and travel to Port Leopold, where he would find sufficient resources to enable him to reach home in safety.

During my short stay, my time was fully occupied in relating the occurrences of the past three years, even the most trifling things being of interest to men so long isolated from the world.

The 8th inst was fixed for my departure, and Captain M'Clure having decided to visit our winter quarters and communicate personally with yourself, we both started on the morning of that day. James M'Donald, A. B., a sufferer from scurvy, was placed under my charge for conveyance to the "Resolute"; he bore the journey admirably, and even improved in general health, his only regret being his inability to make one of those to remain by the ship. The temperature on leaving was -41° , but the weather was now beautiful and proved continuous; the return journey was therefore comparatively easy, and by avoiding the hummocks, I was enabled to make good progress. On the morning of the 14th I arrived at Cape Dundas, where I found Dr. Domville encamped, with all the provisions safely landed; the crew had been successful in shooting five musk oxen, a most acceptable supply and no doubt the salvation of the dogs, which were now on the verge of starvation. At Cape Dundas I transferred the dog sledge to Dr. Domville, giving him directions to carry the intelligence of the success of the journey to you with all expedition. At the same time I started myself with the men, the large sledge being as good as ever, which Dr. Domville informed me was chiefly owing to the zeal and activity of Joseph Gibson and Joseph Parr. On the 19th I arrived on board (when I found that Captain M'Clure and Dr. Domville had only preceded me two or three hours), the whole party I am happy to say in excellent health and ready for any service.

I have purposely omitted any description of the coast of Melville Island; it would be superfluous after the detailed accounts of Sir Edward Parry and Captain M'Clintock. Game was not abundant; at this season probably the animals continue inland. About 25 musk oxen were seen, and a few hares; as mentioned above five of the former and three of the latter were shot.

"Banks Land" is high and precipitous, bearing a striking resemblance to the coast line between Capes Providence and Dundas; it however appears barren. I did not observe any vegetation until the cliffs were passed; then indeed the land became low and undulating and wore a different aspect, the dwarf willow was very abundant. I also found coal, about 40lbs. was gathered in a very few minutes; a more lengthened search would no doubt have been rewarded with a plentiful supply. Traces of deer proved that they frequent the vicinity, but none were seen; I was equally unsuccessful when following the very recent track of a bear and two cubs.

I shall now offer a few remarks upon the state of the ice in Banks Strait. To the westward of a line drawn from Cape Dundas to Cape Hamilton, I could detect nothing but heavy unbroken old floe, appropriately named by Captain M'Clure "stupendous pack;" it was precisely as described by Sir Edward Parry, "resembling hill and dale;" some of the hills were 40 or 50 feet high and entirely denuded of snow. To the eastward of the above line there were many large pieces of this floe, but the general character was that of young ice, while off Cape Providence nothing but continuous young ice was to be seen. The hummocks it is almost impos-

sible to describe ; they were very heavy and formed of thick ice, from which I infer the Straits were open at a late period of the year. The range over which I travelled must have been formed by considerable pressure, caused, I imagine, by a meeting of the tides. During last summer there was undoubtedly a considerable body of water in the Straits, sufficient I dare say to effect the passage, had not an immense floe completely blocked the entrance of the "Harbour of Mercy," and thus prevented the "Investigator" from making her escape.

Having commenced travelling somewhat earlier than usual in these regions, it may not be amiss to offer a few remarks upon the expediency of doing so as a general rule. Experience has proved that the intense cold of early spring may be successfully combated by adopting proper precautions, and I still adhere to the opinion expressed in a former letter, that, if necessary, the 1st of March is not too early to start ; on the 17th of that month, 1850, while serving on board the "Plover," I set out on a journey which occupied 57 days without even a tent. It is however questionable whether there is any advantage to be gained by starting so very early in the season, as the extra weight of food and clothing necessarily delay the sledges considerably. A short journey, indeed, say 400 or 500 miles with dogs instead of men, could be most successfully performed during the month of March, or even earlier in cases of emergency. The inner tents I found to answer the purpose for which they were intended ; they could not have been more severely tested than during the storm mentioned above when the temperature was 36° below zero.

I cannot finish this letter without mentioning the extraordinary performance of the dogs. These useful animals dragged about 1,000 lbs., and travelled with that load as fast as a man could walk ; two men were attached to the sledge, but their services were only required over hummocky ice, where, of course, it would have stopped but for their assistance.

I have now to recommend the men serving under my command to your favourable consideration ; where all did their duty alike it would be difficult to make a distinction. I shall not therefore attempt to do so, but merely state my entire satisfaction with their conduct during a journey diversified by many trying vicissitudes.

I have, &c.

B. C. T. PIM.

JOURNAL.

Thursday, 10th March 1853.—8.30. A.M. Left the "Resolute," accompanied by the captain and officers of both vessels. The thermometer at 6. A.M. showed -51° , but at starting had risen to -45° — 41° ; this intense cold, however, did not prove inconvenient, the weather being perfectly calm. Upon passing the hummocks $\frac{1}{4}$ of a mile to the southward of Dealy Island, my sledge fell over on its side, and all the poppets were broken short off ; this accident occasioned considerable delay, but at 11 A.M. the stores having been packed upon another sledge, we again proceeded. At noon the captain returned to have another sledge prepared, the one at present in use showing symptoms of weakness. At 1 parted company with the officers and men who had assisted us thus far on our road. At 4 I despatched Mr. Roche to the ship with one man and the dogs, to bring out the new sledge early the following morning. 5.30. Encamped about eight miles W.S.W. of the ship. The spirit lamps of the auxiliary party broke down at the first trial, and as every endeavour to repair or patch them up proved fruitless and occasioned some severe frostbites, I was reluctantly obliged to burn the spirit in an open tin, a very much more expensive mode of cooking.

Friday, 11th March.—During the night a breeze sprang up from the northward, which towards morning freshened into a heavy gale ; the snow drift was so thick that an object 15 yards distant was completely hidden from view ; we were therefore closely confined to the tents, no one being able to face the breeze. The following day it blew furiously, without intermission ; at night occasional lulls in the storm gave me a hope of release the next morning, but disappointment followed, and Sunday was also spent as the two previous days had been. The gale, however, was broken, and

Monday, 14th March, proved fine, to the great delight of all the party, who were heartily tired of so long an imprisonment. During this detention of three days and four nights, the tents, although much shaken, afforded good protection from the storm; the snow-drift rapidly accumulating around them soon formed a sort of wall, and thus at once fixed the tents firmly in their position, and added considerably to the warmth of the interior. The temperature in the open air averaged -36° , inside the tents it was -20° , but we were enabled to increase it to zero when cooking; and even smoking made a considerable difference. I shall not enlarge upon the misery of this detention, suffice it to say the hardship was borne in the best spirit. 9.30 A.M. Mr. Roche arrived with the new sledge, and a letter of condolence from Captain Kellett; it was noon, however, before I was enabled to start, as the men were completely benumbed after so long a confinement in their bags. At 6 encamped about 3 miles S.S.E. of Cape Bounty, weather calm and clear, temperature -26° . Although keeping some distance off shore, I found the young floe much broken up, and consequently our progress was less rapid than I had anticipated.

Tuesday, 15th March.—9 A.M. Started; as we advance, the leads (or open spaces of clear ice) in the young floe increase considerably in size, and prove good travelling, which with the assistance of a light easterly wind, just filling the sails, enable us to make rapid progress. At 6, when we encamped, 15 miles had been accomplished, making our position about 6 miles E. by S. of Point Hearne. Weather thick and misty, temperature -25° , the land indistinct.

Wednesday, 16th March.—This morning I determined to part company with the auxiliary party, and therefore ordered Mr. Roche to proceed to Point Hearne with the *dépôt* prepared for that place, and then make the best of his way to the ship. One of the men belonging to my sledge, Sergeant Rd. Hobbs, R.M., being very unwell from the effects of our late confinement, I was obliged, most unwillingly, to send him back, taking John McLean, A.B., a volunteer from Mr. Roche's crew, in his place. The sergeant, who is an excellent man, was much affected by this decision, and begged hard to be allowed to go on, which, of course, could not be permitted. 10. Exchanged cheers and parted company. Aided by a light easterly wind, we soon lost sight of Mr. Roche's party, and at 3 reached the old floe at the western extremity of the hummocks off Point Hearne, where some difficulty was experienced in getting through, after which we proceeded close along the land. 6. Encamped near the grounded hummocks on the beach, having accomplished about 10 miles. The wind late in the afternoon drew round towards the north, the weather cleared, and the evening turned out a beautiful one. Temperature -23° .

Thursday, 17th March.—9 A.M. Started. By keeping close to seaward of the hummocks found a good road; the sledges appeared to drag heavily without the sail, but as the morning advanced, a light easterly wind helped us a little; at noon it freshened, drew round to the northward, and sent them along at a good rate. 4. Observed a herd of musk oxen on the hills; started in pursuit, leaving orders to encamp at 5.30.; arrived within a $\frac{1}{4}$ of a mile I was seen by the look-out bull, and the whole herd eight in number were instantly on the alert, and proved too wary to allow me sufficiently close to ensure killing one of them. Shortly afterwards they galloped off, and I returned, luckily finding the tents, which were pitched not far from the beach, as, in the mean time, the wind had freshened considerably, with the usual snow-drift, and before midnight blew a gale, giving rise to the pleasant anticipation of another three days' detention. Wind N.N.W., temperature -18° . At noon, by placing the thermometer in the sun, it rose 6° .

Friday, 18th March.—A strong gale from N.N.W., accompanied by clouds of snow-drift, necessarily confined us to the tents, but a temperature of -5° made this imprisonment much more endurable than the previous one. Late in the afternoon (4 P.M.) the gale moderated, and as I was extremely anxious to obtain a supply of beef for the dogs, a party of volunteers with Dr. Domville at their head were despatched to have another trial at the musk oxen. Just before dusk they returned unsuccessful, having found the herd quite as much on the alert as yesterday. Wind moderate from the N.E.

Saturday, 19th March.—8. Started; marched close to the hummocks and found the floe still smooth and good; made rapid progress before a N. Ely. wind. Noon. We are now approaching Lieut. Hamilton's depôt, and to avoid passing it broke through the hummocks and proceeded along the beach; the road here proved very different from that we have left. Soft snow, into which the sledges sank up to the battens and occasional patches of gravel, delayed us much. At 5.30 the weather became so thick that I was obliged to encamp to avoid missing the depôt which is within a short distance of us. Temperature zero, thick snow.

Sunday, 20th March.—The morning proved clear. Cape Providence very distinct about four miles, the depôt also plainly visible about a quarter of a mile ahead. Sent Dr. Domville on with the "John Barrow," while I proceeded with the dog sledge to pick up Mr. Hamilton's depôt; found it in excellent preservation, not a sign of any animal having been in its vicinity. Packed the provisions on the sledge, and started for the Cape. 10.0. Arrived and found the men busy unpacking the depôt; they reported sad havoc among the provisions, evidently from the visit of bears and foxes; some of the preserved meat tins were found a quarter of a mile to the westward of the Cape. A potatoe case was bent double and completely rifled of its contents. A wooden box also broken open and the greater part of its store gone, besides many useful articles of my own. The following is a list of provisions lost or destroyed:—

Preserved meats, 52lbs.; biscuit, 112lbs.; cocoa, 5lbs.; sugar, 14ozs.; tobacco, 1lb. 12ozs.; rum, 2 galls.; spirits of wine, 1½ galls.; stearine 36lbs.

During the rest of the day the people were employed packing the stores upon the sledges, and preparing a depôt to be left for our return. In the meantime I ascended the cape, and found the cairn and staff undisturbed; the little bottle, however, was nowhere to be found, but, as the hole in the cairn into which it had been placed was evidently the abode of a fox his marks being plainly visible, I came to the conclusion that the animal must have taken it away. The cairn nevertheless was carefully removed stone by stone, but without finding any trace. On returning to the tents the depôt was completed. It consisted of the following provisions:— Preserved meats, 44lbs.; pemmican, 40lbs.; biscuit, 50lbs.; bacon, 212lbs.; cocoa, 5lbs. 8ozs.; sugar, 5lbs. 8ozs.; tobacco, 3lbs.; rum, 2 galls.; some spare clothing, mocassins, dogs' meat, and a Minié rifle with bullets.

The sledges were also stowed, that dragged by the men carrying a weight of 1,438lbs.; while the other drawn by the dogs was loaded with 1,288lbs. consisting of 40 days' provisions, fuel, &c. for three men, besides dogs' meat, and some bacon and pemmican. The weather during the day has been remarkably warm (+ 10,) with an increase of 6° or 8° in the sun. Wind light from the eastward, weather misty and hazy, with occasional snow.

Monday, 21st March.—Instead of rebuilding the cairn upon the summit of "Cape Providence," I placed the staff and flag upon the hummocks, as affording a more conspicuous mark to Dr. Domville on his return; a tin containing the usual notice was lashed to the pike. 9.0. Started under sail, with a fair north-easterly wind. The floe here is very good, the best I have seen, forming a narrow strip from the base of the cliffs about 600 or 700 yards to seaward; where nothing but broken up ice accumulated to a considerable height could be seen. The sledges travel as fast as the men can walk, while I beat up the beach with the hope of shooting a hare or two for the dogs, which I am now obliged to feed upon preserved meats. 6.0. Encamped, having accomplished about 14 miles. The search for game unfortunately proved unsuccessful, not a single animal having been seen. Shortly before pitching the tents, the "wall" described by Sir Edward Parry was passed; it is now as related in Captain M'Clintock's journal, merely a pillar, and appears rapidly falling to pieces. Weather misty. Temperature + 20, every one of the party complaining of this unusual degree of heat.

Tuesday, 22d March.—8.0. Started; the wind, which here appears to follow the trend of the land, continues fair. Hoisted the sail and made good progress over an excellent floe, which, however, perceptibly decreases in width as we advance; the boundary-line of hummocks is more and more

rugged and intermingled with very old floe pieces, like frozen waves. A solitary raven flew near the sledges, an event deplored by the men as an ill omen. 5.30. Encamped close to a cliff, which (as the narrow strip of smooth ice here almost ceases, just as described by Captain M'Clintock,) I take to be Cape Dundas. Observed the recent track of a bear. While the party were pitching the tents, Dr. Donville and I walked or rather scrambled to the top of the cliff, and came upon a herd of 11 musk oxen; I had a shot with my only bullet; a cow was the victim, but after falling apparently disabled, she got up and made off with the rest; having no more ammunition with me, she was lost. A subsequent chase, when replenished from below, proved also unsuccessful. The prospect from our lofty position was unfortunately obscured by a haze, which shrouded Banks Land and the floe, and prevented a satisfactory view of either; the little that was seen of the floe was most discouraging, nothing but hummocks and rough ice. Returned to the tents. The men, upon hearing my failure with the oxen, at once attributed the bad luck to the raven, and many were the maledictions showered upon the ill-omened bird. During my absence a depôt of two days' provisions had been prepared; it was securely buried under the cape, and at a short distance a bamboo staff erected, having the usual notice lashed to it. The depôt consists of pemmican, 1 case; biscuit, 30lbs.; cocoa and sugar, 4 days for 8 men; tea and sugar, 2 days for 8 men; rum, 2 gallons.

Wednesday, 23d March.—At 8 A.M., started, and commenced the passage of the Strait, the men dragging 1,351 lbs., the dogs 1,201 lbs. Found the appearance of the floe from "Cape Dundas" had not proved deceptive; the ice was thrown up in the wildest confusion and almost impassible, being heavy hummocks of apparently last year's formation. After a day of severe toil succeeded in gaining about three miles. Wind S.E.; weather still misty and hazy, although overhead it is comparatively clear and the sun shines brightly, causing a glare most painful to the eyes. Temperature, — 5°.

Thursday, 24th March.—At 8 A.M. started, found the travelling a little better, large pieces of floe, principally old, intervening between the hummocks. Weather fine overhead, but the same provoking haze prevents my seeing any distance, and from the constant strain to the eyes is bringing on snow-blindness, a malady the pain of which can only be understood by those who have suffered from it. Accomplished about four miles. Wind S.E.; temperature, — 12°.

Friday, 25th March.—At 8 A.M. started. The floe, if floe it can be called, proved bad indeed: hummocks after hummocks followed each other in apparently endless succession, sometimes composed of very old, then young ice; on the former the surface was so glassy and uneven that the men could scarcely stand, on the latter the snow had filled up the interstices, into which men and sledges sank deeply at every step; in short, after a hard day's work we only accomplished 2½ miles W.S.W., that direction appearing better than the proper road. During the day I was obliged to employ my whole force upon one sledge at a time. One of the men, John Silvey, has taken a violent dislike to pemmican, which is the principal article of diet; although excessively hungry he cannot overcome this aversion, and is consequently unable to drag as well as the others, who enjoy a good meal of this highly nutritious and excellent food. Wind, S.E. Weather still hazy; temperature, — 13°.

Saturday, 26th March.—This morning we began work by breaking through some hummocks more formidable than ever; at last it became absolutely necessary to unload and carry our baggage over on the men's backs; it seems wonderful that the sledges have not been broken to pieces long since. After much toil succeeded in getting through, but at 5.30, when we encamped, only ½ a mile had been gained in a W.N.W. direction, although a large portion of the stores were some distance in advance. Wind S.E.-ly, accompanied with snow; temperature, — 5°. All the hummocks passed to-day were of young ice, and probably last year's formation.

Sunday, 27th March.—7 A.M. Started, beautiful day, quite calm. At 9 passed the depôt left last evening; afterwards found the road much better, mostly young ice, the floe pieces of some extent intervening between the

hummocks. 2 P.M. Pitched the tents and went back with the empty sledges for the depôt. 7. Returned to the camp, having altogether accomplished about 4 miles S.S.W. Temperature, — 4°.

Monday, 28th March.—8 A.M. Started; another beautiful day. Found the floe composed of alternate old and young ice, with hummocks thrown up at their point of contact, through which it was necessary to double bank the sledges, and break a road. Ascended a large hummock, about 40 feet in height, from which I obtained a good view; about 3 miles to the E.S.E. the floe pieces were of considerable size, mostly young ice, in the opposite direction, on the contrary, the floe was old but also of some extent; I had therefore the mortification to find that I had actually been travelling during the thick weather over a regular vein of stupendous hummocks, when a few miles to the right or left would have cleared the greater part, and brought the sledges upon a comparatively good road. During the day, the mirage had so refracted distant objects that I felt sure Banks Land was plainly visible, but upon ascending the above-mentioned hummock the deceptive appearance vanished, and not a sign of land was to be seen. 6.0 P.M. Encamped, having accomplished about 4 miles W.S.W. Temp.—13°.

Tuesday, 29th March.—8.0. Started; weather thick, with snow; light S.E. wind. Travelled more to the westward than the direct course, with a view of passing the hummocks and getting upon the old floe seen yesterday. 9.0 A.M. Weather cleared; Melville Island, and bluff headland to the westward of Liddon's Gulf, plainly visible. 9.30. Breeze freshened, set the sail. 11.0 A.M. Arrived at some very heavy hummocks, in crossing which the large sledge fell over and broke every poppet on the right side; the constant straining and working must have weakened them. Unpacked, pitched the tent, and upon examination found the sledge so badly broken as to be unable to proceed without considerable loss of time. I therefore determined to push on with the dogs, as I considered it of the utmost importance to reach the "Harbour of Mercy" as quickly as possible. The following is a copy of my orders to Dr. Domville on my being obliged to detach him:

"Dear Doctor,

Tuesday, 29th March 1853.

"After our unfortunate accident I consider the only course to be adopted is for you to proceed back again to "Cape Dundas," with the wounded sledge. You must do this by slow degrees, taking the provisions on with you. I consider it best for you to remain there, snugly encamped behind some hummocks and await my return, which will be in less than a fortnight. Be particular in erecting a conspicuous mark with your sheers on the high land of Cape Dundas, as a guide for me. You are perfectly aware of my orders and the object of our journey, and I am sure I shall not find you less zealous in this trying position than you have been since leaving the ship. I shall leave the Harbour of Mercy with the utmost despatch, and perhaps overtake you before you arrive at Cape Dundas.

Yours truly, B. C. T. PIM.

"P.S. Be very careful of the provisions, and do not leave them exposed more than one night on the floe. Should the health of your men, or any other unforeseen circumstance, compel you to return to the ship, you will leave a notice dated, &c., at every encampment as a guide for me. Be particular in having the provisions well secured at Cape Dundas, and be careful that they are all brought to that place."

In answer to the above Dr. Domville handed me the following note:

"Dear Pim,

29th March 1853.

"In the unforeseen dilemma that we are now placed, I consider that the safest and most expedient course to be adopted, is to place the provisions in a strong snow hut on the floe where we now are, erect the sheers upon it, and take the bearing by compass, returning to the ship with the intelligence of our disaster as soon as possible. Your projected plan of transporting the things back to Cape Dundas and awaiting your return must of necessity leave two-thirds of the provisions exposed every night, during this period of at least a fortnight, and that without any other protection than a sail, we having been half that time with two sledges accomplishing our present journey, and consequently of necessity must be more with only one means of con-

veyance and that a dilapidated one. By this method Captain Kellett will be aware of the delay, and enabled to take such other steps as he may think expedient.

Yours truly,
(Signed) W. T. DOMVILLE.

“P. S. With a light sledge I could reach the ship and return to the provisions in less than a fortnight, the time which you surmise will be the period of your absence.”

In the meantime the wind had gradually freshened and now blew a strong breeze, accompanied by the never-failing drift, but having packed the dog sledge with twelve days' provisions and a depôt, and enjoined the men to cheerful obedience during my absence, I parted company and pushed on to the westward. 6.0. Encamped, having accomplished about four miles west.

Wednesday, 30th March.—8.0 A.M. Started; found the wind fresh from the N.W. with drift; temperature -18° ; pushed to the westward to reach the old floe. 10 A.M. Breeze increased to a gale with clouds of snow drift; found it extremely difficult to make the dogs face it. 2.0 P.M. Encamped, frequent frostbites attesting the severity of the weather; however I had the satisfaction of gaining at least six miles, the old floe having been reached about 11 A.M.

Thursday, 31st March.—8.0 A.M. Started; very beautiful day, calm; temperature, 24° . Had a fine view both of Banks Land and Melville Island, which bear a most remarkable resemblance to each other, and appear as if separated by some grand convulsion of nature. As we advance the floe pieces increase in size and afford good travelling. 2.0 P.M. Arrived upon a very extensive young floe which bids fair to reach the shore. 5.0. Encamped, having accomplished about 11 miles W.S.W. As far as the eye can reach towards the western extremity of Bank's Land nothing but a chaos of hummocks is to be seen. To the southward and eastward, however, the floes continue extensive; to-morrow, therefore, I shall be obliged to keep in that direction, and hope on reaching the land to find smooth ice, similar to that between Cape Providence and Dundas.

Friday, 1st April.—8 A.M. Started; weather thick and gloomy, with increasing easterly wind. 10.30 A.M. Passed the young ice and came upon a very old floe, resembling frozen waves; hoisted the sail, from which much assistance was derived. 6 P.M. Encamped; distance accomplished about 11 miles S. S. W. Temperature -13 . During the day I have been very unwell, strength quite prostrated; scarcely able to walk with the sledge.

Saturday, 2nd April.—Found the wind had freshened to a gale from S.E. with heavy-snow drift, necessarily confining us to the tent, which was not so much to be regretted, as during the night my illness had increased and I could not have moved. The cause of this attack I am at a loss to conjecture, but its effects, great debility, &c., were felt some time. When at its height and in great pain, the captain of the sledge inquired with great simplicity “what he should do if I died,” a question by no means pleasant to a sick man far removed from any assistance.

Sunday, 3rd April.—The morning proved beautifully fine, quite calm; temperature -21° . Having enjoyed a few hours sleep, I determined to push on. 11 A.M. Started; the floes as we near the land becoming smaller, old ice predominating. 5.30. Passed the last old floe piece, and came upon the young ice attached to the beach. I was, however, disappointed in my expectation of a clear floe close to the land, as nothing but hummocks presented themselves. 6.30. Encamped close to the cliffs; proceeded to the beach and buried the seven days depôt and a case of pemmican, near which the yard was erected to mark the place. The land is of sandstone formation and appears extremely barren, not a vestige of vegetation to be seen. Observed an old bear track. Distance travelled about $7\frac{1}{2}$ miles. Banks Land bears the most striking resemblance to the opposite side of the strait, possessing the same bold cliffs in pyramidal shaped masses, with a narrow strip of beach attached to its base. On the north side, however, pasture is abundant, which may be accounted for by its southern aspect.

Monday, 4th April.—Left a record at the depôt and started; weather thick and gloomy with strong south-easterly wind and snow. The road at first was pretty good, but as we advanced the hummocks became very heavy and at last obliged me to go close into the beach; here, however,

matters were scarcely better, in many places the ice had been literally driven 40 or 50 feet up the cliffs almost cutting off further progress. At 3 P.M., having cleared these impediments, commenced travelling upon the narrow beach, over which we were enabled to drag the sledge more easily; passed some old bear tracks. 6.30. Encamped; distance about 8 miles. Myself and men have been most anxiously on the look out for game to supply the dogs, their food having dwindled away to 25lbs.; but not a sign of a living animal was to be seen. Temperature -1° .

Tuesday, 5th April.—8. Started; fine day, light south-easterly wind; temperature -1° . 10 A.M. Arrived at the western extremity of the high cliffs, left the sledge, and with the two men scrambled to the top; from this elevation a good view was obtained of the land to the westward which is low, rising gradually inland, and forming round-topped hills. The western extreme of the Harbour of Mercy was visible, but I could not distinguish any cairns, or other evidence of the vicinity of the Investigator, from which (as the straits were undoubtedly open last year,) I conclude she has made the North-west passage. Although the ground was covered with footmarks and other traces of rein-deer none were seen, much to my disappointment, as I had built my hopes upon replenishing the stock of dogs' meat, and had taken the men with me in anticipation of bringing back a load of venison, which is reported to abound here. Off the Point the accumulation of hummocks of every shape and size was surprising, and I really believe impassable; a short distance to the westward the floe appears tolerable for travelling. On reaching the beach (2 P.M.) passed the recent track of a bear and two cubs, so recent indeed, that I started off in pursuit hoping to overtake the animals, but after half-an-hour's walk I returned unsuccessful. 6 P.M. Encamped, having accomplished about 10 miles.

Wednesday, 6th April.—8 A.M. Started; kept close along the land weather thick and hazy, wind north-easterly, temperature -12° . As we advanced, I again ascended the highest land in the vicinity, but returned to the sledge as unsuccessful as yesterday. The men reported that during my absence they had seen deer to the number of 17; left the sledge and started in pursuit. Upon reaching the place, one of the men pointed out the animals, which upon a nearer approach proved to be three hares; they loomed very large through the mist, and with their long ears erect were easily mistaken for much larger animals. We were unable, however, to get within shot, and returned to the sledge much disappointed with our excursion. As we coasted the beach, numerous pieces of coal were seen; in one place about 40lbs. were picked up within the space of a few yards; the dwarf willow also abounds and attains a considerable size, forming with the coal an acceptable supply of fuel to a travelling party. 10.30. Arrived upon the sea ice and commenced crossing the Bay of Mercy; the young ice extended but a short distance from the land, and was met by a large solid old floe covered with hummocks. Having seen nothing to indicate the vicinity of the "Investigator," I now made up my mind that she had left the bay, and accordingly steered right across it with the intention of tracing the whole coast-line in search of her cairn. At 2 P.M., when already half-way over, Rt. Hoile reported that he saw something black up the bay; upon looking through the glass, I made out the object to be a ship, and immediately altered course for her, weather gradually clearing. 3 P.M. Left the sledge and went on in advance. 4 P.M. Observed people walking about, and made out a cairn and staff on the beach. The old floe still continues; it is therefore not difficult to understand the reason of the ship being still here. 5 P.M. Arrived within 100 yards without being observed; then, however, two persons taking exercise on the ice discovered that I did not belong to their ship. Upon beckoning, they quickly approached, and proved to be Capt. McClure and Lieut. Haswell; their surprise, and I may add delight, at the unexpected appearance of a stranger (who seemed as it were to drop from the clouds) it is needless attempting to describe. One of the men at work near them conveyed the news on-board, and in an incredible short time the deck was crowded, every one that could crawl making his appearance, to see the stranger and hear the news. The scene which then presented itself can never be effaced from my memory, nor can I

impress any idea of the joy and gladness with which my arrival was hailed. Captain M'Clure informed me that every attempt to obtain traces of the missing expedition had proved fruitless, after the most persevering search; also that nothing had been seen or heard of Captain Collinson's ship the "Enterprise." The recital of proceedings since parting with the "Herald" in Behring's Straits contained a series of "hair-breadth escapes" and touching incidents of what they had so long endured; the unfortunate loss of a large portion of beef compelled the captain to put the ship's company, during the second winter, upon short allowance, $\frac{1}{2}$ lb. meat and $\frac{2}{3}$ lb. flour daily, being the principal rations—a miserable pittance for hearty men in these bleak regions. This privation had been borne (18 months) as became British seamen, and now that nothing more could be done in furtherance of the great object of their mission, both officers and men looked forward in the coming summer to extricate their ship, and accomplish that truly noble and national undertaking, the "North-west Passage." To effect this, Captain M'Clure had portioned off the half of his ship's company who were least able to withstand a fourth winter, under the command of Lieut. Haswell; the greater number of these men were to leave for Cape Spencer on the 15th instant, take possession of the boat and provisions at that place, and from thence proceed on board a whaler, or any other vessel they might fortunately fall in with, for a passage home. The rest under Lieut. Cresswell would proceed down Prince of Wales' Strait, and endeavour to reach the "Mackenzie," from whence it would be comparatively easy to reach England. All these men were on full allowance, to prepare them in some measure for the long and arduous journeys they were about to undertake. Captain M'Clure himself, with the remaining half of the men, if unsuccessful in extricating the ship, would abandon her the following spring, taking their way to Point Leopold, down Lancaster Sound, and ultimately on board any whaler they might meet with. My arrival was happily in time to prevent these journeys, by pointing out a nearer asylum on board the "Resolute;" accordingly the destination of the first half was changed to that ship, but the date of departure remained the same. There being still some time before the navigable season would commence, Capt. M'Clure determined to proceed to H.M.S. "Resolute," and communicate with Capt. Kellett, for which purpose a light sledge with seven dragging hands was prepared, and the morning of the 8th fixed for his departure, upon which day also I was to return to my ship. The intermediate time was one of much excitement. Having been isolated so long (three years), each person had a host of questions to ask, one following the other in such rapid succession that I found it almost impossible to answer them. The first death in this little community had taken place the evening previous to my arrival, the good health up to that period being attributable to causes which it is needless for me to allude to. Game fortunately had been plentiful; 112 deer, 2 musk oxen (the only ones seen in the bay), besides hares and ptarmigan, having been shot; at this time, however, the animals were scarce, and but little had been killed, consequently there was nothing for the dogs, if I except the body of a wolf hardly worth the carriage.

Friday, 8th April.—6 A.M. Captain M'Clure left for H.M. Ship "Resolute," and at 8.30 I also departed, having Jas. M'Donald, a sufferer from scurvy, under my charge for conveyance to that ship. The day was calm and beautiful. Temperature — 38°. I was escorted some distance across the bay by Dr. Armstrong and Mr. Paine, and then followed Capt. M'Clure's route. Noon. Overtook him encamped; his system of travelling differs materially from ours, instead of 10 or 12 hours' constant work he travels six and rests six alternately. I should have thought the hours for sleep insufficient, but the men seem to like the method, and told the captain of my sledge they would surely beat us across the strait—not at all unlikely, considering the wretched state of the dogs. 4.30 P.M. Encamped. The invalid has borne this his first day's journey admirably, but I was compelled to encamp much earlier in consequence of his weak state. Distance about 16 miles.

Saturday, 9th April.—A beautiful calm day, temperature — 21°. 8 A.M. Started, and at 11.0 once more overtook Captain M'Clure, who had passed my tent in the night. He was kind enough to give me some pemmican for

the dogs, of which they stand greatly in need. 7 P.M. Encamped close to my depôt, took from it some bread and bacon, and one case of pemmican; re-buried the remainder. The dogs were much knocked up with this long day's work, but M'Donald has borne the journey as well as yesterday.

Sunday, 10th April.—Another beautiful day, temperature — 14°, calm. Upon leaving the tent this morning, I found the dogs lying about with their stomachs much distended; the provisions on the sledge were anxiously examined, but as nothing was missing I suppose they had caught a seal, hare, or perhaps a number of lemming; at all events they must have had a feast, which was a perfect Godsend after their late short commons. 8 A.M. Started, and having the advantage of clear weather I found a wonderful difference in the travelling, avoiding the hummocky ridges, and choosing a comparatively clear floe. Instead of following the old tracks I steered more to the eastward in pursuance of the advice given me by Captain M'Clure, who told me that last year he found the best road in that direction. 6 P.M. Encamped, having travelled about 13 miles E.N.E. Both the old and young floes were of considerable size, the latter predominating. The glare during the day has more or less affected the whole party with snow-blindness.

Monday, 11th April.—8 A.M. Started, still enjoying the same calm beautiful weather, temperature — 17°. Observed several lemming holes in the snow, but did not see any of the little creatures themselves. Noon, we were able to distinguish Melville Island. 6 P.M. Encamped, having travelled about 14 miles E.N.E. Floes similar to those passed yesterday. M'Donald is gradually getting better; I fancy the liberal scale of diet is of much benefit to him.

Tuesday, 12th April.—The fine weather has at length departed; the morning proved raw and misty with a S.E. wind; the glare on the surface of the snow is most trying, far worse than when there is an unclouded sky; 8.0. Started; by noon found the greatest difficulty in leading, being almost blind. 4.30. The breeze had increased to a gale with snow and drift; encamped. M'Donald much knocked up, although strange to say, quite free from snow-blindness. Distance accomplished about 10 miles E.N.E. Temperature, — 7°. Floes principally old and apparently small, but unable to see any distance.

Wednesday, 13th April.—On turning out we were delighted to find a beautiful day. Cape Dundas very distinct; I could make out the cliff under which we had pitched on the 22d ult. 8 A.M. Started, and soon after passed our encampment of the 27th. Occasionally broke through some heavy hummocks, but by keeping to the eastward found the floes comparatively level, principally young ice. 6 P.M. Encamped, a light N.W.-ly wind gradually freshening. Cape Dundas about 5 miles. M'Donald has borne the jolting admirably, but has been and now is in great pain. During the day, the sun's rays were almost powerful enough to melt snow on the stack-cloth.

Thursday, 14th April.—8 A.M. Started; weather fine and clear. Wind N-westerly; made sail. Soon after starting, got among the shore hummocks. 9.30. Saw a man coming to meet us, from whom I learnt that the tent was pitched under the Cape and all the provisions safely brought in. 10. Arrived, and found Dr. Domville and the party all well. Five musk oxen had been shot and a portion of the meat having been brought down to the tent, I was enabled to give the dogs a good feed; in the mean time the men were striking the tent and packing the sledge, which was remarkably well repaired, very much to the credit of Joseph Gibson and Joseph Parr; all the poppets had been reduced and the sledge was as strong as ever a result which could not have been expected under the circumstances. Noon; started again. As we walked along I communicated all the particulars relating to the "Investigator" to Dr. Domville, to whom I again gave charge of the dog sledge and directed to proceed with all dispatch to the ship, and inform Captain Kellett of our proceedings and the proximity of Captain M'Clure. Parted company, but being favoured with a fair wind, we came up to the dog sledge at 7 P.M., and encamped close to Dr. Domville's tent. Temperature — 5°. Distance accomplished, about 19 miles.

Friday, 15th April.—7 A.M. Started; weather gloomy, with snow; calm. Noon; arrived at Cape Providence, took some bacon from the depôt, and pushed on. Lost sight of the dog sledge, which I hope will arrive some time before Captain M'Clure. 2.30. Weather cleared and became beautiful. 6 P.M. Encamped, wind freshening from N.W. Cape Providence about 9 miles S.W. by W.; temperature -12° .

Saturday, 16th April.—8 A.M. Started; weather misty, fresh breeze. Made sail and steered more off shore than before. Observed two herds of musk oxen, but did not go in pursuit. 6 P.M. Encamped. Point Hearne N.E. by N. about 11 miles. Temperature -18° .

Sunday, 17th April.—8 A.M. Started; struck in shore to examine the depôt at Point Hearne; found the hummocks very heavy, and experienced considerable delay in consequence. On reaching Point Hearne found the depôt quite safe. 6 P.M. Encamped about 2 miles N. by W. of the Point. Wind light from the N.W., weather cloudy, temperature -10° .

Monday, 18th April.—8 A.M. Started; weather thick and overcast, light N.-westerly wind; temperature, zero. 6 P.M. Encamped. Cape Bounty about 4 miles N.E. While pitching the tent saw a sledge which I suppose to be Captain M'Clure's; it was some distance to seaward, so I did not communicate.

Tuesday, 19th April.—7 A.M. Started; determined to reach the ship to-day. Walked on in advance to pilot Captain M'Clure. At noon arrived at his tent and found that himself and Dr. Domville had left about an hour. I was extremely sorry Dr. Domville had missed the chance of being the bearer of the news to Captain Kellett, considering it would afford him gratification to do so. Proceeded to the ship, accompanied by Mr. Court, Second Master, and the rest of Captain M'Clure's sledge crew. 6 P.M. Arrived on board.

B. C. T. PIM,
Lieutenant in command of Party.

TRAVELLING ABSTRACT.

| Date. | Course and Distance. | Wind and Weather. | Thermometer. |
|-----------|--|--|--------------|
| 1853. | | | |
| Mar. 10th | W.S.W. 8 miles - - - | Calm, b. - - - | -51, -41 |
| 11th | Confined to the tent - - - | North.-ly, o q.z. - - - | -36 |
| 12th | Ditto - - - | - - - | -36 |
| 13th | Ditto - - - | - - - | -36 |
| 14th | Cape Bounty N.N.W., 2 or 3 miles | Calm, b. - - - | -26 |
| 15th | Pt. Hearne W.b.N., 6 miles | East.-ly 1.m.o. - - - | -25 |
| 16th | S.W.b.W., 10 miles - - - | { East.-ly, North.-ly 1 to 5 } { m o. b. c. - - - } | -23 |
| 17th | Ditto 13 " - - - | N.N.W., 1.6. o.q.s. - - - | -18 |
| 18th | Confined to the tent - - - | { N.N.W., N.E., 8 to 2. } { q.s.b.c.m. - - - } | - 5 |
| 19th | S.W.b.W., 14 miles - - - | N.E.-ly 3. 1. c.m.s. - - - | Zero. |
| 20th | At Cape Providence, arranging and packing depôt - - - } | East.-ly 1. c.m. - - - | +10 |
| 21st | Near Cape Hay, 14 miles - - - | N.E.-ly 2. m.p.s. - - - | +20 |
| 22d | Cape Dundas, 12 " - - - | - - - | + 5 |
| 23d | W.S.W., 3 miles - - - | S.E. 2. m.b. - - - | - 5 |
| 24th | West, 4 " - - - | - - - | -12 |
| 25th | W.S.W., 2½ " - - - | - - - | -13 |
| 26th | W.N.W., 1½ " - - - | S.E. 1. m.s. - - - | - 5 |
| 27th | S.S.W., 4 " - - - | Calm, b.c. - - - | - 4 |
| 28th | W.S.W., 4 " - - - | - - - | -13 |
| 29th | West, 4 " - - - | S.E. 1. m.s. b.c.m. - - - | - 6 |
| 30th | West, 6 " - - - | N.W., 4 to 8 b.c. - - - | -18 |
| 31st | W.S.W., 11 " - - - | Calm, b.c. - - - | -24 |
| Apr. 1st | S.S.W., 11 " - - - | East.-ly., 2 to 4. m.g. - - - | -13 |
| 2d | Confined to the tent - - - | S.E., 6 to 9. m.o. - - - | - 9 |
| 3d | Banks Land, 7½ miles - - - | Calm, b.c. - - - | -21 |
| 4th | Along the land to the west.-d, } 8 miles - - - } | S.E.-ly., 5. m.g.q.s. - - - | - 1 |
| 5th | Ditto 10 miles - - - | S.E.-ly, 3 1. b.c.m. - - - | - 1 |
| 6th | H.M.S. Investigator 14 miles - - - | N.E.-ly., 2. 3. c.m. - - - | -12 |
| 7th | Ditto Ditto - - - | { North.-ly. 1. o. } b.c. - - - { Calm. - - - } | -17 |

Journal of
Lieutenant Bedford Pim.

| Date. | Course and Distance | Wind and Weather. | Thermometer. |
|----------|---|---|--------------|
| 1853. | | | |
| Apr. 8th | Banks Land 16 miles - - | Calm, b.v. - - | -38 |
| 9th | Ditto Ditto - - | - - - - | -21 |
| 10th | E.N.E. 13 ,, - - | - - - - | -14 |
| 11th | Ditto 14 ,, - - | - - - - | -17 |
| 12th | Ditto 10 ,, - - | S.E., 2.8. m.o.s. - - | -12 |
| 13th | Ditto 13 ,, - - | Calm, b.v. - - | - 7 |
| 14th | Near Pt. Hay 19 ,, - - | N.W.-ly. 2.3. b.c.m. - - | - 5 |
| 15th | Cape Providence, S.W.b.W.9.m. } 18 miles - - - - } | { Calm, m.g.s. } { N.W., b.c.v. } | -12 |
| 16th | Along the land 15 miles - - | N.W.-ly., 4. m.o. - - | -18 |
| 17th | Near Pt. Hearne 14 ,, - - | N.W., 1. c.m. - - | -10 |
| 18th | Near Cape Bounty 14 ,, - - | N.W., 1. m.o. - - | Zero |
| 19th | H.M.S. Resolute 20 ,, - - | { N.N.E., 1. m.s. } { Calm, o b.c. } | + 6 |

Number of days absent - - - - 41 days
Ditto travelling outward - - - - 28 ,,
Ditto detained by weather - - - - 5 ,,
Ditto depôts and other causes - - - - 2½ ,,

Total detention - - - - 7½ ,,

Number of days travelling homeward - - - - 12 ,,
Ditto detained - - - - none
Distance in a direct line - - - - 314 miles
Ditto actually travelled - - - - 370 ,,

B. C. T. PIM, Lieutenant in command of Party.

No. 11.

Journal of M. De Bray, of the
French Marine.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "MARIE," detached from H.M. Ship "Resolute" between the 21st September and 8th October 1852, under the command of E. DE BRAY, Enseigne de Vaisseau.

ORDERS to MR. DE BRAY, H.M.S. "Resolute."

By HENRY KELLETT, Esquire, C.B., Captain of H. M. S. "Resolute."

HAVING placed under your command the sledge "Marie," manned with six men, and provisioned for 25 days, you will place yourself under the command of Lieutenant Pim, and follow his orders for your future proceedings.

You will be careful that your men are not unnecessarily exposed; that you examine and inquire every night, before getting into your bags, whether any of your crew are suffering from frostbite, particularly in the feet.

That you caution them against eating snow whilst travelling, receiving and inquiring from the experience of Lieutenants Pim and Hamilton any information you require.

You will keep a record of your proceedings, to be transmitted to me on your return.

Given under my hand on board H.M.S. "Resolute," Winter Quarters, Dealy Island, 21st September 1852.

(Signed) H. KELLETT, Captain.

AUTUMN TRAVELLING.

JOURNAL of PROCEEDINGS from the 22d September to the 8th October 1852, of H.M. Sledge "MARIE."

Mr. De Bray

Joy. Hobbs.
M'Clean. Harbourn.
Patural. St. Croix.

22d of September.—Started from the ship at 7h., proceeding towards the west point of the peninsula over a floe covered with a few hummocks, and from there towards the N.E. bluff; the floe not being strong enough to

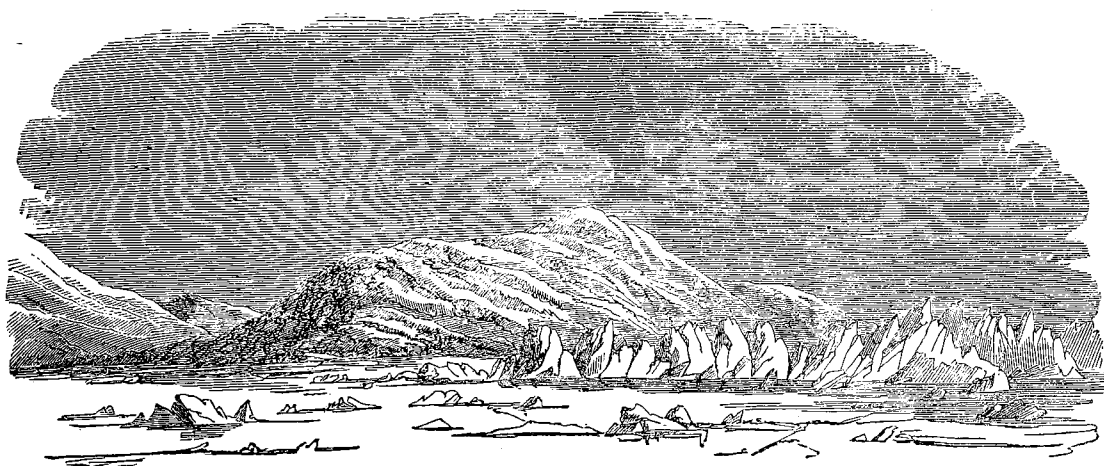
go in more direct lines. Halted for lunch at 0h. 15m. Immediately after, we proceeded in the direction of the two islands near Cape Bounty. Encamped on the mainland at 5h. Dinner at 6h. 7h. 30m. All the crew asleep, in good health.

| | |
|--------------------|-------------|
| Hours travelled | - 9h. 45m. |
| Stopped for lunch | - 15m. |
| Dist. accomplished | - 16 miles. |
| Encamped for rest | - 14 hours. |
| Wind | - N.—S.W. |
| Temp. | - + 19°. |

During the preparation of supper, the largest cooking apparatus was rendered useless from the melting of the solder. I would recommend that in future this defect be guarded against by braizing the metal. From this accident about a pint of spirit was lost.

23d of September.—Breakfast at 6h.; packed the sledge. Started at 7h. 30m., proceeding towards the channel between the two islands and the mainland, over a very smooth floe. At noon halted for lunch. Clear weather; the breeze freshening from the eastward. Made sail, leading the sledge between a large range of hummocks and the land. Soon after, the

| | |
|--------------------|------------|
| Hours travelled | - 9h. |
| Stopped for lunch | - 15 m. |
| Dist. accomplished | - 9 miles. |
| Encamped for rest | - 15h. |
| Wind | - East. |
| Temp. | - + 15°. |



Cape Bounty, bearing E.N.E. (true.)

floe becoming dangerous by its thinness, we were obliged to reach the land, fortunately covered with snow. Encamped at 4h. 30m. The weather very gloomy, with snow at intervals. Dinner at 6h. At 8h. all the crew asleep, in good health.

Observed several hare tracks, and a flock of ptarmigan flying very high in the direction of the S.W.

24th of September.—Breakfast at 6h. 30m. Packed the sledge. Started at 7h. 30m. A strong northerly breeze, with a violent snow-drift mixed with gravel coming from the land, much impeded our progress; besides, the young ice was so bad that great caution was necessary. At 10 o'clock to prevent any accident, we all unpacked our sledges and loaded the cart with the heaviest packages. Led the sledge over the land, and after a very hard labour encamped at 4h. Dinner at 6h. 30m. At 8h. all the crew asleep, in good health.

| | |
|--------------------|------------|
| Hours travelled | - 8h. 30m. |
| Stopped for lunch | - 15 m. |
| Dist. accomplished | - 7 miles. |
| Encamped for rest | - 14 h. |
| Wind | - N. |
| Temp. | - + 8°. |

25th of September.—Breakfast at 7h. 30m. The wind still blowing. At 11h. the wind being over, lunched, packed the sledge, and started, leading over the grounded ice, the young ice having disappeared during the night, drifted by the wind. I joined company with Mr. Pim, who had encamped a mile further, and we proceeded towards Winter Harbour.

| | |
|--------------------|------------|
| Hours travelled | - 8h. |
| Stopped for lunch | - |
| Dist. accomplished | - 8 miles. |
| Encamped for rest | - 13 h. |
| Wind | - N.-west. |
| Temp. | - + 10°. |

Observed a large herd of musk oxen; Mr. Pim and I went in chase, and fired, but without success. Encamped near the depôt of Fife Harbour at 7h. Dinner at 8h.

Burnt a rocket in answer to another from Mr. Meham and party. At 9h. all the crew asleep, in good health. During this we had cloudy weather, with a light breeze from the westward.

26th of September.—Breakfast at 6h. 30m. Cleared off my depôt and that of Mr. Hamilton. At 10h. Mr. Meham, Mr. Hamilton, and Mr. Nares join us. Completed my provisions with the ship's depôt; packed the sledge, and proceeded with Mr. Pim towards Cape Hearn. At the same time Mr. Meham and Mr. Nares took their own direction. About Cape Hearn we found a bad floe with hummocks and deep snow in the intervals. Snowy weather with a light breeze from N.N.E. Encamped on the floe at 6h. Dinner at 7h. 30m. At 8h. all the crew asleep, in good health.

| | |
|--------------------|------------|
| Hours travelled | - 9h. |
| Stopped for lunch | - 15m. |
| Dist. accomplished | - 8 miles. |
| Encamped for rest | - 14h. |
| Wind | - N.N.E. |
| Temp. | - + 16°. |

I left at Fife Harbour 22 cannisters of preserved meats and two gallons six gills of spirits.

Hours travelled - 10h.
 Stopped for lunch - 15m.
 Dist. accomplished - 16 miles.
 Encamped for rest - 14h.
 Wind - N.N.W.
 Temp. - + 10°.

27th of September.—Breakfast at 6h. 30m. Packed the sledge and started at 7h. 30m. Fresh northerly breeze with foggy weather. At 8h. being over a better floe, I made sail to join company with Mr. Pim, who was a little in advance. Drifting and falling snow. At 11h. I was in company with Mr. Pim. Observed Mr. Hamilton's sledge under sail between us and the land. At 4h. a point of the land in sight. As the floe was not good to pitch the tent, we proceeded towards this land. Encamped at 5h. 45m. Dinner. At 8h. all the crew at rest, in good health.

Wind - N.N.E.
 Temp. - + 11°.

28th of September.—Breakfast at 7h. Blowing a strong gale from N.N.E. with a very thick snow-drift. We were obliged to encamp all this day. At 4h. the weather being a little clearer, I profited by the circumstance to brush all the inside of the tent, the sleeping bags, and the white Mackintosh, which were covered with snow coming in by the ventilators established on the top of the tent. During this operation I observed a large body of water extending about a mile from the shore, and an enormous berg drifting to the westward at a rate of three knots in an hour. Dinner at 6h. At 9h. the crew retired in good health.

Hours travelled - 9h.
 Stopped for lunch - 15m.
 Dist. accomplished - 4 miles.
 Encamped for rest - 15h.
 Wind - N.N.E.
 Temp. - + 8°.

29th of September.—Breakfast at 6h. 30m. Packed the sledge and started at 7h. 30m. with a violent snow-drift. Made sail over a very smooth floe covered with soft snow, which prevented our going very fast. At noon the weather a little clearer; some falling snow, with the wind from the N.E.

Observed Mr. Hamilton at 2h. running along the shore. At 4h. 30m. the sledge of Mr. Hamilton disappeared suddenly; I had the presentiment of an accident, when I saw Mr. Hamilton running alone towards us. We learned then that his sledge had been through the ice, but that it could be drawn again. Mr. Pim and I sent our crews to help Mr. Hamilton. At 5h. 30m. the sledge was on the land, and at 6h. we encamped. Dinner at 7h. 30m. 8h. All the crew retired in good health.

As Mr. Hamilton had nothing dry to sleep in, the buffalo robe, sleeping bags, &c., being wet through, I gave him my white Mackintosh and all I could dispose of, without any prejudice to my crew.

Hours travelled - 9h. 30m.
 Stopped for lunch - 15m.
 Dist. accomplished - 7 miles.
 Encamped for rest - 14h.
 Wind - calm.
 Temp. - + 19°.

30th of September.—Breakfast at 7h. Packed the sledge, and started at 8h., giving to Mr. Hamilton 30 lbs. of bread, and the rigging of my sail for his tent. We found the floe very bad between the land and a range of large hummocks, extending in a parallel manner to the shore at a hundred yards distance.

Outside of these hummocks existed a young floe broken in several places, and the water at the horizon.

Encamped at 5h. 30m. Dinner at 7h. 30m. 8h. 30m., all the crew retired in good health.

Observed a great number of hare or fox tracks, and several herds of musk oxen.

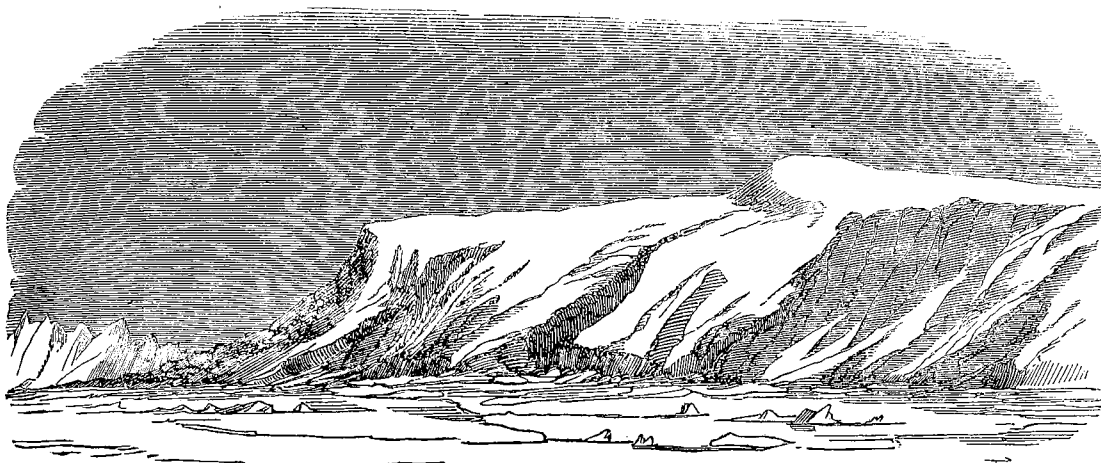
Hours travelled - 9h.
 Stopped for lunch - 15m.
 Dist. accomplished - 4 miles.
 Encamped for rest - 14h.
 Wind - N.E.
 Temp. - + 8°.

1st of October.—Breakfast at 6h. Packed the sledge, and started at 7h. with a light breeze from the N.E. Snowy weather. The floe was always very bad, and we were obliged to take the lead over the land several times. At noon, the weather very clear. Encamped at 4h., the men being very tired. Dinner at 6h. At 7h. 30m. all the crew retired in good health. Observed several herds of musk oxen. Mr. Hamilton left his depôt to our encampment, and make his dispositions to return on board.

Hours travelled - 8h. 30m.
 Stopped for lunch - 15m.
 Dist. accomplished - 7 miles.
 Encamped for rest - 14h.
 Wind - Westerly.
 Temp. - + 7°.

2d of October.—Breakfast at 6h. 30m. Packed the sledge; started at 7h. 30m. over the land, the hummocks standing on the beach, and the water extending long way off outside the hummocks. Took leave of Mr. Hamilton. The lead being very bad, we were obliged to drag each sledge one after the other with the two crews on the same, and at noon we were at the extreme point of Cape Providence. As we could not go further, the water extending along the beach on the other side of the cape, we landed the depôt at this point, adding to my depôt 40 lbs. of bread and 13 canisters of preserved meats. About half a mile from the Cape Providence I picked up an empty half pemmican tin, which appeared to have been

used to cook something; this tin was painted with brown colour. Packed the sledge, lunched, and started at 1h. to return on board. Encamped at 5h. 30m. Dinner at 6h. 30m. At 8h. all the crew retired in good health. Clear weather; light breeze from the westward. Journal of M. De Br



Cape Providence, bearing west (true).

My depôt at Cape Providence is composed with—

| | | |
|------------------------------|---|---|
| 2 potato cases containing | - | 100 lbs. bread. 12 „ stearine. tea, chocolate, and sugar. |
| 1 bag, ditto | - | |
| 34 canisters preserved meats | - | 40 lbs. bread. |
| 2 pemmican cases | - | 136 „ |
| 2 bacon cases | - | 108 „ |
| 2 gallons, 16 gills of rum. | - | 108 „ |

3d of October.—Breakfast at 6h. 30m. Packed the sledge; started at 7h. 30m., proceeding towards the N.E. Fresh breeze from the N.W.; make sail. Encamped at 4h. 30m. Dinner at 5h. 30m. At 8h. all the crew retired in good health. Observed a large herd of musk oxen and a great number of hare-tracks.

| | |
|--------------------|-------------|
| Hours travelled | - 8h. 43m. |
| Stopped for lunch | - 15m. |
| Dist. accomplished | - 12 miles. |
| Encamped for rest | - 14h. |
| Wind | - N.W. |
| Temp. | - 0° |

4th of October.—Breakfast at 5h. 30m. Packed the sledge and started at 6h. 30m. under sail, with a good breeze from the N.W. Observed two herds of musk oxen. Mr. Pim and I went in chase immediately. We came about 30 yards of them and fired; a calf was wounded, but escaped with the herd. Soon after I fired my second barrel and wounded a bull; the animal could not go very far, and we came after him. Mr. Pim fired two other shots, and he was not yet down; but it appeared as if he could not go further. Mr. Pim then came very near him, when suddenly the bull charged him; fortunately he had reloaded his gun, and brought him to the ground with two other balls in his nose when within a few feet of him. Still he was not dead, and I was obliged to shoot him through the head. Immediately we began to skin the animal to take the best meat. Three men of my sledge, who were in expectation of our success, came soon, and we carried away all the meat that we could. During this time Mr. Pim's party had been forward to prepare a depôt of provisions that Mr. Pim had left on shore to lighten his sledge.

| | |
|--------------------|-------------|
| Hours travelled | - 9h. |
| Stopped for lunch | - 15m. |
| Dist. accomplished | - 10 miles. |
| Encamped for rest | - 15h. |
| Wind | - N.W. |
| Temp. | - + 7°. |

Encamped at 4h. Dinner at 5h. 30m., with musk oxen steaks. At 7h. all the crew retired in good health.

5th of October.—Breakfast at 6h. 30m. Packed the sledges; started at 7h. 30m. under sail, the breeze fresh from the N.W. We found the sesame range of hummocks near Cape Hearne. Encamped at 3h. 30m. at Winter Harbour. Dinner at 6h. 30m. At 7h. all the crew retired in good health.

| | |
|--------------------|-------------|
| Hours travelled | - 8h. |
| Stopped for lunch | - 15m. |
| Dist. accomplished | - 12 miles. |
| Encamped for rest | - 16h. |
| Wind | - N.W. |
| Temp. | - + 8°. |

6th of October.—Breakfast at 6h. 30m. Packed the sledge. Started at 7h. 30m. under sail, with a fresh breeze from the N.W. Cloudy weather. At noon we were obliged to furl the sail; the floe was composed of broken ice, and it was impossible to go in the same direction. At 5h. 30m. we took the direction of the land, and we encamped at 6h. Dinner at 7h. 30m. At 8h. 30m. all the crew retired in good health. Mr. Hamilton in sight ahead of us.

| | |
|--------------------|-------------|
| Hours travelled | - 10h. 30m. |
| Stopped for lunch | - 15m. |
| Dist. accomplished | - 14 miles. |
| Encamped for rest | - 13h. 30m. |
| Wind | - N.W. |
| Temp. | - + 9°. |

The sledge this day, when we were on the broken ice, capsized two or three times, and in the dark the knapsack of M'Clean was lost. The

Hours travelled - 8h.
 Stopped for lunch - 15m.
 Dist. accomplished - 12 miles.
 Encamped for rest - 15h.
 Wind - N.
 Temp. - +10° to +3°.

Hours travelled - 5h. 30m.
 Dist. accomplished - 7 miles.
 Wind - N.
 Temp. - +9°.

contents were,—1 pair boot hose, 1 pair drawers, 1 pair sealskin mits, and 1 thick flannel.

7th of October.—Breakfast at 6h. 30m. Packed the sledge. Started at 7h. 30m., with a fresh breeze from the north, and drifting snow. Observed a great alteration in the floe about Cape Bounty. This floe is now broken up. Encamped on the land at 4h. Dinner at 5h. 30m. At 7h. 30m. all the crew retired in good health.

8th of October.—Breakfast at 6h. 30m. Packed the sledge. Started at 7h. 30m., with a light northerly breeze. At 10h., the breeze freshing, make sail, taking our way in a straight line on the west point of Dealy Island. Very smooth floe. At 1h. we were all on board, a little tired, but in good health.

On board H. M. S. "Resolute," 12th October 1852.

E. F. DE BRAY, Enseigne de Vaisseau.

| Clearing out. | Going Home. | Difference. |
|--------------------------------------|-------------------------|-------------------------|
| Total hours travelled - - 87h. 15m. | 54h. 15m. | 33 hours. |
| „ distance accomplished - 81 miles. | 72 miles. | 9 miles. |
| Mean per day - - - 8 $\frac{1}{2}$ „ | 11 $\frac{2}{5}$ miles. | 3 $\frac{3}{10}$ miles. |

No. 12.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "JAMES FITZJAMES," detached from H. M. Ship "Resolute," between the 10th March and 19th April 1853, under the command of Dr. W. T. Domville, Surgeon.

ORDERS TO DR. W. T. DOMVILLE, Surgeon, H. M. S. "Resolute."

By Henry Kellett, Esquire, C.B., Captain of Her Majesty's Ship "Resolute."

GLADLY availing myself of your volunteer service to second Lieutenant Pim on the journey to Bank's Land; feeling that you are, by your professional knowledge, almost a guarantee for the safety of this little party in reaching the Harbour of Mercy, without accident from weather; you will take charge of Her Majesty's sledge "James Fitzjames," with the men and animals attached named in the margin, accompanying Lieutenant Pim to the Harbour of Mercy; and after you have remained a sufficient number of days for rest, and received all the information that Lieutenant Pim can collect connected with the ships of Captain Collinson's expedition, you will return with the same to me, taking care that you leave the Harbour of Mercy with fourteen days' provisions.

Given under my hand, on board Her Majesty's Ship "Resolute," Winter Quarters, Dealy Island, 9th March 1853.

(Signed) HENRY KELLETT, Captain.

DR. W. T. DOMVILLE to Captain HENRY KELLETT, C.B.

Sir,

Her Majesty's Ship "Resolute,"
 Melville Island, 20th April 1853.

I HAVE the honour to subjoin a summary of the proceedings of the sledge and crew in my charge as second to Lieutenant Pim, which, in accordance with your orders, left Her Majesty's Ship "Resolute" on the morning of the 10th of March, for the purpose of proceeding to Bank's Land in search of the ships under Captain Collinson, C.B. Acting as I did in the capacity of an auxiliary, the details of the commencement of our journey are reserved for the journal of the above-named officer. Any description of the coast line passed is superfluous, excepting as confirmatory, after the able descriptions given by Commander M'Clintock in the parliamentary return, Sir Edward Parry in his narrative, and further described by your depôt parties of last autumn.

Adverse circumstances speedily followed our departure from the ship; first, one of the sledges breaking down, and secondly, the boisterous

Robert Hoile, Sailmaker,
 Emmanuel Bidgood, A.B.
 Five dogs.

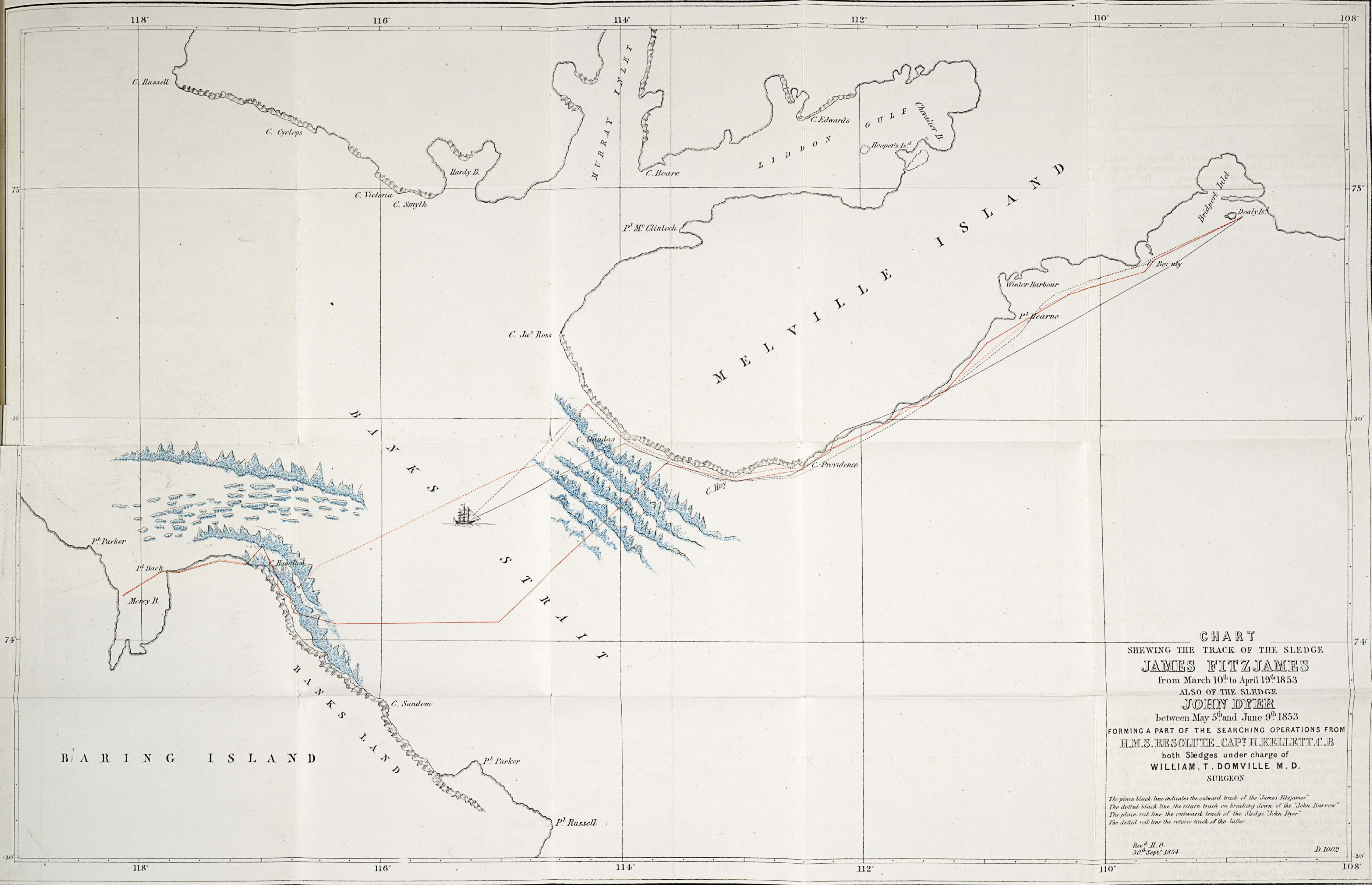


CHART
 SHEWING THE TRACK OF THE SLEDGE
JAMES FITZJAMES
 from March 10th to April 19th 1853
 ALSO OF THE SLEDGE
JOHN DYER
 between May 5th and June 9th 1853
 FORMING A PART OF THE SEARCHING OPERATIONS FROM
 H.M.S. RESOLUTE CAPT H. KIELLETT C.B.
 both Sledges under charge of
WILLIAM T. DOMVILLE M.D.
 SURGEON

The plain black line indicates the outward track of the "James Fitzjames"
 The dotted black line, the return track on breaking down of the "John Barrow"
 The plain red line, the outward track of the sledge "John Dyer"
 The dotted red line the return track of the latter

Rec^d H. O.
 30th Sept. 1854

D. 1002

weather which shortly ensued, which combined circumstances compelled our encampment and detention under Cape Bounty for four days. During this time, notwithstanding the force of the wind, which threatened the stability of our canvas habitation, and the low temperature of 36° below zero externally, and of -24° Fahrenheit within the tent, no injurious results followed, which is to be attributed to the inner tents and other coverings you so fully provided for our comfort and safety. On the 14th, the gale having abated, our journey was again commenced and proceeded without interruption until the 18th, when from wind and thick weather, we were again necessitated to encamp until the following day.

On the 20th, the depôts placed at Cape Providence in the autumn by Lieutenants Hamilton and Pim were severally reached and taken up. That of the latter, however, was found to have been partially destroyed by some wild animals, the marks from their teeth and claws being prominently visible on the exterior of some of the canisters of preserved meat, which had withstood their destructive efforts. On the evening of the 21st Cape Dundas was reached, where a depôt was established for our parties on the return journey, and further increased by other provisions than previously intended, in order to lighten the sledges, which the formidable appearance of the floe or peak in this locality indicated as expedient.

On the 22d, we started on our course for the Harbour of Mercy, which was soon found to be beset with every difficulty, every variety of hummocks and deep snow barring our progress in all directions, and requiring no small amount of perseverance to surmount. Some of the ridges, too irregular for the passage of a loaded sledge, required portages to be made, a mode of proceeding almost equally difficult, and dangerous to the limbs, from the men sinking to the middle through the soft snow, amongst the masses of forced-up hummocks. In addition to these obstacles, the weather was overcast and gloomy, narrowing the sphere of vision to a very circumscribed space, and precluding the advantage which might otherwise be taken by the selection of a good lead. In this tedious and monotonous manner we proceeded until the 29th, when a slight improvement taking place in the floe, and sufficient wind from the eastward to keep our sails full, led us to look forward with hope for better things, although the weather was still thick, with snow falling in large flakes. Shortly after noon our ardent wishes and expectations of "the good floe a coming" were doomed to be disappointed, the sledge of Lieutenant Pim gliding off a glassy hummock and carrying away the lee runner. Being thus partially disabled, he considered it expedient to continue with all despatch upon the object of our mission, for which purpose the dog sledge and the two men under my charge were selected, and the remainder of the party with the broken sledge transferred with the following orders for my guidance :

"Tuesday, 29th March 1853.

"After our unfortunate accident, I consider the only course to be adopted is for you to proceed back to Cape Dundas with the wounded sledge. You must do this by slow degrees, taking the provisions on with you. I consider it best for you to remain there snugly encamped behind some hummock, and await my return, which will be in less than a fortnight; be particular in erecting a conspicuous mark with your shears on the high land of Cape Dundas as a guide for me. You are perfectly aware of my orders and the object of our journey, and I am sure I shall not find you less zealous in this trying position than you have been since leaving the ship. I shall leave the Harbour of Mercy with the utmost despatch, and perhaps overtake you before you arrive at Cape Dundas.

"(Signed) "B. C. T. PIM."

"P.S.—Be very careful of the provisions, and do not leave them exposed more than one night on the floe. Should the health of your men or any unforeseen circumstance compel you to return to the ship, you will leave a notice dated, &c. at every encampment as a guide for me. Be particular in leaving the provisions well at Cape Dundas, and be careful that they are all brought to that place."

The tent being pitched and the sledge unloaded, an examination of its defects was made. Three of the tenons found broken and forced out of

the mortises, which were also split, as also the bearer much strained. The repairs were immediately commenced, and by the following morning completed, notwithstanding the severity of the weather, which had increased to a gale with snow and drift. For the manner in which this work was performed, great credit is due to Gibson, the carpenter's mate, and Parr, the captain of the sledge, who were necessarily much exposed. Having made an estimate of the weight of provisions, &c., left with me, I found that they amounted to 1,700lbs., an amount too great for stowage upon the broken sledge in one load. The carpenter, however, reported that it would well bear one-half, with which I thereupon determined to proceed, making when possible three jourmies during the day, in order to have the provisions under our eye every night, and avoid molestation by bears or other animals.

On the weather clearing up, I estimated the distance from Melville Island as 20 miles, but the old and experienced quartermaster, Silvey, and the captain of the sledge gave it as 25 miles, which was afterwards found by our dead reckoning to be nearly correct.

30th. Blowing fresh from the westward with much drift. At mid-day, the sledge being repaired, at 3 P.M. started with our gear and tents, and to advance as much of the unprotected meat as possible, each man and myself carried in our knapsacks (in addition to pulling on their part), twenty pounds of pemmican, the clothing which they contained having been deposited en cache with the remaining dry stores and dogs' meat. The floe being good, we made progress, and accomplished three miles by 5 P.M., when, calling for volunteers, I returned for the remainder, leaving two hands to prepare our supper and pitch the tent. We reached our late encampment in an hour, after sharp walking, when, packing the sledge and taking advantage of the fair wind to make reduced sail, we again arrived at the tents shortly after seven, the wind having increased to half a gale with thick drift, which, in many places, had obliterated our track of the previous evening. From the severity of the weather and exposure thereto, I issued to the crew half a gill of spirits extra. The thermometer was, unfortunately, broken to-day.

31st. Started at 8 A.M., having packed the sledge the previous evening; worked through the mist N.E. In about an hour, the weather clear, enabling us to see the land. As the floe was good, we made fair progress. I therefore halted, deposited the provisions, and returned for the tent and other gear, which we brought up by 6 P.M. and encamped. Our course is considerably to the westward of our outward bound one, than which nothing could be worse, and as yet the floe is comparatively good, and looks continuously so into the land, apparently distant about 11 miles. I think we have gained five miles to-day, thus walking 15. The men in good spirits and working with an energy cheering to witness; a reaction upon the depression which all more or less felt upon the occurrence of our accident and consequent impediment to the hopes entertained of reaching Bank's Land, hitherto the *ultima thule* of Arctic travellers. About noon, the atmosphere became remarkably clear, affording a distinct view of the latter land, and that around the centre and two extremes of Liddon's Gulf.

1st April.—The morning setting in with a thick mist, a high wind from the N.E. and much drift, any movement in our broken down condition is rendered injudicious. Wind increased towards evening to a gale, justifying the precaution of remaining tented.

2d. Gale continuous; several very heavy squalls during the night; much drift, and nothing visible beyond a few yards from the tent. About 4 P.M. the wind and drift abated, when the land became visible; the weather, however, not sufficiently settled to make a move.

3d. A beautiful clear day, without wind or drift, it having fallen calm during the night. Proceeded with the sledge and provisions at 7.30 A.M., stopping at noon, and returning for the tent, &c. The distance thus accomplished I calculate at 5 miles, or $4\frac{1}{2}$ good; it taking two hours of brisk walking with the sledge to return, when the tent was struck, and we again proceeded, pitching at 6.30 P.M., after 11 hours good work.

4th. Thick and misty, with snow and a freshening breeze, rendering it unadvisable to travel without the tent, we proceeded with it and part of the pemmican. Floe fair; but a short passage through the high hummocks,

forming its crushed-up border, accomplished with some difficulty ; it being at any time troublesome to discern the lead, as also to distinguish the irregularities of the surface of the snow. Went on until 2 P.M., when we camped ; thus unavoidably separate from some of our stores.

5th. Under weigh at 6 A.M., returning for the provisions which we found all safe, reaching them after a sharp walk of two hours, direct from the land. On return to the tent, lunched ; then struck it, and proceeded with it until 3 P.M., when it was again pitched, and the remaining provisions returned for, having all around us at 6 P.M. The weather now calm and beautifully bright. In consideration of the long day and hard work, issued half allowance of extra spirit.

6th. Proceeded at 7.30 A.M. with tent gear, and part of provisions. Weather calm, but very misty, with snow ; floe irregular, and travelling difficult. Proceeded inland until 2 P.M., when the weather became very thick, rendering it unsafe to proceed, for fear of breaking the sledge, or injuring the men, who were unable to see where they were placing their feet ; and the provisions being distant, I did not deem it advisable to return by the sledge tracks for them, our route being only imperfectly visible through the mist ; the tent was therefore pitched.

7th. A clear morning. At 8.45 left with empty sledge to bring up provisions, reaching them in two hours ; in doing which we found that our course of yesterday, although in thick weather, was good. On our return with the loaded sledge, while crossing a gentle declivity over a ridge of hummocks it suddenly swerved, owing to a hidden fissure, and broke down, when the runner originally broken on leaving the ship, again carried away ; the poppet heads breaking short off. Detained two hands to unload sledge, remove lashings, &c., and sent on the rest to the tent ; each man carrying from 40 to 50 pounds' weight on his back, and returning with the tool bag. All the repairs we were able to give having been completed, we again started at 3 P.M., arriving at the tent at 4.30. The day was fine and warm, which enabled us to apply the lashings with better effect ; men working admirably. On leaving in the morning, all the blanket bags and buffalo robes were hung over the tent to dry and air, which they did well ; the accumulated drift and snow melted and formed icicles from the edge of the skins ; the bags also became dry and pliant, the latter for the first time since leaving the ship, hitherto it being capable of standing them on end, without any other support than that afforded by the frozen vapour with which they become impregnated from the heat of the body.

8th. Left encampment at 7 A.M., with provisions for the land, which we reached at 1 P.M., and I judge about five miles to the westward of our depôt. Returned again for the tent and gear, and had all snug along shore a little past 7 P.M. The road at times very bad, over every variety of floe.

9th. Started at 8 A.M., bearing down towards the depot, and reaching it at 1.30 P.M., with a fair and strong breeze, which materially assisted, although not under sail. Here we found all secure ; the staff alone, which was placed a few yards from the provisions, with a piece of skin attached as a flag, having been pulled down. No persons have been, and therefore surmise that Lieut. Pim has not recrossed the straits. Deposited our provisions, and left again with the intention of bringing up our remaining gear ; but finding on our return to the tent that it was 5 P.M., the time would not admit, without great fatigue to the men, of reaching it before a late hour. We, therefore, remained ; which was done the more reluctantly, finding we had nothing but frozen bacon and bread, and no lamp to melt snow, it having been moved with the other cooking apparatus taken on in the morning. Necessity, however, favoured invention ; and, making a tin canister into a lamp, we cooked tea and bacon with the fat of the latter ; another tin case cut in two parts serving for drinking vessels, which we used alternately.

10th. Left with tent at 8 A.M. for the depôt, where we arrived shortly after noon, finding all safe. The road was very bad, as yesterday, winding over an old floe of round glassy hummocks, which severely tested the sledge ; the young floe, which had favoured us along the shore from Cape Providence, only extending from thence to about a mile beyond our depôt, which I estimate as about 10 miles from Cape Sir James Ross.

Had all the gear placed in the sun's rays, and repaired with three hands to erect beacon, as in orders. Raised a flag staff with pike and bamboo above, and another for a yard, to which we appended some black pieces of canvas and the Union Jack from above. Its stability for any lengthened period cannot, however, be depended upon, the ground being frozen and resisting any impression from the pickaxe; as a substitute, we collected a number of stones, and secured the stays and pole to them. Despatched two hands in search of game, who returned successful; a fine hare having been shot by Maclean.

11th. Having determined upon a complete repair of the sledge, commenced unlashings; and the carpenter employed to shorten the poppets from the part broken off, which was done with expedition, and one side of it completed by supper time. While thus engaged, a wolf paid us a visit, coming boldly within a few yards of the tent, and being unable to effect his detention from want of a gun, I chased him off; taking his departure, however, very unwillingly. He was thin and hungry looking, which was manifest from his running on seeing any dark object on the floe, however small. At 6 P.M. Silvey and Hannan, who had formed the shooting party for the day, returned, having succeeded in killing two musk ox calves, a steer and heifer of last year. An old cow, apparently the mother of one of them, they were obliged to shoot in self defence, she having approximated them with an impulse and attitude evidently belligerent. The two calves they skinned and bore in triumph to the tent, but with evident signs of fatigue; which might be inferred, from each carcase being about 150 lbs., and that carried over about four miles of rugged ground. They also killed three hares, which were carried in addition. Had an excellent repast from a kettle mess of tongues, livers, &c., not to disparage the pemmican.

12th. Carpenter's mate and two hands left to repair sledge and arrange gear; going myself with the remainder of the party to bring in the meat from the cow. On reaching the carcase, it was skinned, cut into quarters, and the bones taken out to save weight, and the meat cut in strips from along the back. Although killed four-and-twenty hours the carcase of the animal was quite warm from the power of the sun upon its dark coat; and the process of putrefaction had commenced in the interior, where a calf was found within a month of maturity. The ball had entered the left fore shoulder, traversed the heart, lungs, and foetus, emerging at the right hip, where it dropped from beneath the skin when flayed.

13th. Completed the repairs of the sledge, which is now as strong as on leaving the ship, although not so high, from the necessary shortening of the poppets; had it firmly lashed with cod line, and all arranged for starting afresh upon the return of Lieut. Pim. Two hands went in pursuit of game, and returned with three hares. Several musk oxen were seen but not fired at, as I had forbidden the destruction of any they might meet, having already more than we could consume or transport.

14th. Shortly before noon, one of the men who had started for the hills to sport, with directions to look out for our expected party, returned, and reported the approach of them; who were speedily with us, having a fair wind from the westward, and the sail set, which enabled the dogs to drag as fast as they could run. The intelligence he communicated of the position of Her Majesty's Ship "Investigator," in safety at the Harbour of Mercy, was welcome to all, and elicited general sympathy for the privations which her officers and crew had in common experienced, but still greater sympathy and regret at the want of any information of Sir John Franklin and his gallant associates. These particulars, together with many others connected with her proceedings, having been verbally communicated to me, I suggested to Lieut. Pim the propriety of again taking charge of my own sledge, and returning with all despatch, according to the purport of your orders. He complying with my request, I shortly after left, at 3 P.M., taking on a part of the provisions and stores from the large sledge, and an invalid from "Investigator," afflicted with scurvy, and in a state of great prostration, who subsequently occupied a seat on the sledge nearly the whole distance to the ship, which additional weights and the lagged condition of the dogs were material obstacles to a very rapid progress; but, notwithstanding these impediments, and the addition of the snow-blind condition of

the two men, Hoile and Bidgood, as also myself, necessitating the alternate leading of the sledge—the intermediate interval being occupied pulling at the side of the sledge—the eyes bound round with a snow bandage, we arrived on board on the 19th, thus performing a distance of 100 miles in a direct line in five consecutive days.

From the number of times this return route has been passed over, but little remains worthy of observation; independent of which, time was fully occupied at the sledge, the traction requiring, from the circumstances before mentioned, the combined assistance of all.

On the morning of the 19th, when encamped about four miles to the westward of Cape Bounty, we were surprised by the approach of Captain M'Clure and party, who had left Her Majesty's Ship "Investigator" a few hours before Lieut. Pim, and had been following close on our track for several days. It being near their halting time (their periods of work and rest being divided into six hours respectively), they shortly after encamped. Our own party now proceeded, leaving M'Donald to come in with his old shipmates; the gallant officer in command still continuing his progress and walking on with myself, notwithstanding the allotted period for rest had transpired. On nearing the ship, I preceded him for about a mile, leaving him with some of the officers who had come on in advance of yourself to welcome our return, that I might have the pleasure of communicating the success of your plans in the direction of Banks Land; which done, my duties terminated.

One of the most important characteristics of this journey has been the early season of departure, and the consequent low temperature. From the absence of any injurious results, evidence is afforded of the practicability of traversing these regions at any period of the year, provided sufficient light exists (and the supposition of the party being in sound health and not incapacitated from previous debility). It also illustrates forcibly the adaptation of the constitution of man to extreme atmospheric changes, circumstances being otherwise concomitantly favourable; the chief of which, in these regions, are an adequate supply of clothing to maintain the external heat of the body, and the plentiful exhibition of such food as will promote the calorifying process within. By your directions our resources in these respects were ample: the *clothing* being light and warm, not impeding the motion of the limbs during exercise by day; the double tent and buffalo skins forming an adequate covering by night; and the *diet* of good quality, the supply being equal to the demand, and consisting of a large proportion of animal food, and of that kind, namely, pemmican, the best adapted for the process of assimilation; most decidedly superior to preserved meats for supporting the powers of endurance, and more satisfying to the appetite. The following are the names of the crews of the sledges devolving upon my charge in the performance of these duties, and of whose conduct I deem it incumbent to bear testimony:—

| | |
|----------------------------------|---------------------------------|
| Joseph Parr, Gunners' mate. | John Silvey, Ice quartermaster. |
| Joseph Gibson, Carpenter's mate. | John Maclean, A. B. |
| Thomas Northhouse, A. B. | Henry Richards, A. B. |
| William Hannan, Royal Marines. | |
| Robert Hoile, Sailmaker. | Emmanuel Bidgood, A. B. |

As captains of a sledge, Parr and Hoile were valuable from their steadiness; to which good quality the latter possessed a system of arrangement of stores and the general tent gear in an eminent degree, attributable to his former experience in Arctic travelling, he having acted in the capacity of a captain of the sledge, second to Commander M'Clintock on his journey to Melville Island in 1851. These services I have mentioned here in the hope that they may be sufficient, together with his general good conduct, to induce you to regain for him several years' time he has lost in the service from youthful indiscretion, and for which he is anxious.

To make distinctive mention of individual merit for willingness and endurance would be invidious, all having exhibited an earnest zeal and emulation to perform their duty with credit, and to merit your approbation, which I trust they will receive.

I have, &c.

WILLIAM T. DOMVILLE, Surgeon.

Journal of Dr. Domville.

The thermometer having been broke when we met with our accident, I have appended the temperatures of H.M. Ships "Resolute" and "Investigator" during the period of our absence, from which a fair average may be taken.

H.M. Ship "INVESTIGATOR," Banks Land.

| — | 2 | 4 | 6 | 8 | 10 | Noon. | 2 | 4 | 6 | 8 | 10 | Mid-night. |
|-----------|-----|-----|----|----|----|-------|----|-----|----|----|----|------------|
| March 1st | -52 | 52 | 50 | 49 | 47 | 38 | 31 | 27 | 24 | 24 | 16 | 14 |
| " 2d | 15 | 16 | 15 | 17 | 15 | 15 | 12 | 14 | 17 | 26 | 26 | 30 |
| " 3d | 34 | 39 | 41 | 41 | 39 | 39 | 39 | 40 | 40 | 40 | 43 | 45 |
| " 4th | 46 | 45 | 44 | 44 | 41 | 38 | 37 | 42 | 43 | 44 | 47 | 45 |
| " 5th | 45 | 45 | 49 | 49 | 40 | 40 | 32 | 42 | 51 | 51 | 53 | 52 |
| " 6th | 53 | 51 | 49 | 42 | 40 | 36 | 33 | 34 | 37 | 36 | 35 | 35 |
| " 7th | 35 | 34 | 30 | 28 | 30 | 38 | 39 | 38 | 36 | 33 | 30 | 29 |
| " 8th | 28 | 25 | 27 | 28 | 28 | 26 | 27 | 30 | 33 | 34 | 36 | 37 |
| " 9th | 39 | 41 | 42 | 41 | 39 | 35 | 35 | 38 | 44 | 44 | 44 | 39 |
| " 10th | 39 | 39 | 48 | 46 | 44 | 42 | 41 | 41 | 46 | 48 | 48 | 48 |
| " 11th | 51 | 52 | 48 | 50 | 40 | 35 | 38 | 40 | 49 | 50 | 52 | 50 |
| " 12th | 50 | 52 | 52 | 50 | 42 | 36 | 32 | 38 | 42 | 47 | 50 | 50 |
| " 13th | 50 | 49 | 51 | 48 | 40 | 35 | 33 | 37 | 46 | 50 | 53 | 54 |
| " 14th | 58 | 52 | 49 | 44 | 37 | 25 | 33 | 36 | 39 | 39 | 35 | 38 |
| " 15th | 40 | 39 | 44 | 38 | 35 | 37 | 34 | 35 | 47 | 49 | 52 | 52 |
| " 16th | 51 | 52 | 54 | 47 | 37 | 36 | 38 | 40 | 50 | 56 | 56 | 56 |
| " 17th | 54 | 53 | 54 | 42 | 32 | 27 | 33 | 38 | 48 | 47 | 45 | 45 |
| " 18th | 47 | 48 | 46 | 37 | 31 | 24 | 14 | 16 | 23 | 23 | 24 | 27 |
| " 19th | 33 | 30 | 23 | 17 | 12 | 6 | +3 | -7 | 2 | 2 | 4 | 9 |
| " 20th | 3 | 2 | 1 | +2 | 5 | 7 | 7 | 4 | -3 | 1 | 9 | 7 |
| " 21st | 4 | 4 | +1 | 3 | 7 | 1 | -1 | 5 | 3 | 3 | 2 | 0 |
| " 22d | 4 | 0 | 0 | +1 | 7 | 13 | 12 | 3 | -4 | 4 | 10 | 9 |
| " 23d | 0 | -10 | 11 | 4 | 4 | 1 | 0 | 4 | 10 | 17 | 18 | 19 |
| " 24th | -14 | 22 | 21 | 18 | 7 | 4 | 3 | 8 | 14 | 20 | 20 | 22 |
| " 25th | 22 | 3 | 3 | 2 | +1 | 0 | 0 | -3 | +5 | 3 | 4 | 6 |
| " 26th | 9 | 7 | 5 | 7 | 7 | 10 | 10 | 8 | 4 | 6 | 7 | 7 |
| " 27th | +6 | 7 | 7 | 10 | 10 | 11 | 17 | 12 | 0 | -6 | 23 | 25 |
| " 28th | 8 | 31 | 28 | 15 | 2 | 3 | 0 | -10 | 13 | 10 | 11 | 11 |
| " 29th | -27 | 7 | 6 | 7 | 4 | +2 | 10 | 4 | -6 | 15 | 17 | 24 |
| " 30th | 9 | 20 | 16 | 15 | 12 | 13 | 9 | 9 | 6 | 13 | 21 | 23 |
| " 31st | 26 | 31 | 29 | 23 | 17 | 15 | 12 | 14 | 11 | 8 | +1 | 2 |
| April 1st | +2 | 5 | 7 | 10 | 12 | 17 | 17 | 11 | 8 | 7 | 7 | 7 |
| " 2d | -8 | 7 | +6 | 5 | 12 | 22 | 12 | 4 | -1 | 2 | 16 | 22 |
| " 3d | 25 | 23 | 21 | 17 | 14 | 10 | 7 | 12 | 15 | 23 | 19 | 16 |
| " 4th | 8 | 7 | 5 | 1 | +2 | 4 | 7 | 9 | 3 | 3 | 1 | 7 |
| " 5th | 9 | 7 | 5 | 7 | 3 | +2 | 3 | 7 | 4 | 4 | 1 | 1 |
| " 6th | +1 | 1 | 1 | 2 | 4 | 4 | 0 | -2 | 1 | 5 | 5 | 6 |
| " 7th | -7 | 16 | 17 | 12 | 9 | 4 | 13 | 13 | 17 | 30 | 30 | 37 |
| " 8th | 38 | 37 | 28 | 27 | 22 | 7 | 5 | 8 | 13 | 23 | 35 | 38 |
| " 9th | 40 | 41 | 30 | 25 | 18 | 10 | 8 | 13 | 14 | 29 | 33 | 37 |
| " 10th | 37 | 34 | 31 | 21 | 8 | 7 | 5 | 8 | 8 | 28 | 33 | 35 |
| " 11th | 35 | 36 | 31 | 21 | 17 | 10 | 9 | 7 | 10 | 15 | 11 | 8 |
| " 12th | 7 | 6 | 8 | +4 | 11 | 13 | 15 | 16 | 13 | 11 | 11 | 8 |
| " 13th | +4 | 6 | 4 | 1 | +7 | 10 | 7 | 11 | 10 | 6 | 9 | 16 |
| " 14th | -22 | 31 | 29 | 17 | 8 | 6 | 5 | 7 | 11 | 16 | 10 | 8 |
| " 15th | 11 | 7 | 10 | 13 | 13 | 16 | 17 | 0 | 7 | 16 | 24 | 29 |
| " 16th | 32 | 30 | 17 | 13 | 3 | 5 | 12 | 16 | 18 | 28 | 27 | 25 |
| " 17th | 22 | 15 | 3 | 0 | +5 | 10 | 6 | 0 | 1 | 6 | 10 | 11 |
| " 18th | 12 | 14 | 10 | 5 | 0 | 11 | 7 | 6 | 3 | 2 | 4 | 2 |
| " 19th | 0 | +1 | 3 | 16 | 13 | 19 | 20 | 19 | 13 | 9 | 4 | 5 |
| " 20th | -6 | 6 | 10 | 20 | 18 | 14 | 9 | 9 | 11 | 10 | 9 | 9 |
| " 21st | 10 | 10 | 13 | 13 | 23 | 25 | 38 | 35 | 16 | 10 | 2 | 3 |
| " 22d | 5 | 6 | 12 | 15 | 32 | 24 | 31 | 19 | 11 | 0 | 8 | 7 |
| " 23d | 2 | 0 | 6 | 12 | 11 | 11 | 8 | 6 | 0 | 7 | 12 | 16 |
| " 24th | 20 | 23 | 22 | 10 | +2 | 10 | 5 | 6 | 3 | 16 | 22 | 23 |
| " 25th | 26 | 27 | 19 | 6 | 1 | 4 | 0 | 0 | 0 | 8 | 12 | 21 |
| " 26th | 22 | 23 | 15 | 4 | +8 | 8 | 13 | 14 | 10 | 11 | 19 | 20 |
| " 27th | 24 | 21 | 9 | 5 | 1 | 9 | 11 | 6 | 2 | 5 | 15 | 16 |
| " 28th | 21 | 23 | 12 | 2 | 10 | 16 | 16 | 16 | 8 | 8 | 10 | 14 |
| " 29th | 16 | 15 | 10 | 0 | 13 | 24 | 28 | 20 | 18 | 0 | 10 | 13 |
| " 30th | 10 | 9 | 4 | +5 | 10 | 14 | 15 | 14 | 12 | 2 | 6 | 8 |

H.M. Ship "RESOLUTE," Melville Island.

Journal of Dr. Domville.

| — | 1 | 3 | 5 | 7 | 9 | 11 | 1 | 3 | 5 | 7 | 9 | 11 |
|-------------|-----|----|----|-------|-------|-------|----|-------|----|-------|-------|----|
| March 1st - | 38 | 40 | 39 | 39 | 39 | 33 | 32 | 37 | 39 | 40 | 41 | 41 |
| " 2d - | 28 | 28 | 26 | 26 | 23 | 20 | 16 | 14 | 15 | 13 | 12 | 13 |
| " 3d - | 20 | 22 | 26 | 27 | 30 | 33 | - | 34 | 34 | - | 34 | 38 |
| " 4th - | 39 | 39 | 39 | 37 | 32 | 30 | 28 | 32 | 37 | 34 | 36 | 35 |
| " 5th - | 37 | 38 | 42 | 41 | 41 | 40 | 39 | 39 | 37 | 36 | 37 | 36 |
| " 6th - | 35 | 36 | 35 | 36 | 35 | 35 | 34 | 34 | 33 | 35 | 33 | 31 |
| " 7th - | 29 | 29 | 28 | 27 | 27 | 27 | 27 | 28 | 28 | 24 | 21 | 20 |
| " 8th - | 20 | 20 | 19 | 20 | 21 | 96 | 29 | 29 | 30 | 30 | 34 | 36 |
| " 9th - | 36 | 36 | 35 | 35 | 32 | 28 | 29 | 30 | 36 | 38 | 40 | 44 |
| " 10th - | 44 | 46 | - | - | 37 | 34 | 33 | 37 | 36 | 35 | 36 | 36 |
| " 11th - | 36 | 36 | 36 | 36 | 35 | 33 | 29 | 32 | 33 | 33 | 34 | 34 |
| " 12th - | 34 | 34 | 30 | 32 | 32 | 30 | 29 | 29 | 34 | 30 | 30 | 31 |
| " 13th - | 30 | 30 | 30 | 30 | 31 | 32 | 30 | 30 | 33 | 33 | 35 | 33 |
| " 14th - | 33 | 30 | 33 | 32 | - | 34 | 35 | 37 | 37 | 38 | 40 | 38 |
| " 15th - | 36 | 37 | 31 | 31 | 29 | 27 | 26 | - | 27 | 30 | 29 | 30 |
| " 16th - | 28 | 28 | 29 | 26 | 24 | 24 | 20 | 20 | 20 | 21 | 19 | 17 |
| " 17th - | 19 | 19 | 18 | 15 | 14 | 10 | 6 | 6 | 7 | 7 | 9 | 10 |
| " 18th - | 9 | 9 | 8 | 6 | +7 | 10 | 9 | 5 | 1 | Zero. | -3 | 10 |
| " 19th - | 10 | 9 | 8 | 7 | 7 | 4 | 6 | 5 | 3 | 2 | Zero. | +1 |
| " 20th - | 1 | 1 | 1 | 2 | 2 | Zero. | +1 | Zero. | - | -1 | 2 | 4 |
| " 21st - | 3 | 4 | +4 | 3 | 5 | 10 | 16 | 9 | 6 | 6 | 8 | 11 |
| " 22d - | +11 | 11 | 11 | 9 | 5 | 6 | 7 | 3 | 3 | -8 | 4 | 4 |
| " 23d - | 10 | 10 | 10 | 9 | 3 | 1½ | +1 | -1 | 2 | 4 | 8 | 13 |
| " 24th - | 14 | 15 | 15 | 13 | 12 | 6 | 3 | 7 | 9 | 16 | 19 | 20 |
| " 25th - | 12 | 16 | 23 | 19 | 14 | 11 | 11 | 10 | 13 | 16 | 16 | 18 |
| " 26th - | 18 | 18 | 15 | 12 | 11 | 7 | 4 | 7 | 7 | 7 | 7 | 8 |
| " 27th - | 11 | 11 | 10 | 10 | 3 | +3 | 1 | -2 | 4 | 5 | 4 | 5 |
| " 28th - | 2 | 2 | 1½ | Zero. | Zero. | +3 | 1 | -4 | 8 | 17 | 22 | 24 |
| " 29th - | 27 | 28 | 25 | 20 | 17 | 4 | 2 | +1 | 1 | -1 | 2 | 4 |
| " 30th - | 4 | 4 | 4 | 2 | - | +3 | 1 | -4 | 4 | 3 | 3 | 8 |
| " 31st - | 10 | 11 | 11 | 13 | 8 | 6 | - | 6 | - | 13 | 17 | 17 |

| — | 1 | 3 | 5 | 6 | 9 | 12 | 1 | 3 | 5 | 6 | 9 | 12 |
|-------------|---|------|---|-----|----|----|---|-----|---|------|-------|------|
| April 1st - | - | 17 | - | 19 | 10 | - | - | 6 | - | 8 | 8 | 8 |
| " 2d - | - | 10 | - | 13 | 8 | 5 | - | 4 | - | 4 | 4 | 4 |
| " 3d - | - | 4 | - | -2 | +2 | 5 | - | 2 | - | 5 | 0 | +1 |
| " 4th - | - | +2 | - | 2 | 3½ | 8 | - | 8½ | - | 5 | 1 | -1 |
| " 5th - | - | 4 | - | 5.5 | 1 | 7 | - | +3 | - | 0 | -2 | -3 |
| " 6th - | - | 4 | - | 5 | 2 | 1 | - | 2 | - | 3 | 3 | 8 |
| " 7th - | - | 13 | - | 14 | 14 | 12 | - | 10 | - | 11 | 18 | 19 |
| " 8th - | - | 20 | - | 18 | 18 | 16 | - | 13 | - | 14 | 16 | 17 |
| " 9th - | - | 17 | - | 16 | 13 | 11 | - | 9 | - | 10 | 13 | 15 |
| " 10th - | - | 14 | - | 14 | 11 | 9 | - | 8 | - | 7 | 12 | 12 |
| " 11th - | - | 12 | - | 11 | 7 | 7 | - | 3 | - | +1 | -8 | 9 |
| " 12th - | - | 13 | - | 11 | 4 | +3 | - | 3 | - | -6 | 13 | 13.5 |
| " 13th - | - | 9 | - | 3 | - | +7 | - | 15 | - | 2 | -7 | 5 |
| " 14th - | - | -1 | - | 6 | 1 | 1 | - | +4 | - | +11 | 5 | 15 |
| " 15th - | - | -16 | - | 12 | 8 | 2 | - | +1 | - | 3 | -9 | 18 |
| " 16th - | - | 21 | - | 20 | 12 | 17 | - | 16 | - | 17 | 22 | 22.5 |
| " 17th - | - | 18 | - | 12 | 8 | 5 | - | 5 | - | 6 | 4 | 4 |
| " 18th - | - | 4 | - | 1 | +3 | 10 | - | 6 | - | 3 | Zero. | 2 |
| " 19th - | - | 2 | - | 4 | 6 | 10 | - | 9 | - | 8 | 9 | 15 |
| " 20th - | - | 15 | - | 8 | +4 | 3 | - | 6 | - | 2 | -1 | 2 |
| " 21st - | - | 2 | - | 4 | 5 | 12 | - | 10 | - | 9½ | 6 | 6 |
| " 22d - | - | +9.5 | - | 20 | 18 | 20 | - | 11 | - | 3 | 6 | 6 |
| " 23d - | - | +6 | - | - | 0 | 4½ | - | 1 | - | -2½ | 2.5 | 2.5 |
| " 24th - | - | -4.5 | - | 4 | - | +3 | - | -2 | - | 3.5 | 5 | 5 |
| " 25th - | - | 7 | - | 7 | - | -2 | - | 1 | - | +2 | 2.5 | 3.5 |
| " 26th - | - | -3 | - | - | -2 | +3 | - | -4½ | - | -4.2 | 1 | 3 |
| " 27th - | - | 5 | - | 2 | +2 | 7 | - | 6 | - | 5 | 5 | 3½ |
| " 28th - | - | +5 | - | 3½ | 4 | 6 | - | 7 | - | 7 | 6 | 5 |
| " 29th - | - | 6 | - | 8 | 10 | 17 | - | 16 | - | 12 | 10 | 8 |
| " 30th - | - | 7 | - | 7 | 8 | 18 | - | 17 | - | 17 | 3 | 2 |

Distance from Dealy Island to Cape Dundas - - -
 Cape Dundas to place of accident in Strait - - -
 Distance performed in returning to Cape
 Cape Dundas to Dealy Island - - -
 Total number of miles from point to point - - -
 Total distance travelled - - -

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "JOHN DYER," detached from H.M. Ship "Resolute," between the 5th May and 9th June 1853, under the Command of Dr. W. T. DOMVILLE, Surgeon.

JOURNAL of the PROCEEDINGS of the Sledge "JOHN DYER," in charge of Dr. W. T. DOMVILLE, Surgeon, H.M. Ship "Resolute," and a Copy of the Orders under which he acted; dated the 5th day of May 1853.

ORDERS to Dr. W. T. DOMVILLE, Surgeon, H.M.S. "Resolute,"

By Henry Kellett, Esquire, C.B., Captain of Her Majesty's Ship "Resolute."

WHEREAS the state of that portion of the "Investigator's" crew that have already reached this ship is such that I deem it necessary there should be a medical report on the remainder.

You will take charge of the runner sledge the "John Dyer," manned with six men, carrying with you such medical comforts and other stores as you think expedient, completing your weights to 200 lbs. per man, and proceed to the Harbour of Mercy, in company with Commander M'Clure, who has the necessary directions to hold such survey.

You will take charge of and bring over any invalids that it may be necessary to remove.

Given under my hand on board the "Resolute" in Winter Quarters, Dealy Island, 5th May 1853.

(Signed) H. KELLETT.

Dr. W. T. DOMVILLE to Captain H. KELLETT, C.B.

Her Majesty's Ship "Resolute,"
Dealy Island, 15th June 1853.

Sir,

I HAVE the honour to submit for your information a few of the details of the journey to Bank's Land, undertaken in pursuance of the orders hereto prefixed.

The sledge having all the necessary equipments duly prepared, and the weights completed to 200 lbs. per man, by the addition of several sides of bacon, tins of Chollét's compressed vegetables, and Faudeille's solidified milk (the latter as comforts for the use of the sick or such other of our fellow labourers as might remain on board the "Investigator" after the fulfilment of the object of my mission), the sledge of Commander M'Clure being also furnished with as much of these useful articles of consumption as amounted to the same load, we started on the eve of the 5th May.

The system of travelling adopted was that of equal alternations of six hours for rest and six for labour, thus making two marches in twenty-four hours, instead of one as usually adopted. This mode of proceeding, from the experience of both methods, I consider well adapted for sledging with a heavy load, the men being unable to maintain their maximum powers of traction for the longer period, although well able to do so with a moderate load, but with the latter they infinitely prefer the prolonged hours of travelling and the concomitant time for rest.

The floe being good and the wind sufficiently fair to render our sails of benefit, we arrived at the depôt off Cape Providence on the evening of the 9th, reaching it during a march. We only remained sufficient time to take the articles of provisions directed, leaving others for use on our return. From some error in the report of provisions left here, a tin of bacon, upon which we had calculated when leaving the ship, was deficient, consequently the men were deprived of the usual allowance of meat for lunch. The rum taken from this depôt was also much deteriorated from being in a tin can which had formerly contained turpentine; this produced in several of the men such disorder of the renal functions as to induce them to forego their allowance of spirits after discovering the cause.

Shortly after leaving Cape Providence, when on the perfectly level ice which runs along the high land between this and Cape Hay, the right runner of the sledge snapped across in two places; this accident appeared to arise from the great curve given to it, and not sufficient bearing for the weights. From a spare batten a fish was made and the iron remaining intact, it was sufficiently repaired to proceed. Numerous hares were seen sporting about the slopes under the cliffs, especially at the mouths of the ravines. Captain M'Clure, Mr. Court, and myself shot six of them, but as we could not encumber the sledges with increased weights and were unable to afford the time to cook them, no more were destroyed. On the evening of the 10th having reached the land about four miles to the eastward of our spring depôt at Cape Dundas, and the ice becoming hummocky and irregular, we struck off on our course across the floe, not however without some apprehension for the capabilities of my broken-down conveyance. We first set foot on the soil of Bank's Land on the 18th (having been coasting it for two days previous), dragging the sledge upon the land about four miles to the eastward of Cape Hamilton, to avoid the immense hummocks and ridges of pressed-up ice which extend for three or four miles around this point.

In making our way through the crushed-up ice, amongst which it was difficult to find a footing, or even a passage, which we had to make in many places by cutting away portions of the hummocks with axes, Captain M'Clure and myself preceding and acting in the capacity of pioneers. The narrowest part of these crushed-up masses was about half a mile broad, and to gain any distance all hands were necessarily employed upon one sledge, returning for the other, which now, although receiving the greatest attention in consequence of the previous defects, again broke down, the poppets breaking away in addition to the old fracture of the runner; this involved unpacking the sledge, and the portage of our load to the shore. On reaching it, we were detained a couple of hours repairing defects. The utmost that we could do only enabled us to carry a part of our load. Captain M'Clure, taking the remainder upon his sledge, proceeded. On following, we found him encamped about a mile along the shore, having pitched somewhat earlier than usual as a relief to the severe labour which all had been engaged in.

Near the spot where we first landed, numerous fragments of coal were picked up; the snow around beneath the cliffs was also much discoloured with a black detritus of the same substance. As there were more hands than could be employed relashing the sledge, I despatched "Hannan" up a small ravine to the top of the cliff, from whence he reported that he had found large quantities of coal; I accordingly followed him sufficiently high to verify the statement. The coal presented one immense block protruding from the surface; this, from exposure to the weather and the influence of frost and snow, was of a dull appearance, partaking more of the character of slate, exhibiting less bituminous matter when fractured and when subsequently exposed to ignition, than that found somewhat deeper; the surface of the latter when broken being bright and vitreous, with some of which we cooked our kettle mess. The quantity and facility of obtaining it was such as to afford a source of fuel to a ship within such a distance as could admit of the carriage being effected.

On preparing to start, we found that the sledges could not carry the weights. It was therefore arranged to leave the greater portion of the bacon with the tins of preserved potatoes, the former being suspended from the shears used for the sails, and to send a fatigue party for them from the ship, now distant about 25 miles.

Resuming our journey we continued our route along the land; but this could only be effected for about two miles, when the hummocks being forced in a wall-like manner upon what little beach existed, to the height of 30 or 40 feet close to the cliffs, which were precipitous and almost perpendicular, compelled us again to search for an opening upon the floe outside, where the path became again as difficult as before, the lofty hummocks extending around Cape Hamilton for nearly three miles; beyond this was a young floe, upon which the heavy polar pack had set down,

crushing it into innumerable ridges, the interstices being filled up with soft snow, into which the legs of the men sunk at every step. Upon this we continued for about three miles to the westward of Cape Hamilton, where the floe becoming almost impenetrable, we were necessitated to return to the land, through an equally difficult road, for about 500 yards, placing all hands upon one sledge as before, and returning for the other. The destruction of the dilapidated sledge now appeared inevitable, and my anticipations were soon realized, a portion only of the difficulties being overcome when the final destruction of our conveyance occurred, it being rent into a dozen pieces, the bearing iron curling upon itself, and thus rendering any further attempts at repair utterly useless. Portages were now made of our load, and all being transported we encamped on the beach, which was here of some extent, broad and level, receding to some low hills, which formed the outer boundary of the rising land, finally terminating, from two to three miles in the interior, in a mountainous ridge of upwards of a thousand feet elevation. The hours for rest having transpired, we were again under weigh, packing all the gear on one sledge, with the exception of a case of pemmican left to be picked up on our return. From this to the Harbour of Mercy we found fair travelling in comparison with that previously experienced, the beach continuing low and broad, covered however with soft snow, in many places converted into sludge from the rising of the tide through the numerous fissures along shore. The water from this source did not now freeze during the day. I may here mention, that we found water trickling down the cliffs on the 18th May, the first day of landing.

Progressing without further hindrance, we arrived at the Bay of Mercy on Saturday the 21st, and in about four hours after rounding Point Back were on board H.M.S. "Investigator." On Sunday, the day following our arrival, the men being present at divisions, your letter relative to the future distribution and order for survey on the officers and men was publicly read on the quarter deck, and a few explanatory observations of the intent thereof made by Commander M'Clure. On Monday, a strict and careful survey was held upon all, in the Commander's cabin, where I trust that such inquiries were made as to the past and present condition of the health of every individual as would fully accord with the strict injunctions to that effect conveyed in your memorandum. The details of the same, together with the conjoint opinion of Dr. Armstrong and myself, have been noted and enclosed with the proper documents relating thereto.

The consideration of the zeal and patriotic feelings inciting further efforts to effect a passage through the barrier to the completion of the circumnavigation of the American continent is not within my province; not so however the material by which it is to be attempted. From observation of the state of all, which my detention on board for three days enabled me to make, the conviction necessarily followed that the time had arrived when measures in some degree commensurate with this position (rendered still more prominent from the great evil of scurvy pervading five-sixths,) could no longer be deferred with safety. For the removal or alleviation of this scorbutic taint no remedial measures remain, for even the very agents by which life is supported consist of those substances, the continuous and unvaried consumption of which are prone to aggravate and even generate the disease, especially from the form and state in which they are consumed, the pork being eaten raw and the beef only slightly subjected to cooking; in fact, their diet is now reduced to that level which proved the bane of all our early navigators. To this aliment but little addition is now made in the form of game, the animals having become scarcer, and the powers of endurance on the part of the hunter effectually diminished from the deficiency of a ration which would enable him to bear the fatigues of the pursuit to a successful termination. Three winters have already been passed in these dreary solitudes; day by day every one becomes less able to sustain, and more incident to disease. An unsuccessful issue of any further endeavours at extrication would damp the ardour and wither the hope which now affords a temporary buoyancy to the spirits; this,

added to the general malaire concomitant with scorbutic disease, might result in such a combination of mental and bodily prostration as to arrest the development of any plans devised for safety on the termination of another winter, the cold of which is also another excitant of evil. With such incontrovertible data as may be adduced, not to anticipate or impugn the dispositions of an all-seeing Providence, further detention on the shores of Banks' Land could not but cause apprehension for the most fatal results. A passing allusion may be made of the provisions (of every description) which were excellent in quality, and appeared still to retain their virtue, but this could not compensate for the deficiency. The article lime juice deserves notice, from having been prepared by a particular process, which has fully succeeded in retaining for it all the flavour of the recent fruit. The internal economy of the ship, in regard to cleanliness and ventilation, appeared unexceptionable.

Having now to take our departure, it was decided that I should take under my care Mr. Sainsbury, an invalid with pulmonary disease, labouring under great debility and bodily prostration, as also two other invalid seamen, the one under treatment for scurvy, the other with numerous scrofulous abscesses; to receive them the tent was enlarged by the addition of one cloth, our numbers being now eleven instead of eight. In consequence of the existing depôts at Cape Dundas and Cape Providence no more provisions were taken than were necessary to carry us to the former, which I purposed taking on board, believing that this step would meet with your approbation, the intent for which it was there placed having been partially fulfilled. The small quantity of provisions carried did not however exempt us from a heavy burden, for it being now settled that the ship was to be vacated, few were wanting who had not something for the safe conveyance of which they were anxious; to meet this wish, the sledge's crew were too willing. The consequence was an accumulation of goods and valuables of every description, the appearance of the whole when loaded producing some hesitation as to the expediency of starting with it; but, as the several possessors were willing to incur the risk of abandonment on the floe to lighten our burden if necessary, the task was undertaken. On the evening of the 24th we started on our return, the officers and ship's company giving us three hearty cheers, which were as warmly responded. On leaving, it was my intention to have continued the system of six hours travelling, but we had only effected four hours of our march, and scarcely that number of miles, before the condition of my invalid companions rendered it necessary to encamp, to avoid exposure to the snow, which was now falling fast and obscuring distant objects.

On the 25th under-weight at 4 A.M. Rounded Point Back and proceeded towards Cape Hamilton, travelling over the hardened snow and ice between the hummocks and the beach; progress slow and difficult from the deepness of the snow, which although crusted on the surface yielded to our heavy load, in addition to which we now carried Mr. Sainsbury on the sledge, a position he was unable to vacate for the whole of the subsequent journey. Two deer were seen on the hills but were too wary to admit our approach. A light breeze from the eastward and misty. After our period of rest we again advanced, reaching about two miles to the westward of Cape Hamilton. During this route we observed a herd of a dozen deer but equally wild as the former; the hares were also numerous but very shy, bounding off immediately on hearing our approach. One ptarmigan was shot. Picked up the case of pemmican that was left here and deposited a case or miniature quarry of geological specimens in order to lighten our weight; placing it in a conspicuous spot that the more powerful force about to follow us might detect it with facility.

On the 26th passed Cape Hamilton, having up to this spot continued on the beach; but now, at the distance of half a mile from the Cape, finding the further progress arrested from the pack being pressed close up to the precipitous cliffs, we struck off for the floe, through the same difficulties as before described, and from this time took our departure for Cape Dundas, pursuing our course as the nature of the floe permitted. In crossing the

strait but little variety presented itself to the monotony of the floe, rendered still more tedious by our heavy burthen, and frequent delays from the feeble state of our invalid, to whom little comfort could be afforded, stretched upon the sledge and necessarily dragged over every irregularity of surface.

On the 28th and greater part of the 29th we were detained by a strong gale with heavy drift, necessitating our encampment for that period. These difficulties being overcome we arrived at Melville Island on the 2d June, making the land about seven miles west of Cape Dundas, at the same spot as reached when returning from the scene of our disaster in the spring. The course followed crossing the strait, was, after sighting Cape "Queen Victoria," to keep it a little before the port beam until the eastern land of Melville Island was discernable, when we steered direct for the above-named spot.

At the depôt we found all in the same condition as when left ; even the head of a musk oxen had not attracted the attention of any of the carnivoræ. Our route along beneath the cliffs was now more cheering, having the note of the snow bunting to enliven the scene, which was now putting on the appearance of summer, vegetation becoming luxuriant, the pleasing green of the grasses being varied with the bright blossoms of the purple saxifrage, these affording a beautiful and grateful source of sustenance to the granivoræ of which numerous traces were visible ; also from time to time many of the animals themselves, frequent groups of hares gambolling together among the rocks, and herds of musk oxen, were daily passed ; of these one musk cow was shot out of a herd feeding on the slopes near to Cape Hay, and upwards of twenty hares between this and Cape Providence. On reaching the latter the remains of the depôt were taken on, excepting three cases of pemmican left for the use of Commander M'Clure. The sledge which I obtained from the "Investigator" was exhibiting symptoms of frailty ; the runner being protected for only one-half its length by iron was found to be nearly worn through. Every care was therefore taken to avoid accident, but to no purpose, one runner being finally cut through by a sharp ridge of ice over which it was passing. We were now about eight miles to the westward of Point Hearne. Having no material to fish or splice the broken runner, the only alternative left was to divide the sledge transversely and strengthen the strongest portion. This done, I determined to proceed with all despatch to the ship, not deeming it prudent to incur the risk of another break down with my poor companion, who had now become utterly helpless.

Divesting the sledge, therefore, of every incumbrance excepting actual necessaries, our sail even being left behind and a blanket substituted as occasion required, we started for Dealy Island. The floe being good and the wind fair our progress was rapid, so that with our truncated sledge and jury rig we reached the ship in three marches.

The objects of natural history seen in these journies have been large herds of musk oxen on the hills and slopes from Cape Bounty to Cape Dundas ; numerous hares in the same locality ; deer on Bank's Land between Point Back and Cape Hamilton, and ptarmigan, usually in pairs (at this season), on both shores of the strait. One wolf was seen in the spring journey during the protracted encampment at Cape Dundas ; the animal closely approached the party while engaged repairing the sledge, but with some caution. On being chased with such missiles as were at hand he reluctantly made off, and with the same feeling on our part, but our only gun being absent with two of the hands shooting we were not able to detain him by this means.

On crossing from Point Hearne a bear was encountered. On descriing the sledge when at some distance he made rapidly towards it, but on shortening the distance between us slackened his pace and advanced more cautiously, stealing from hummock to hummock and carefully reconnoitering the sledge, behind which we had now all crouched to avoid observation, at the same time being prepared to receive him. He gradually came within about 15 yards of us, when I gave him the contents of a barrel of shot and ball near

the fore-shoulder. On receiving it he fell over on his side, but the cap having fallen from the other barrel, before another could be replaced he gathered himself up and made slowly off. I followed him for some distance, exhibiting unequivocal symptoms of weakness, but he still maintained sufficient strength to keep just beyond gun shot. The pursuit thus partaking too much of the "Will o'the Wisp" character, I was necessitated to return to my companions. An animal answering his description, about three parts grown, with a remarkably white coat, having been driven from the ship in this direction early in the morning it is not unreasonable to suppose that it was one and the same animal, this species having proved so scarce. Lemmings were found in great numbers both on the shore and floe during the latter part of May; the commencement of the thaw appearing to drive them from their holes, the water inundating and frequently drowning them in their sub-surface cells, both of the floe and land, either being alike selected for their habitation. On being pursued and finding no means of escape these little animals exhibit great pugnacity, stopping and sitting upon their haunches, strenuously defending themselves against the aggressor.

The birds seen were but few in number, consisting of the barnacle goose, king duck, burgomaster, herring gull, ivory gull, Iceland falcon, and raven.

In connexion with this subject, the safety of Sir John Franklin's heroic band becomes associated, the possibility and probability of self-maintenance by capturing these animals being advanced by those anxious and interested for their welfare. In this number none were more sanguine than myself; but a visit to these latitudes, and a consequent appreciation of the many fortuitous and unforeseen events which may occur without the power of any human foresight to avert, conjoined with some knowledge of the habits of the animals of the Arctic regions, have not failed to reverse the feelings of hope and lead to the conclusion, however painful, that the safety of those gallant men is no longer tenable. Allowing that they have avoided all casualties and escaped to some shore abounding with animal life, the power of capture, even by the most skilful hunters among them after the expiration of several seasons, becomes a question, as particularly evinced by the "Investigator," the game becoming scarcer and more difficult of access every year, and the powers and endurance of the pursuers sensibly diminished.

The existence of a land of plenty, if any, in these regions, is yet a mystery. Melville Island has certainly yielded a good supply, but by no means sufficient as a sole source of food to any number of men.

Much might be advanced on the above, but being irrelevant to the subject of this communication is for the present suppressed.

The following are the names of the men attached to the sledge "John Dyer" under my command:

| | |
|-----------------------------------|-------------------------|
| James Wilkie (Ice quartermaster), | Thomas Northouse (A.B.) |
| Captain of sledge. | George Bell (A.B.) |
| Richard Hobbs (Serjeant R.M.) | Henry Richards (A.B.) |
| Wm. Hannan (Private R.M.) | Emanuel Bidgood (A.B.) |

On returning, our numbers were increased by three invalids from H.M. Ship "Investigator," viz. Mr. Sainsbury (mate), Thomas Morgan (A.B.), and Ellis Griffiths (A.B.)

To the good behaviour of the above I bear willing testimony; performing these duties cheerfully and patiently under their heavy burdens, which it is to be observed were never sensibly decreased, carrying provisions and necessaries on our outward journey, and on our return laden with property of all kinds, in addition to which, Mr. Sainsbury was compelled by debility to be borne upon the sledge.

Trusting that the above proceedings, as well as the general good conduct of the men, will meet with your entire approbation,

I have, &c.

WILLIAM T. DOMVILLE,
Surgeon.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "MURCHISON," detached from H.M. Ship. "RESOLUTE," between the 19th May and 9th June 1853, under the command of B. C. T. PIM, Lieutenant.—BEECHY ISLAND. Mr. RICHARD ROCHE, Mate, between 7th May and 18th June 1853.—ACROSS MELVILLE ISLAND, Lieutenant B. C. T. PIM, between 19th May and 9th June 1853.

Lieutenant PIM to Captain HENRY KELLETT, C.B., H.M.S. "Resolute."

H.M.S. "Resolute," Winter Quarters,
Dealy Island, 16th August 1853.

Sir,

I HAVE the honour to report my return from "Hecla and Griper Bay" on the 9th June, having fulfilled the instructions contained in your orders of the 19th ultimo.

The journey across Melville Island proved a lengthened one. The unprecedented bad weather and heavily laden sledge, 214lbs. per man, necessarily delayed us considerably, and not having the advantage of assistance from other crews, hitherto enjoyed by every traveller on this route, I was compelled (over ridges and deep ravines) to make two and sometimes three portages with the baggage, a tedious process involving much loss of time.

The system of travelling so successfully practised by Captain McClure and his officers was adopted, with the slight alteration approved of by yourself. Instead of travelling six hours and resting six hours alternately throughout the twenty-four, I travelled six hours, tented four, then marched four, and encamped for the rest of the day, by which means the men enjoyed a longer sleep and the cook was enabled to provide warm meals, a comfort not enjoyed by the enterprising travellers of the "Investigator." This plan I think far superior to the old system of continuous dragging during the whole day.

The route chosen was on the whole good, the snow on the plains still forming a deep hard covering; in the bottom of the ravines, however, it was very soft, the difference of temperature at once pointing out the cause. Upon reaching "Hecla and Griper Bay," two miles east of Lieutenant Hamilton's cairn (*vide* chart), the coast proved so low that I was obliged to resort to digging for the purpose of ascertaining whether I stood upon land or ice. The land here trends gradually to the northward, and then joins Cape Mudge, making this part of the bay, therefore, smaller than was hitherto supposed.

While still on the land I experienced a most unpleasant detention of 73 hours in the tent, the wind during that time blowing a whole gale from the northward, accompanied by clouds of snow drift mixed with fine sand, which we were unable to face. This imprisonment was followed after a day's intermission by another gale from the same quarter, confining us 56 hours more, making altogether five days and six nights. It is needless describing the discomfort and misery of this period; suffice it to say that the eight of us were huddled together in a space eight feet by six feet, with buffalo robes, &c., so wet that we were able to wring the water from them. I cannot speak too highly of the cheerful manner in which the confinement was borne by the men, although I regret to say most of them were considerable sufferers by it, and one man, on his return to the ship, was placed on the sick list in consequence.

During the last detention, when encamped near the cart, I was much surprised by the unexpected appearance of Captain Richards, H.M.S. "Assistance." He had met Lieutenant Hamilton in latitude $76^{\circ} 45' N.$ longitude $107^{\circ} 45' W.$, and learnt the position of the "Resolute," to which vessel he was now on his road. His party were in good health, but all their baggage was saturated with wet, in consequence of the late bad weather. Captain Richards considered himself most fortunate in not having the gale against him, as any detention in his circumstances would have been most serious. I furnished him with written directions for crossing the island, also a topographical chart, which I trust proved useful; after a short rest he proceeded on his journey.

Arriving at Port Nias, I could not but admire the cairn built there; it resembled a solid piece of masonry, and proved a most conspicuous mark. Mr. De Bray had disturbed a few stones, and in pursuance of your orders I commenced removing the rest in search of the record left by Sir Edward Parry. After three hours and twenty minutes employment, the tin cylinder (6 in. long by $\frac{3}{4}$ in diameter) was found, the paper copied, and the cairn restored to its original height, not it is true in a very workmanlike style, the limited time not permitting such scrupulous exactness as that practised by the builders. Nothing was seen of the coins buried there; but some bits of bone, part of a deer's horn, a quid of tobacco, and other things of a like nature, were taken possession of by the men and kept as relics. Leaving Port Nias I proceeded with Captain M'Clintock's depôt, &c., as well as Sir Edward Parry's cylinder, which were safely placed on Cape Fisher, from which place I started for the ship at 4 P.M., June 4th.

The journey was performed on nearly the same route as the outgoing until the island was about one third crossed, when I struck more to the westward, passing Captain M'Clintock's old tracks, and ultimately following those made by Captain Richards, which led me through the most remarkable ravine I have seen in these regions. Its dark frowning sides, nearly perpendicular, formed a grand contrast to the surrounding land; the bottom was very narrow, quite free from snow, and covered with large stones. Its mouth opened out only a short distance from the ice in "Bridport Inlet," after which we were soon on board, arriving at the ship about 11 A.M., June 9th.

The drift wood discovered in "Hecla and Griper Bay," was visited both going and returning, and a portion taken as fuel; it was however so saturated with wet that it was burned with extreme difficulty. The tree is 30 feet long by 7 feet in circumference, and is a pine, but of what particular species I cannot say. It is thrown well up on the beach; I should imagine deposited there during a very open season, or there could not have been sufficient agitation of the waves to drive it into its present position.

The difference of climate between the northern and southern shores of this island is indeed remarkable. On the one side but few signs of the approach of summer could be discerned, even a ptarmigan seen on Cape Fisher still retained its winter plumage; in short everything yet wore a polar aspect. The other side, having the advantage of a southern aspect, presented a very different scene; pools of water, muddy ground, and decayed snow everywhere attested the powerful influence of the present warm temperature.

On the morning of the 8th June the weather cleared up, having during the previous 20 days been nothing but a succession of mists, snow storms, and gales of wind. The sun never enlivened the dreariness of the scene, and only on three occasions showed itself through the dense atmosphere.

The vegetation met with during the journey appeared very backward, but it must be remembered that the general nature of the ground was barren in the extreme. The grass, which forms the principal food of the musk oxen, had assumed a greenish tint; the purple saxifrage was the next in advance, without flowers, however the sorrel had hardly begun to put forth its leaves, and the mosses had still a dark withered appearance the dwarf willow was scarce, and the poppy was not met with.

The country disclosed a succession of hills and ravines, with an occasional undulating surface of table land, which was crossed from east to west with extensive ridges of stone (sandstone), much worn from the effect of the weather. No lakes were met with. The sandstone stratum in the ravines presented a most curious appearance; it was fretted away (by the action of water), into every variety of shape, resembling rather the work of man than the operations of nature.

The shore from east to west of "Hecla and Griper Bay" was low and shelving, rising gradually inland for about 20 miles, when the island attains its greatest elevation. The southern shore presents a bold front and discloses a succession of openings from the numerous ravines. Coal was picked up, and proved most useful; it was generally found in lumps of three to six pounds, at the bottom of ravines and watercourses. On two occasions, I observed a large collection on the sides (northern aspect); each was composed of very small pieces which completely covered the ground, in many places sticking out on its edge, and was intermingled with iron-

Journal of
Lieutenant Pim and Mr. Roche,
Mate.

stone of so dark a colour that the men were only undeceived by the difference in weight. Thinking a vein of coal might exist, I dug down a few inches as far as the frozen subsoil, but did not increase our store by the experiment. The coal is very black, easily separated into layers like mica, and when broken does not soil the fingers; it burns with a bright flame, affording a powerful heat, and is much prized by the cooks, who always keep a good look out for it. I remarked that a piece which had apparently been exposed some time to the action of water in the bottom of a ravine, when burnt, appeared more slaty, and deposited a larger cinder with a greater quantity of white ash.

During the journey no musk oxen were seen; the small quantity of grass I imagine not holding out sufficient inducement for them to remain in the interior of the country. Reindeer were comparatively scarce; it is worthy of remark that the greater number were assembled on the southern shore, while those seen on the north side of the island were hastily bending their steps to the northward, probably seeking other lands with a milder aspect. The herds were composed of bucks and last year fawns; only one doe was seen (June 7th), she had a recently dropped fawn about the size of a hare and was extremely shy, running away at full speed, the little creature keeping by her side without apparent difficulty; she was without horns. Of those which were shot (three in number), the coarse winter coat was fast falling off, and another of shorter hair and finer texture appearing in its stead. The horns were of considerable size, about 2 feet, proving the rapidity of their growth (in the beginning of the month [May] they did not possess any); they were covered with soft downy hair and were easily broken, the blood oozing from the fracture, owing to the high degree of vascularity they possessed. Two hares and a few lemmings make up the list of quadrupeds seen. The first duck flew across "Hecla and Griper Bay" June 2d, shortly followed by brent geese. I was not, however, so fortunate as to procure any, although many flew past. A few ptarmigan and a snowy owl complete the list of animals seen during the journey. A ptarmigan upon being winged ran swiftly along the snow, and in a few seconds burrowed under the surface; its foot marks, however, proved an unerring guide to its retreat, and the bird was captured. It deserved a better fate, and I should have suffered it to escape had it not been wounded too badly to have a chance of recovery.

In conclusion, I have only to express my entire satisfaction with the conduct of the men; no distinction can be made when all did their duty alike cheerfully and well. The manner in which many days' detention in a wet tent during a gale of wind was borne, reflects the highest credit upon them, and will I trust meet your approbation.

I have, &c.

B. C. T. PIM.

JOURNAL of PROCEEDINGS of H.M. Sledge "MURCHISON," while crossing Melville Island to Hecla and Griper Bay; between 19th May and 9th June 1853.

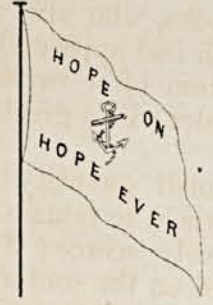
Jas. Cornelius, Boats, Mate.
Jos. Parr, G. Mate.
Jos. Bacon, S. Cook.
Will. Kluth, Cox. L.
Will. Mumford, Carp. crew.
Will. Gofard, G. Cook.
Jno. Halloran, A.B.

Thursday, 19th May 1853.—4.20 P.M. Left the ship to carry a depôt and cart across Melville Island to "Hecla and Griper Bay," for the use of the travelling parties about to return by that route. My sledge crew consists of the seven men named in the margin, assisted during the first day's march by three extra men and as many dogs. With so strong a party we proceeded rapidly across "Bridport Inlet;" about half way over, "Lion," one of the dogs remaining on board, overtook us, preferring hard work with his brethren to solitary ease at the ship. He arranged himself alongside the team, and when secured pulled away with the rest; his harness was completely bitten through, by which means he had effected his escape. Observed some small pools of water on the floe, and found the low land quite swampy. Shortly after 9 the cart was reached, and at 10 the "Polynia Lake" crossed. Camped to enable the auxiliary party to rest in the shooting tent. Saw 11 deer on the lake, a hare, and three ptarmigan, on the adjacent land; wounded the hare, but it escaped.

Friday, 20th May 1853.—2.30. A.M. Started, having rested four hours; weather gloomy with thick snow. 6. Reached the bamboo cairn,



TRACK
of H. M. Sledge,
"MURCHISON"
from
DEALY ISLAND TO CAPE FISHER,
May 9th June 9th
1853.



Dep. & Sec. Int. & Co. Geo.

and found the plain bare of snow. 6.30. Encamped half a mile north of the cairn, sent the three men and dogs back to the ship, saw about 20 reindeer. 4 P.M. Started; weather the same as in the morning; the snow, however, had accumulated upon the land to the depth of three or four inches and afforded a very passable road. Upon trial the compass proved defective, which, with the total absence of the sun, and the extreme thickness of the weather, rendered the task of leading most difficult; fortunately a light N.W. wind enabled me to keep the right direction. Over the stony ridges the dragging was very heavy, so much so, that it became necessary to remove the cart and go on with the sledge, a proceeding which occupied much time. 10. Encamped; while pitching the tent saw two deer.

Saturday, 21st May 1853.—2 A.M. Started, weather gloomy with snow. 2.30. Came to the edge of a deep chasm, which I take to be the "Crooked Ravine," dragged the sledge and cart to the bottom and pitched the tent. Sent the captain of the sledge to the westward while I walked in the opposite direction, hoping to find Lieutenant Hamilton's sledge marks; at 8 both parties returned unsuccessful. Observed the summit of a hill covered with small pieces of coal; they were unfit for use, crumbling to dust in the hand. Saw 16 deer and three ptarmigan; shot one of the latter. Weather very warm and at times so thick as to obscure the opposite side of the ravine. 4 P.M. Started; determined not to follow the intricate windings of the ravine, but pursue a direct course over the island. Took the cart up the opposite side, then made two trips with the sledge, and by this means gained the top, which has the appearance of an extensive plain; proceeded over it about north, left the cart and pushed on with the sledge. 8. Arrived at the edge of a very deep ravine, pitched the tent and went back for the cart. Saw two deer and shot one of them (a buck, the horns, soft and covered with hair, were of considerable size). 10.15. The cart arrived. Rested four hours.

Sunday, 22d May 1853.—2 A.M. Started and dragged the sledge and cart to a declivity down which they ran with safety; then, by adopting the same system as at the last ravine, arrived upon the opposite side, pitched the tent, weather clearing. 6.30. Beautiful morning, light wind from N.W. At the bottom of the ravine picked up a piece of coal about 10lbs. in weight. 4 P.M. Started; weather again overcast and as gloomy as ever, snowing fast, travelling over an extensive undulating plain. 6.30. Came to a broad ridge of stones; while dragging the cart over, a solitary deer trotted up within 150 yards and was shot (distance measured 127 yards). After passing this ridge found the plain well covered with hard snow. 10. Encamped; the sun peeped out for a few minutes, by which I found the wind still N.W.

Monday, 23d May 1853.—2 A.M. Started, plain gradually descending towards a ravine apparently of some size. 4.30. Entered the ravine. 6. Encamped. 5 P.M. Started; the snow at the bottom of the ravine very soft and dragging consequently heavy; found the ravine turn to the eastward and then S.E. 10.30. Encamped and ascended the hills in the vicinity in the hope of seeing "Hecla and Griper Bay," but the thick weather and fast falling snow completely obscured surrounding objects.

Tuesday, 24th May 1853.—2 A.M. Started again. I went to the top of the highest hill but could not see any distance. 6 A.M. Encamped still in the ravine, which I examined and found still turning to the S.E. 4 P.M. Weather much worse, but at 8 it cleared a little; dragged the cart to the top and then took up the sledge, snow falling uninterruptedly. Weather again as thick as ever; proceeded in a northerly direction, steering by the wind, which is still from the old quarter.

Wednesday, 25th May 1853.—4.30. Saw six deer and five ptarmigan; shot a brace of the latter. 6 A.M. Encamped. 4 P.M. Started, strong breeze from N.W. with drift; travelling over undulating ground, gradually descending, from which circumstance I imagine we are very close to the coast. 8. Encamped, the breeze having increased to a whole gale with clouds of snow-drift, which in the present warm temperature wets as much as heavy rain. 26th, 27th, and part of the 28th, the gale blew with such violence that we were in momentary expectation of the tent coming down. At 9.30 P.M. of the 28th, however, the wind abated, and, to the great joy of every one, we were once more released. Weather much clearer, but

snow still falling; proceeded over low flat land covered with snow. During this detention of 73 hours the eight of us were huddled together in one of the smallest tents belonging to the "Investigator," eight feet by six, the whole party being more or less wet. All the men complained of pains, stiffness, and other affections to which I need not here allude, myself so bad as scarcely to be able to walk.

Sunday, 29th May 1853.—3 A.M. Arrived at last upon the floe, about 2 miles east of Lieut. Hamilton's cairn; saw his sledge marks very distinctly, the late gale having blown all the loose snow off. 6 A.M. Encamped about three miles from the cart. 4 P.M. Started again, weather squally. 10. Encamped close to the cart; by this time the squalls had increased to a whole gale, which brought such clouds of snow-drift mixed with dust that we could not face it. Four deer passed close to the tent.

Monday, 30th May 1853.—Confined to the tent, gale as strong as ever, unable to see 20 yards ahead. 9. The cook reported a sledge close to the tent, which proved to belong to Commander Richards, H.M.S. "Assistance." He had met Lieutenant Hamilton on the 18th instant and was now on his road to the "Resolute." Gave him a chart and directions for crossing the land. He had made a straight course from Cape Mudge running before the wind, but all the clothes, bedding, robes, &c., were thoroughly wet. Obtained 4 days' allowance of rum, fuel, and pemmican, and learnt that the "Assistance" had wintered in lat. $76^{\circ} 56' N.$, long. $97^{\circ} 00' W.$ all well; only one death during the winter. Commander Richards' was the only extended party, although Captain Belcher himself contemplated the examination of "Jones Channel," the western entrance of which was near his winter quarters. No game had been met with, but 11 bears and a walrus shot.

Tuesday, 31st May 1853.—Confined to the tent, gale and drift as strong as yesterday.

Wednesday, 1st June 1853.—Secured Commander M'Clintock's depôt, and made a conspicuous mark with the two carts. 6 A.M. Started, and at 11 reached the tree, a portion of which was cut up for fuel, of which we stand much in need; encamped. 6.10 P.M. Started again and at 12.40 encamped about $3\frac{1}{2}$ miles from Point Nias. Found the floe old ice and very hummocky with much soft deep snow, the under crust of which was quite rotten; some of the hummocks were covered with an upper crust of pancake ice placed on its edge precisely the same as on the "Polynia Lake."

Thursday, 2d June 1853.—4.40 A.M. Started and at 6.45 reached Point Nias. Pitched the tent and set the people to work to find Sir Edward Parry's record. Removed the cairn stone by stone and after 3h. 20m. labour found the cylinder; the tin case, 6 inches long by $\frac{3}{4}$ inch in diameter, was quite free from rust, and the enclosed parchment in perfect preservation. The following is a copy of the record:—

"This was deposited in the month of June 1820 by a party belonging to H.B.M. Ships 'Hecla' and 'Griper,' which wintered in a harbour of this island in lat. $74^{\circ} 47' 15'' N.$ long. $110^{\circ} 47' 00'' W.$ A.D. 1819-20.

"EDWARD SABINE. (Signed) W. S. PARRY. (Signed.)"

Returned to the tent and after packing the depôt for Cape Fisher got into our bags. 6.0 P.M. Commenced rebuilding the cairn, which was raised to its original height; the stones however were merely placed roughly together, the limited time not being sufficient to restore it as before. 7.40. Started for Cape Fisher, leaving 2 days' provisions for Commander M'Clintock's party on the point. Wind S.W. light with snow weather as thick as ever; found the snow much thawed and travelling heavy.

Friday, 3d June 1853.—1.40 A.M. Encamped, weather clearing a little. 5.45. Started again, Capes Fisher and Mudge in sight. 9.45. Encamped, weather very warm, saw a duck flying to the northward. 8 P.M. Started, light northerly winds with fine snow, floe bad, the men sinking deeply through the crust on the surface. 11.30. Pitched the tent and pushed on with the depôt only upon the sledge.

Saturday, 4th June 1853.—2 A.M. Reached the point, and placed the provisions around a large stone on its summit; made as conspicuous a mark as possible, and placed a piece of drift wood on the top. Secured a cylinder containing Sir Edward Parry's record and Commander M'Clintock's letters, &c., to the handle of the rum can. Observed a large crack in the ice

extending from the point a long way to the eastward. Saw a ptarmigan. 3.40. Returned to the tent and bagged. 4 P.M. Started on our return to the ship. Weather cloudy with strong northerly wind. Cape Mudge distinctly visible, appearing like an island. 10. Encamped.

Sunday, 5th June 1853.—2.0 A.M. Started. Weather gloomy. 6.0. Encamped, very warm in the tent, cairn on Point Nias visible with the glass. 4 P.M. On turning out had the comfort of dry boots, stockings, &c., for the first time since leaving the ship. Started, passed the recent track of three deer going to the northward. 10. Encamped close to the tree, cut up some of the wood for fuel.

Monday, 6th June 1853.—2 A.M. Started, found the snow between the hummocks and the land much decayed, but no pools of water. Saw two deer and went in pursuit, but could not get within shot. 6.0. Encamped about half a mile to the eastward of the cart; two ducks passed the tent flying to N.W. Found the drift wood extremely difficult to light, being completely saturated with wet; the cook was employed $3\frac{1}{2}$ hours preparing the dinner in consequence. 5.30. Started, $1\frac{1}{2}$ hours later than usual, owing to the difficulty of cooking with the wet wood. 8.30. Arrived at Lieutenant Hamilton's cairn and commenced our journey across the island. Weather very bad, blowing hard from the N.W. with snow and clouds of snow drift, but as we travelled right before the wind and expected to be on board in a day or two it was of no consequence rewetting our clothes. 11.30. Encamped, blowing a whole gale; found it quite impossible to light a fire, luckily we have some spirit of wine remaining by which our kettle was boiled. Made a large cairn with the drift wood, which is quite useless.

Tuesday, 7th June 1853.—3.30 A.M. Started, and soon after lost Lieutenant Hamilton's sledge marks, which have served as a guide from his cairn; proceeded over an undulating plain, crossed by numerous ridges of stones. 6. The sun occasionally made his appearance, the weather also cleared a little overhead, but the thick drift prevented our seeing more than a few yards in advance. 6.20. Plain descending into a ravine which we entered and found to be the one I had followed on the outward journey. 7.30. Encamped. 6.0 P.M. Started, following the course of the ravine. 8. Observed Lieutenant Hamilton's sledge marks running in the same direction; they were nearly obliterated. 9.30. Left the ravine and proceeded upon the plain. 11.30. Passed my old encampment of the 22d ultimo. Midnight, encamped. Observed a very bright parhelion.

Wednesday, 8th June.—4 A.M. Started. Weather fine, clear. Wind N.N.W. Steered to the westward of my old track about a S.S.E. course. 5. Reached and crossed a deep ravine; found on its southern side about 80 feet high a considerable quantity of coal in very small pieces, and at the bottom, several large lumps from five to six pounds in weight; picked up about 40 pounds for fuel. Saw a snowy owl, two brent geese, and two ptarmigan. 7. Passed a small cairn, which I imagined to be one erected by Commander M'Clintock. 8. Encamped. The snow is now rapidly disappearing, and vegetation seems forward; the necessity of picking the road however makes the track very circuitous. 6 P.M. Started. Observed two deer grazing in the vicinity. Went in pursuit, and after a long chase succeeded in shooting one. 8.15 P.M. Overtook the sledge, bringing the spoil with me. During my absence, the men had found a recent sledge mark, no doubt that of Commander Richards. The water is now making rapidly pools in every direction. Saw a doe with her recently dropped fawn, also six geese, and two ducks. Midnight. Encamped.

Thursday, 9th June 1853.—4 A.M. Started. Weather beautiful, quite calm. Entered a most remarkable ravine; its sides arose almost perpendicularly to the height of 300 or 400 feet, in many places scarcely leaving room at the bottom for the passage of the sledge. Ordered the crew to follow the ravine while I ascended the top, from whence I obtained a splendid view of "Bridport Inlet," "Dealy Island," and the ships. Found the ravine opened out about three miles to the eastward of "N.E. Bluff." 8. Arrived upon the ice of "Bridport Inlet;" gave the men an hour's rest, and then proceeded to the ship. Saw ten geese, an Arctic gull, some ptarmigan, and snow-buntings. 11.15. Arrived on board.

Journal of
Lieutenant Pim and Mr. Roche,
Mate.

COPY of ORDERS to Lieutenant B. C. T. PIM, H.M.S. "Resolute."

By Henry Kellett, C.B., Captain H.M.S. "Resolute."

Taking under your orders a runner sledge manned with the six men named in the margin, and victualled for twelve days, you will proceed on Wednesday morning or evening (18th inst.) over the land into Hecla and Griper Bay.

The object of your mission is to deposit the cart at present in the neighbourhood of the "Polynia Lake," at the cart on the opposite coast, to take out five days' provisions for Commander M'Clintock's party, together with their boots and the accompanying letters.

This depôt you must have well secured.

Having performed this service, you will return direct to the ship, transmitting me on your arrival a journal of your proceedings and remarks.

Mr. McDougall will supply you with a watch, compass, and the courses to be steered in crossing. Care must be taken in pursuing these courses, as a small deviation may lead you into a labyrinth of ravines, from which you would have a difficulty in extricating yourself.

Given under my hand on board H.M.S. "Resolute," Dealy Island, 17th May 1853.

(Signed) HENRY KELLETT.

FURTHER ORDERS to Lieutenant PIM, in charge of Party over Melville Island to Hecla and Griper Bay.

Her Majesty's Ship "Resolute,"
Thursday, 19th May, 1853.

In addition to your former orders, your party will consist of seven men (increased by John Halloran) and will be victualled for 16 days. You will be assisted out as far as the cairn on the top of the Lake ravine, that is, half a day's journey from the shooting tent. In addition to the depôt left at Point Nias by Mr. De Bray, you will take on Captain M'Clintock's limejuice and boots to Point Fisher. Copy Parry's record at Point Nias, and place it where M'Clintock can easily find it, and return to your ship.

(Signed) HENRY KELLETT, Captain.

TRAVELLING ABSTRACT.

| Date. | Course and Distance. | Hours Travelled. | Date. | Course and Distance. | Hours Travelled. |
|--------|--|------------------|---------------------|---------------------------|------------------|
| May 19 | Polynia Lake - - | 5 30 | May 30 | Confined to tent - | None. |
| 20 | North - - - 8 | 10 00 | 31 | Confined to tent - | None. |
| 21 | North - - - 4 | 9 15 | June 1 | Near Point Nias 13 | 11 00 |
| 22 | N.W. - - - 4 | 10 00 | 2 | At Point Nias and | |
| | | | | N.W. - - - 11 | 6 25 |
| 23 | N.W., N., N.E., E. 8 | 9 30* | 3 | N.W. and at Cape | |
| | | | | Fisher - - - 20 | 9 40 |
| 24 | S.E., N. - - - 6 | 8 00 | 4 | S.E. by S. - - - 16 | 9 40 |
| 25 | North - - - 5 | 8 00 | 5 | S.E. by S. - - - 18 | 10 00 |
| 26 | Confined to tent - | None. | 6 | At Cairn & S. by E. 15 | 10 00 |
| 27 | Confined to tent - | None. | 7 | S. by E. W. S. & S. E. 15 | 10 00 |
| 28 | } N., N.W., N.W., W. by N. - - - 10 | { 2 30 12 00 | 8 | S.S. W., S.S. by E. | 10 00 |
| 29 | | | and S.S.E. - - - 15 | | |
| | | | 9 | 15 miles at the ship | 6 15 |

* Detained one hour shooting a deer.

WEIGHTS.

| | |
|---|-----------|
| Constant Weights - - - - | lbs. oz. |
| Commander M'Clintock's Depôt - - | 400 0 |
| Sixteen days' provisions for eight men - | 200 0 |
| Cask of sundries and two jars limejuice - | 400 0 |
| Cart - - - - | 150 0 |
| | 350 0 |
| Total - - - - | 7) 1500 0 |
| Weight per man - - - - | 214 0 |

Number of days absent - - - 21 days = in hours 504.
 Number of hours travelling out - 99 hours.
 Ditto back - - - 58½ ”
 Ditto detained by weather 129 ”
 Distance in a direct line - - - 160 miles.
 Ditto actually travelled - - 180 ”

Proceedings of Mr. Roche,
 Mate.

B. C. T. PIM,
 Lieutenant in charge of Party.

PROCEEDINGS of the BEECHEY ISLAND Party, under the direction of Mr. R. ROCHE, Mate, of H.M.S. “Resolute,” between 7th May and 18th June, 1853.

ORDERS to Mr. ROCHE, Mate, H.M.S. “Resolute.”

By Henry Kellett, Esquire, C.B., Captain of H.M.S. “Resolute.”

It being necessary to decrease the number of the crew of the “Resolute,” I have chosen you to take charge of the party, consisting of three officers and ten men, about to proceed to Beechey Island.

You will leave this to-day at 4. P.M. regulating your marches according to the routine which has so lately been followed with so much success. Complete your provisions from the depôt at Point Griffiths, visiting and securing the different depôts on your journey to Beechey Island.

On your arrival on board “North Star,” you will deliver my letters for Sir Edward Belcher to the commanding officer, who will cause copies to be made of them, seal, and transmit the originals to the Admiralty.

Should Sir Edward Belcher be within reach of Beechey Island, you will request the commanding officer to give you the means of reaching him.

Your crew are to be employed in getting (“North Star”) ready for sea, watering, ballasting, and landing provisions with the utmost despatch, having been given, agreeably with our custom, three days’ rest after their arrival.

Your crew’s clothing will be sent after them.

You will victual Lieutenants Cresswell and Wynniatt, who have orders to accompany you. You are aware that the thaw commences in these regions about 7th June. You will therefore use all despatch with due regard to the men’s health.

You have so ably conducted every piece of service over which you had control, and so much to my satisfaction, that I shall not fail to place your merits before their Lordships.

You will also inform the commanding officer of the “North Star” that your crew are all excellent men, without a stain on their character.

Given under my hands and seal, on board the “Resolute,” Dealy Island, May 7th, 1853.

(Signed) HENRY KELLETT, Captain.

ABSTRACT of PROCEEDINGS during a Voyage to BEECHEY ISLAND and back, from the 7th of May to the 18th of June 1853.

H.M.S. “Resolute,” Dealy Island,
 July 1853.

Sir,

HAVING in pursuance of your orders left this ship on the evening of 7th of May, I proceeded to Point Griffiths, and took from thence all the provisions except two gallons of rum, which was put into one of the empty casks. The depôt had been disturbed by bears, the post pulled down, and the casks tumbled about, but nothing had been injured.

On leaving Point Griffiths, the sledge was very heavily laden; but, with the exception of a few miles of hummocks, we experienced very good travelling, and reached Cape Gillman in 3½ marches, having made Byam Martin Island about 5’ to the northward of the Cape: we were also obliged to coast it up for about 7’ on its eastern side, as the hummocks of young ice off the south point of the island were almost impassable.

After leaving Byam Martin Island, we kept a good young floe, with occasional high ridges of hummocks for 2½ days; but after that time (owing to thick weather) we got rather too far to the southward (I think we must have been close to the shoal seen by Sir E. Parry),

consequently we had very bad travelling, and made but little progress, so that were in our fourteenth journey before we arrived at the Cape Cockburn depôt. At this place I found that one of the cases of preserved meats (containing 28 lbs.) had been broken open, and some of the tins abstracted; the remainder, amounting to about 14 lbs., I caused to be buried under the large bread cask. The rest of the depôt was in good preservation, but the bears had evidently been doing their utmost to break the casks and cases open; the signal post had been bitten as far up as I could reach, but owing, I suppose, to the ground being frozen, they could not succeed in pulling it down.

I left at this place a notice, stating where the "Resolute" was wintering, and also mentioning where the preserved meats were buried. Up to this time (21st May) I had followed your directions as to the new routine of travelling, but I found it did not work well with so large a party, such a long time being consumed in pitching the tent and relashing the sledges. If I went to sleep at the short four hours' spell, I very frequently overslept myself, and this obliged us to work rather too late in the morning, and thus exposed the men to the danger of snow-blindness. I therefore thought it necessary to pursue the old system of travelling for $10\frac{1}{2}$ hours, and I trust that this deviation from your orders will meet with your approbation. At Point Frazer, off which place we arrived on the 23d May, the first symptom of a thaw was observed, the sledge getting into a hole of sludge at the extreme of the point. A cairn with a bamboo had been erected by one of the officers of Captain Austin's expedition, and a tin cylinder placed in the centre. The staff and cairn were both pulled down, and I picked up the cylinder containing the notice about 40 yards from the cairn; a bear had evidently destroyed this. At the head of "Ackland Bay," there is a large lake about $2\frac{1}{2}$ miles in diameter, which I believe has not been noticed before. Off the pitch of Cape Cassell we encountered a great deal of sludge, but it was only for about two miles close under the high land. We encamped at the end of the 18th journey between Cape Cassel and Baker's Island.

Favoured by a strong north-westerly gale, we made very rapid progress for the three following days, making 17, 20, and 16 miles in a straight line, so that we found ourselves about two miles to the westward of Cape Martyr on the 27th of May. The floe inside Griffith's Island was beautifully level, not a sign of a pressure for about 9 miles; it seemed to have been frozen over in one night.

At Cape Martyr, Lieutenant Cresswell having kindly consented to remain with the sledge, and Lieutenant Wynniatt volunteering to accompany me with the "Satellite," I started with your despatches, taking with me A. Thompson (A.B.) and four days' provisions. We proceeded at a rapid pace and reached the depôt at Assistance Harbour in $7\frac{1}{2}$ hours. The provisions were not in any way injured, but the staff had been pulled down and a jar removed to a little distance by bears. We stopped here for about $\frac{3}{4}$ of an hour for luncheon, and then proceeded, but we were about 8 hours in reaching the boat at Cape Hotham, the road being excessively bad.

The boat was covered with snow, but we managed to dig out the sails, with which we made a sort of tent, but did not enjoy much rest, as it was blowing a north-westerly gale.

At 9 P.M., having replaced the sail, and left the sledge and all our spare traps on the boats, (I having requested Lieutenant Cresswell to visit that place on his route), we started for the "North Star," taking with us a gun, spyglass, and a small quantity of provisions in a knapsack. The gale broke after we had been walking for about two hours, and as the floe was as smooth as a bowling green we made good way for about 6 hours.

As the sun began to get high, the glare became very painful to the eyes, it being a dull hot day. When about 15' from Beechey Island, we got amongst heavy hummocks of young ice, and these continued without intermission until we reached the island.

As Lieutenant Wynniatt was suffering from chafes, and consequently unable to walk fast, at about 8 o'clock I started ahead of my companions, being afraid that we might all get snow-blind. At 10 A.M. on the 30th May

I reached the "North Star," and requested that some lime juice might be sent out to meet the party, as we had suffered very much from thirst. At 11.30 Mr. Wynniatt and A. Thompson arrived, and by night-time we were all three laid up by a severe attack of snow-blindness, rendering us totally unable to see for nearly three days.

Immediately on my arrival I delivered your despatches to Commander Pullen, and learned from him that no communication had as yet been received from Sir Edward Belcher. Thinking it useless at this advanced state of the season to go in search of the "Assistance" myself, I determined on writing a letter to Captain Pullen, expressing my wish to return, more particularly as it could be done without adding more than two persons to the number of the "Resolute's" crew, and there being late letters from England, besides information with which I imagined you might wish to be acquainted.

Lieutenant Cresswell reached the "North Star" at 4 A.M. June 2d, and at 9.30 A.M. the sledge arrived; all the crew I am happy to say in excellent health.

Two or three cases of diarrhoea occurred, consequent on the change of diet; but these only lasted about two days. I was most particular in guarding against snow-blindness; only one or two slight cases occurred, with the exception of myself, and I have to thank Lieutenant Cresswell for leading on several occasions, when I was incapacitated by snow-blindness.

I informed Commander Pullen that my crew were all men of excellent character, and I have great pleasure in being able to bear testimony to their good behaviour and willingness to work whilst under my orders.

The dogs had been sent away on my arrival to meet my party, but they unfortunately missed the sledge and did not return until the 3d of June. Having chosen A. Thompson (A.B.) as my assistant for the returning journey, and made every preparation that I could think of, on the evening of the 4th June I received my orders, despatches, &c. from Commander Pullen.

GAME SEEN AND KILLED.

| <i>Seen.</i> | <i>Killed.</i> |
|---------------------------|------------------------|
| On Melville Island: | |
| Musk oxen, one herd of 17 | - 1 cow and calf. |
| Hares 3; ptarmigan 12 | - 1 hare. 5 ptarmigan. |
| Byam Martin Island: | |
| Oxen 2 | - 2 musk oxen. |
| Deer 2 | - 2 deer. |
| Cape Cockburn, 1 bear | - None. |
| Auckland Bay, 3 bears | - 1 bear. |
| Cape Cassel, 1 bear | - 1 bear. |
| Baker Island, 15 deer | - 1 deer. |
| Cape Hotham, 1 hare | - 1 hare. |

(Could have procured more if required.)

ORDERS to Mr. R. ROCHE, Mate, H.M.S. "Resolute."

By William J. J. Pullen, Esquire, Commander of H.M.S. "North Star."

Considering it important that Captain Kellett should be made acquainted with the position of Her Majesty's ship under my command, and other circumstances, and you having volunteered to return with the despatches, together with Lieutenant Cresswell's favourable report of the ice for travelling, and the practicability of your reaching the "Resolute" in about twelve days, has determined me to despatch you with a light sledge and team of dogs for that purpose.

You will therefore proceed from this with the one man named by you this evening, provisioned for fourteen days, using every despatch on the route, bearing in mind that the season is advancing. Yet I have no doubt of its easy accomplishment with the light equipment and these "*tried dogs*."

Feeling every confidence in your ability for the performance of this duty, I wish you a safe journey.

Given under my hand on board the "North Star," at Beechey Island,
this 4th of June 1853.

(Signed) WILLIAM J. J. PULLEN, Commander.

Proceedings of Mr. Roche,
Mate.

4th & 5th. 9 P.M. Left "North Star," the team consisting of five dogs, and we have 120 lbs. of bears' meat for them; the weights amounted to about 360 lbs. Blowing fresh from S.E. This was a very hard day's work, the hummocks being heavy. After $8\frac{1}{2}$ hours travelling we encamped. Distance made good about 18'.

5th & 6th. 8.30 P.M. Weighed; about midnight arrived off Cape Hotham. Found a crack extending from the Cape towards the S.E.; its average width was about six feet, and we had to trace it along for some distance before we could cross over. On arriving at the boat, found that a bear had hauled the mast and sail down to the hummocks; replaced and made them fast to the thwarts. Rather heavy travelling on the land. At 4 A.M. the sledge broke down, the three after battens getting adrift. We therefore encamped about 5' from the depôt at "Assistance" Harbour, which place we could have easily reached, had it not been for our misfortune. Made good 22'. 6th & 7th. Repaired sledge, and at 8.30 proceeded. Bears had been pulling the depôt about. Here we picked up a small quantity of preserved meat and fuel (weight 22 lbs.), that I had buried here on my passage down, and restored the casks. 3 A.M. A bear took us about 2' out of our course, the dogs giving chase after him, but we were afraid to cut them adrift, it being a very thick fog at the time. 5.30. It being too thick to proceed, we encamped about 2' west of Cape Martyr. Sleet fell for the first time. Made good 22'.

7th. Fine clear weather, but blowing very fresh from the N.N.W., very good travelling. Started at 8.20 P.M. At 5.20. saw a bear with two very young cubs. Dogs ran off with sledge in chase, and we were obliged to cut them adrift, but they lost sight of bear amongst the hummocks and came back to the sledge in about one hour. Pitched; made good about 25'. Encamped about 3 to west of Cape Rosse. I have had the misfortune to lose my compass during this day's march.

8th. 8.40. Weighed. 9.40. Dogs scented a bear and cub and set off after them; we were obliged to cut them adrift. They soon surrounded them and we succeeded in killing both; cut up the large one, filled our bags with bears' meat, and took the cub on the sledge for evening use. The dogs filled themselves and in consequence were unable to work, so that at 5.30 A.M. we were obliged to encamp, having travelled only $6\frac{1}{2}$ hours, made about 17', about $3\frac{1}{2}$ ' S.E. of Baker's Island. Observed about a dozen reindeer on the island but did not go after them. Sun excessively hot and a beautiful clear day.

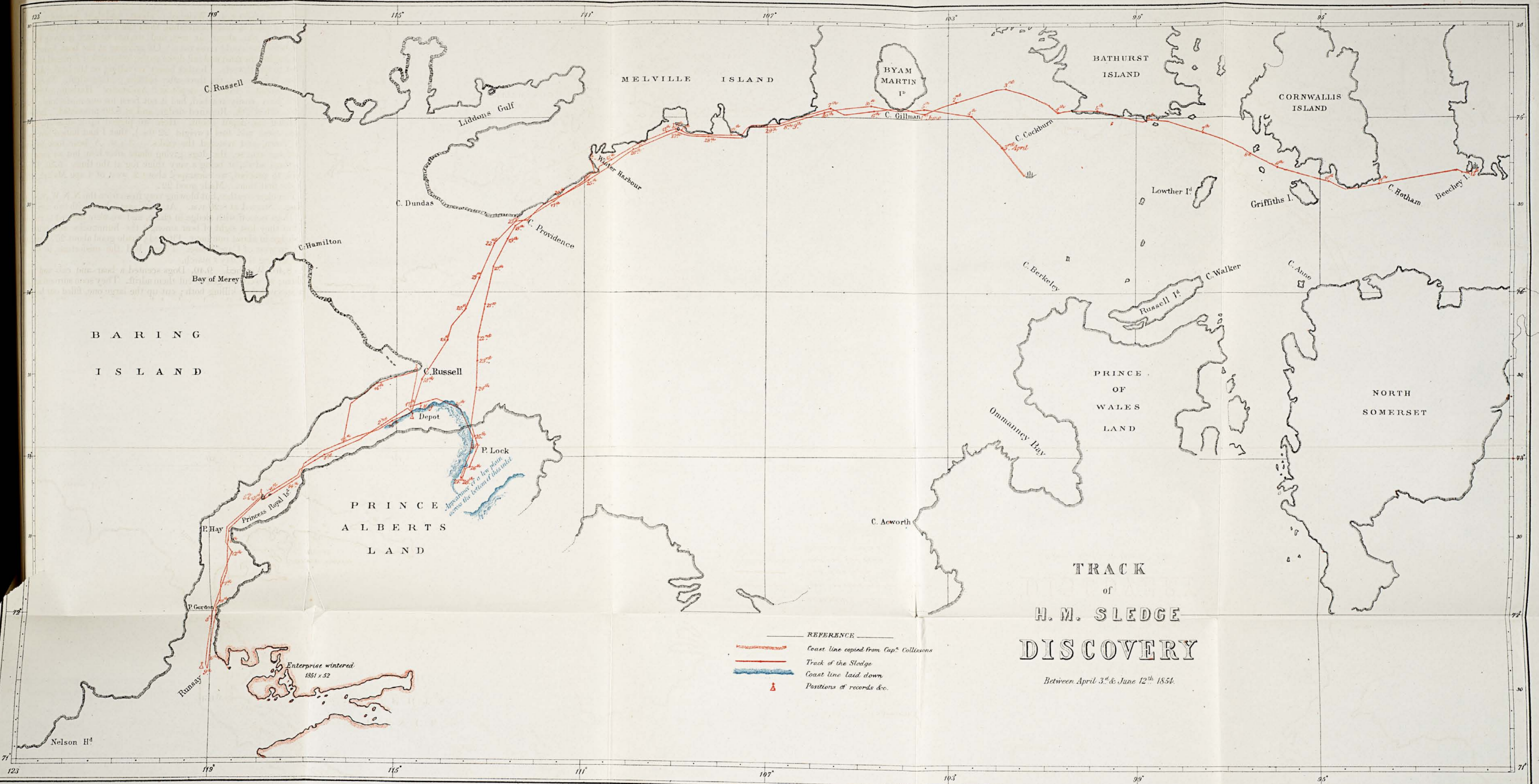
9th. 8.10. Weighed. Dogs worked well through heavy hummocks of both old and new ice. Westerly wind with showers of sleet and thick weather occasionally. 5. When between Moore Island and the land sighted a bear; slipped dogs in chase but he bolted into a hole of sludge, where we soon managed to shoot him, but not until he had wounded one of the dogs, fortunately not severely. On Moore Island we saw four reindeer, I went in chase but could not get near them, as they had been frightened by the firing. Made good 23'.

10th. 8.10. Weighed; about $1\frac{1}{2}$ miles from Moore Island observed two or three holes of water with numerous ducks in them; floe hereabouts very rotten. Made very good travelling until we reached the land of Depôt Point, where the snow was very heavy. 4.30. Encamped. The warm bears' meat had made all the dogs unwell. Made good 18' miles.

11th. 8.20. Weighed; heavy travelling up to Cape "Cockburn." I went up to the top to look at the ice. Good floe to the northward and westward. Saw two hares and shot one ptarmigan (winter plumage). All the land covered with snow, more so than when we passed down; no sign of pools. Got about 11 miles W. by N. $\frac{1}{2}$ N. of Cape Cockburn, and encamped at 6.20 A.M. Made good about 21 miles.


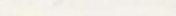


12th. 8.10. Started, blowing fresh from N.N.W. and very cold; kept well to the northward to avoid hummocks. 4.30. Encamped. Byam Martin Island in sight ahead, and Points Schomberg and Playfair on starboard beam. Made good 24'.

13th. 7.10. Started, fine weather, but a thick fog came on, lasted about four hours; however we managed to steer very well by the sun and sastrugi. At 2 A.M. it cleared up, and at 3.40 encamped about three or four miles



TRACK
of
H.M. SLEDGE
DISCOVERY

Between April 3rd & June 12th 1854.

- REFERENCE
-  Coast line copied from Cap^t. Collinsons
 -  Track of the Sledge
 -  Coast line laid down
 -  Positions of records &c.

from either Cape Gillman or Point Langley. Snow still hard and no signs of a thaw. Made good 19'.

Proceedings of Mr. Roche,
Mate.

14th. 7 P.M. Started, weather rather thick; had to coast Byam Martin from Point Langley to Cape Gillman; but I think on the whole we could not have come a better route across the channel. 3 A.M. Encamped on Cape Gillman. Shot four ptarmigan. A great deal of snow melted off the land, and the tops of old hummocks decaying, more like the advance of summer here than anywhere else. Made good 16'.

15th. 7 P.M. Weighed. Very heavy decayed old hummocks close in by Cape Gillman where the sand had blown off on the ice. Soon got on to good ice and made rapid progress. Saw several lemmings out in the middle of the straits; the dogs used to give chase after them and soon eat them up. At 5.20 A.M. encamped, I think about or beyond Point Griffiths. Made good about 34'.

16th. 7.30 P.M. Weighed. Good ice for the first hour, but the rest of the day very hard work amongst sludge and pools of water. Snow all very rotten. 4.30. Encamped on gravel on a low point. Dogs and man very tired. Made good about 15'. Fresh northerly wind and cold, feet and legs soaking. Freezing hard.

17th. 8 P.M. Weighed. Very bad travelling all day; young ice, not strong enough to bear, so we were up to our knees in water all day. Dogs fairly done. 11.30. Saw a herd of musk oxen on beach, went after them, but could not shoot any. Dogs attacked the sledge and eat the remnant of the bears' meat. Midnight, it came on very thick, and we could not see our way amongst large pools of water and heavy sludge. At 3 A.M. encamped about 1½' off the land to wait for clear weather. Made good about 8'.

18th. Noon. Weighed. Very nasty travelling, and heavy work up to our knees in large pools of water for the first two hours, after which we got a good floe, and made rapid progress. Most of the dogs lame, the young ice having cut their feet. We were obliged to cast Zury adrift. At 5 encamped on Point Palmer. Dogs being tired, determined on starting for the ship with the despatches, letters, &c. 6.30. Started. At 10 P.M. arrived on board.

In conclusion, I beg to recommend to your notice A. Thompson (A.B.). His conduct throughout was most praiseworthy, and his previous acquaintance with dogs rendered him of great service to me.

I have, &c.

R. ROCHE, Mate.

No. 15.

PROCEEDINGS OF TRAVELLING PARTIES in 1854 under Lieutenant MECHAM to Prince of Wales Strait and Ramsay Island; under Mr. Frederick J. Krabbé, Master, to Harbour of Mercy, Banks Land; under Lieutenant Hamilton to Beechey Island, and H.M. Ship "Assistance;" under Lieutenant Hamilton to Dealy Island (Letter of Proceedings); under Mr. Nares, Mate, rejoining "Resolute" from Beechey Island (Letter of Proceedings); under Lieutenant Haswell to Beechey Island (Letter of Proceedings).

JOURNAL of H.M. Sledge "Discovery" between 3d April and 12th June 1854, while detached from H. M. Ship "Resolute," under the Command of G. F. MECHAM, Lieutenant H. M. Ship "Resolute."

Journal of
Lieutenant Mecham.

ORDERS to Lieutenant G. F. MECHAM, H.M. Ship "Resolute."

By Henry Kellett, Esq., Captain of Her Majesty's Ship "Resolute"

Taking command of H. M. Sledge "Discovery," manned with seven men and, under your orders, Mr. Krabbé, Master, with his sledge and crew of seven men, both being equipped for this service, you will proceed to the Sailors' Home on Dealy Island, where you will re-victual both sledges by

Journal of
Lieutenant Meham.

the scale on the back hereof, for a period necessary to perform the following service:

The object of your journey is to gain intelligence of "Enterprise," failing in that to leave information for her.

Being victualled, and the Home secured, you will proceed to the Princess Royal Islands, where you will deposit the accompanying records; also one of those with which you are supplied at any eligible place you may reach, Cape Peel and Russell if possible, returning to the ship without fail on or before the 10th June.

You will direct Mr. Krabbé to place a depôt for you at Cape Russell, having performed which service he is to proceed in execution of my orders to him, of which he is in possession. On your return you will look for orders at Dealy, and you will note on the record you leave there the quantities of provision you take from that depôt.

I have not entered into any details of your journey, feeling confident you will perform this service with credit to yourself.

Given under my hand on Board H.M. Ship "Resolute," in Winter Quarters, in Barrow's Strait, Cape Cockburn, N.E. b. N. 28 miles, 1st April 1854.

(Signed) HENRY KELLETT, Captain.

SCALE of VICTUALLING.

| | | | | | |
|-------------------|---|---|---|---------------------|---|
| Preserved meat | - | - | - | $\frac{3}{4}$ lbs. | } Per man per day $\frac{1}{2}$ gill con. rum from Dealy. |
| Biscuit | - | - | - | 1 lb. | |
| Boiled bacon | - | - | - | $\frac{1}{2}$ lb. | |
| Rum, concentrated | - | - | - | $\frac{1}{2}$ gill. | |
| Potatoes | - | - | - | 2 ounces. | |
| Chocolate | - | - | - | 1 ounce. | |
| Sugar for ditto | - | - | - | 1 ounce. | |
| Tea | - | - | - | $\frac{1}{4}$ ounce | |
| Sugar for ditto | - | - | - | $\frac{1}{2}$ ounce | |
| | | | | Every other day. | |

(Note.) Courses and distances marked in the margins are those made good, according to track in the accompanying chart.

JOURNAL of H.M. Sledge "DISCOVERY," between 3d April and 12th June 1854.

FIRST JOURNEY.

Monday, 3d April.—A.M. At 7.45 received final orders from Captain Kellett and started with sledge "Discovery," Mr. Krabbé and party in company; ships' companies cheered us.

"DISCOVERY'S" crew.

"NEWTON'S" crew.

| | | | | | |
|-----------------|---|-------------|----------------|---|-----------------|
| James Tullett | - | B.M. | Henry Giddy | - | B.M. |
| Thomas Joy | - | Q.M. | Richard Kitson | - | A.B. |
| Charles Nisbett | - | A.B. | James Miles | - | Leading Stoker. |
| Thomas Manson | - | A.B. | James Smithers | - | Stoker. |
| Henry Richards | - | A.B. | William Walker | - | Stoker. |
| David Ross | - | Bombardier. | Jno. Drew | - | A.B. |
| Sam. Rogers | - | R.M. | Jer. Shaw | - | R.M. |

S.W. 3 h.c.m.

On march, 7h. 45m.
Lunch, 30.
Encmp. 14.
S.W. 13 $\frac{1}{2}$ miles.
Made good.

A fatigue party under Lieutenant Pim dragged our sledges about four miles N.W. from the ship, and at 10, after an exchange of cheers, we parted company and proceeded to W.N.W. Ice very much pressed up but with occasional good leads. Wind increasing with thick mist.

P.M. Lunched. 0.30. Started. Floes becoming more open; sledges travelling at a good pace. 4. Charles Nisbett fell and hurt his knee. From his manner and appearance he seemed to be completely fagged. Encamped; looked out at midnight for rockets in the direction of the ship.

SECOND JOURNEY.

Tuesday, 4th April.—A.M. Charles Nisbett better this morning; weather cold and cheerless. 6. Started, following the best leads visible through the snow drift. 7.30. Entered very closely packed hummocks; dragging very laborious; the leads taking us considerably to the northward.

P.M. 0.30. Lunched. 0.45. Started; wind very sharp and drift beating very hard in our faces; travelling gradually improving. 3.30. Encamped.

N. W. 5 c.q.m.
On march 9 $\frac{1}{4}$ h.
Lunch, $\frac{1}{2}$.
Encmp. 15.
N.W. 13 miles.
S.W. 5 to 7 c.q.

THIRD JOURNEY.

Wednesday, 5th April.—A.M. 6.30. Started among close hummocks; travelling very cold. 7.30. Weather cleared up; found ourselves at the edge of the bad ice with a perfectly level floe from N.N.W. to S.W. 10. Sighted Byam Martin Island. S.S.W. 3 c.q.m.

P.M. 0.30. Lunched; winds very squally and cold; travelled at a good pace. 4. Encamped, unable to distinguish any point in B. Martin Island. On march, 9 $\frac{1}{2}$.
Lunch, $\frac{1}{2}$.
Encamp. 13 $\frac{1}{2}$.
W. b. N. 17 $\frac{1}{2}$ miles.

FOURTH JOURNEY.

Thursday, 6th April.—For the last two nights we have made our meal off warmed bacon, which made myself and several of the crew very bilious and sick during the night. I therefore ordered the issue to be stopped until the piece of pemmican supplied to us is expended. It is certainly most unpleasant food to travel upon entirely. 5.45. Proceeded, steering for the southern point of the land. 10.30. Passed about one mile off Cape Gillman; heavy pressure extending about half mile off the point. Vble. from W. to N.W. 5 c.q.m.

P.M. 0.30. Lunched, steered west across Byam Martin Channel over level floe; weather bright and clear, but the wind variable from S.W. to N.W. Byam Martin Island is completely hidden by the snow. 4.20. Came to a ridge of pressure amongst which the snow was heavy and uneven; encamped; observed the land to northward of Point Griffiths. On march, 10 $\frac{1}{2}$.
Lunch, $\frac{1}{2}$.
Encamp. 13 $\frac{1}{2}$.
West, 18 miles.
Vble. from N.W. to S.W. 4 b.c.

FIFTH JOURNEY.

Friday, 7th April.—A.M. Since leaving the ship all of us have suffered great inconvenience from swollen ankles, which I attribute principally to our winter quarters being so inconvenient for taking long walks. We all bandage every morning from the calf to instep, which gives great relief. Thomas Joy is also suffering from snow-blindness, which obliges him to travel blindfolded. 5.50. Started, threading our way through rather intricate hummocks, but by going a little to southward of our course we came to more open floes; sun very hot and glare most unpleasant. Calm, o.b.c.

P.M. 0.30. Lunched. 0.45. Proceeded, and soon after crossed a heavy ridge of pressure which cleared us of the hummocks; we therefore steered our course for land to westward of Point Griffiths, upon a level floe. Observed the patch of grounded ice near which the ship lay last autumn, also those about Point Griffiths. 4.15. Encamped. Having no tea the crew asked permission to use half allowance of cocoa in the evening. To this I consented, as I entirely agree with them, that a warm drink before laying down is the greatest comfort they can be allowed. Watering Point N.N.W. $\frac{1}{2}$ W., S.W. extreme W. $\frac{1}{2}$ S. (true). On march, 10 $\frac{1}{2}$.
Lunch, $\frac{1}{2}$.
Encamp. 12 $\frac{3}{4}$.
West, 18 miles.
Calm, o.b.c.

SIXTH JOURNEY.

Saturday, April 8th.—A.M. Thomas Joy still complaining of sore eyes, although wine of opium has been used twice during the night. 5.55. Started upon a level floe. 8.45. Passed one mile south of Point Griffiths, observed two fresh bear tracks. 11. Crossed heavy hummocks and travelled over old ice, which had apparently been confined here by several large grounded masses about three miles off shore. Calm, o.b.c.

P.M. 0.30. Lunched. 0.45. Proceeded, threading our way through very unpleasant hummocks and slippery ice, which caused great pain in our ankles. Finding the road getting worse, struck in for the beach. Mr. Krabbé informed me that Richard Kitson was unable to drag, having a pain in his chest and very sore knees. Encamped at three close to the beach. Served out wine of opium, bathed and bandaged our feet and ankles. Sam. Rogers rambled for two hours over the land, but saw no traces of game. On march, 8h. 45m.
Lunch, 20'.
Encamp. 15h.
Detained 24 to rest the crews.
W. $\frac{1}{2}$ S. 19 miles.
Calm, o.b.c.

Sunday, April 9th.—Unable to travel on account of disabled state of the crews. Two men went over the land for some distance, but returned without any game. N.N.E. 4 c.m.s.
Strong glare.

SEVENTH JOURNEY.

Monday, April 10th.—A.M. This morning the invalids are all feeling better; resumed our journey at 6. Kitson still complaining, I therefore directed him to walk beside, or sit upon the sledge as he felt inclined. Our route during the forenoon lay along the beach and occasionally on the ice, crossing the indentations in the coast. Towards noon, finding the pack North, 2 b.c.

On march, 10h.
Lunch, ½.
Encamp. 13½.
W. ¾ S. 19 miles.

Calm, .m.

Calm, b.c.m.

On march, 10½.
Lunch, ¼.
Encamp. 14¼.
West 16½ miles.

Easterly, 3 b.c.

West 2½ miles.

East 6 c.m.
Snow-drift.

Encamped for provisioning.
&c., 27h.

S.W. 8 c.q. drift.

S.W. 8 c.q.s. drift.

On march, 5h. 30m.
Lunch, ¼.
Encamped 13¾.
W.S.W. 6 miles.
S.W. ¼ b.c.
S.W. 8 to 10 c.q.

close in with the land, we travelled over the plains, winding our way through the numerous patches of bare soil. Weather very warm.

P.M. 0.30. Lunched. 1. Opened Point Palmer to the westward. Struck off the beach through a gap in the grounded ice. Observed three bears' tracks. Travelled direct across the bay upon young and level floe. 4.30. Opened Burnly Inlet; encamped.

EIGHTH JOURNEY.

Tuesday, April 11th.—A.M. Seeing the necessity of giving Kitson as much rest as possible while our sledges are light, I ordered a bed to be prepared for him on his sledge. Floe level as before. Skene Bay is full of hummocks to the northward of Point Palmer. 10. Passed Point Palmer.

P.M. 0.30. Lunched abreast of Sportsmen's Pass. Travelled close along the beach. 3. Sighted Dealy Island and Cape Bounty. The cairn upon the summit of the former, although cased with snow upon the east side, forms a very excellent mark, and would be certain to attract the notice of any passer-by. 4.45. Encamped about 2½ miles east of the depôt house. Walked over the point and shot a solitary reindeer, which was divided between the crews. From the hill I observed that the whole of the ice in Bridport Inlet, also that the old floes inside Dealy Island, were replaced by level young ice.

Wednesday, April 12th.—A.M. 7. Packed and started for Dealy Island. 8. Arrived at the house. The snow had formed in large banks all round it, leaving the trench clear. The south end we found banked up as high as the roof, but the top perfectly free. Pitched our tents close to the door and commenced digging away the embankment across the entrance. I directed Kitson to remain perfectly quiet during our stay here. The boat and engine were laying on the beach well clear of the ice.

P.M. Our progress at the door was very slow, as both our pickaxes were broken, and there still remained the greater part of the bank. The spar placed upright in front we broke while trying to pull it down. Had the door been fitted to open in, we might have entered without further difficulty, but as it was apparent that we should lose the whole day, I directed it to be taken off the hinges, and effected an entrance at 2 P.M. Commenced provisioning the sledges. Packed 24 days for "Discovery." Mr. Krabbé stowed an 11-day depôt for use to southward all complete except rum, which I agreed to take from the Princess Royal Islands. The inside of the house we found in excellent condition, quite free from drift. We were obliged to light a fire upon the tank lid before it could be removed, and upon examination found the bread a good deal mildewed about the upper part. Mr. Krabbé drew my attention to the rum cask, which I found had a spile hole in the bilge and apparently about a quarter empty. The oil cask we scuttled in the bilge and found its contents in almost a liquid state. I noted upon the plan the casks we had disturbed and left a list of provisions taken. The ullages we placed along the wall. At 7, having completed our provisioning, replaced the door, spar, and banking, leaving the pickaxes and shovel outside. I also secured to the post a note for the next visitor, with information about the bread. During the night the wind continued blowing a gale, but changed suddenly to S.W. Some of the men visited the graves, and I walked up to the cairn; all was found exactly the same as when left.

PROVISIONS taken by "DISCOVERY."

| | | | | | | | | | |
|-----------|---|---|---|----------|------------|---|---|---|-----------|
| Biscuit | - | - | - | 224 lbs. | Tea | - | - | - | 3 lbs. |
| P. Meat | - | - | - | 156 " | Sugar | - | - | - | 19 " |
| Bacon | - | - | - | 80 " | Seal oil | - | - | - | 8 " |
| Chocolate | - | - | - | 13 " | Rum (fuel) | - | - | - | 2 galls. |
| Potatoes | - | - | - | 26 " | Rum | - | - | - | 96 gills. |

NINTH JOURNEY.

April 13th.—I was much amused this morning at a fox that kept playing with and dodging the cook round the kettles. At 11 the gale moderated a little, packed sledges and started for Cape Bounty. Kitson is much better, but as Mr. Krabbé kindly volunteered to take his belt at the sledge, I directed him to walk beside us. I may also mention that Mr. Krabbé has always done so since Kitson's illness, which has enabled us to travel at our usual pace.

P.M. 2. Gale moderated. 4.45. Encamped six miles W.S.W. of Dealy Island. Floe very good. 8. Blowing a gale from S.W.-ward.

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TENTH JOURNEY.

April 14th.—A.M. Kitson so much improved that he is able to take his place at the ropes. 6.30. Started, steering for Cape Bounty. Floe good but rather uneven. After our light loads from the ship the sledge drags very heavily.

P.M. 12.30. Lunched close to the outer island. 2. Passed Cape Bounty upon level ice. 4.50. Encamped; Table Hills S.E. b. E. west extreme E. $\frac{3}{4}$ S.

West 7 c.q.
On march, 10h.
Lunch, 20'.
Encamped 14h.
W.S.W. 11½ miles.
W.S.W. 3 b.c.

ELEVENTH JOURNEY.

April 15th.—A.M. 7. Started the sledges to the S.W.-ward and walked to the land with Mr. Krabbé. Found no game of any kind; but this locality has been visited by numbers of musk oxen, as we found the snow dug in several places, and their traces very numerous. 10. Rejoined the sledges; found the hummocks running off about five miles south of Point Wakeham. Rounded them and steered for Point Hearn upon level floe.

P.M. 2. Observed the sandstone off Winter Harbour, and a herd of musk oxen grazing upon the hill at the back of it. 5.30. Encamped, Cape Bounty W. b. N. $\frac{1}{2}$ N.; Fife Harbour S.E.

Calm, o.b.c.
On march, 10h.
Lunch, $\frac{1}{2}$.
Encmp. 12½.
S.W. b. W. 12½ miles.

S.W. 4 to c.q.

TWELFTH JOURNEY.

April 16th.—A.M. Weather very thick; lights very deceiving and glare painful to the eyes. 8. Weather cleared up; walked into Winter Harbour, which I found had not cleared out last year. Visited the sandstone, examined the records, and deposited one noting my visit. Walked along the land to Point Hearne and waited for the sledges. Observed several owls, generally perched upon the bolder or prominent masses of earth.

P.M. Rejoined the sledges and struck off to southward where the floes appear level and young. 4. Passed over enormous mass of grounded ice. From its summit a level floe could be seen in all directions to seaward, but along the land a ridge of heavy hummocks run parallel to the beach. 4.30. Encamped.

East, 4 c.m.

On march, 10h.
Lunch, $\frac{1}{2}$.
Encmp. 13½.
S.W. 12½ miles.

Easterly, 4 b.c.

THIRTEENTH JOURNEY.

April 17th.—A.M. 6. Started under sail, steering to S.W.-ward and skirting the heavy hummocks occasionally visible through the snow and drift. Sledges frequently keeping the crews at a rapid pace. The bad light, together with the heavy pulling across, causes great pain and irritation to the eyes.

P.M. Crossed occasional patches of hummocks. Although the wind assists us materially, the snow makes the work very heavy. 4. Weather cleared up; observed Cape Providence bearing S.E. by E. (comp.) 12 or 14 miles distant. The men all complain of very sore eyes, owing to the eddy wind before the sail blowing the snow against them.

N.E. 5 c.m. drift.

On march, 10½h.
Lunch, $\frac{1}{4}$.
Encmp. 12½.
S.W. 15½ miles.

N.E. 5 c.m.s.

FOURTEENTH JOURNEY.

April 18th.—A.M. 5.10. Started under sail towards Cape Providence. 8. The wind being fresh from the northward and floe level struck off to South W.-ward. 11.30. Lunched.

P.M. Sighted a range of hummocks extending across our course. 3. Entered them, but finding the glare too strong to pick any leads, we encamped. Found we had dropped both cooking apparatuses; they were, however, soon found about one mile back. As we are now commencing to travel to southward I intend changing gradually to night travelling. S.W. extreme land W. by N. $\frac{3}{4}$ N. Cape Providence N. by W.

N.E. 4 b.c.q.

On march, 9½h.
Lunch, $\frac{1}{4}$.
Encmp. 12½.
S.W. 15½ miles.

N.N.E. 6 c.m.s., drift.

FIFTEENTH JOURNEY.

April 19th.—A.M. 3.30. Started with sail set. Unable to see more than 20 yards ahead. Travelling through most intricate hummocks, and blowing so hard that, in order to keep well off the wind, we found it necessary to take the hummocks as we met them, and make the best of it. The constant strain this work in such weather brings upon the eyes causes great irritation, so that before long I was perfectly snow-blind. I therefore walked blindfolded beside the sledge, leaving Mr. Krabbé to lead. 9.30. We became bewildered amongst a fresh set of hummocks, and finding no way to get through them, encamped to await clearer weather. After a good dose of

N.E. 5 c.m.s. drift.

On march 6h.
Lunch, —
Encmp. 13h.
5h. from snow blindness.
S.W. $\frac{1}{2}$ S. 5½ miles.

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N.N.E. 8 c.q. s. drift.

Easterly, 2 b.c.
On march, 8½.
Lunch, ½.
Encamp. 12.
S.S.W. 12½ miles.
Calm, o.b.c.

On march, 9½.
Lunch, ½.
Encamp. 12½.
S. b. W. 12½ miles.

East, 2 b.c.
On march, 10¼ h.
Lunch, ¼ h.
Encamp. 12 h.
S. ½ W. 11½ miles.
Calm, A.M.
o.b.c.

Calm, o.b.c.

On march, 7¼ h.
Lunch, ¼ h.
Encamp. 14½ h.
South 9 miles.

Calm, o.b.m.

wine of opium all round, we gladly bagged our heads and found great relief in the darkness of our bags.

P.M. Towards the evening the weather cleared a little and sun came out, but no improvement appears in the road.

SIXTEENTH JOURNEY.

April 20th.—A.M. 3.30. The day being fine and clear we were enabled to pick our leads through the hummocks and soon came to more open floes. The ice from here is principally old and deeply furrowed by the thaw of many summers. Glare very strong. 12.30. Encamped. P.M. Spread out things to dry; no land in sight.

SEVENTEENTH JOURNEY.

April 21st.—A.M. 0.30. Started; floe tolerably good, but with occasional heavy ridges of snow drift and old hillocks. 3. Observed the sun rise. 7. Lunched; came to heavily packed old and young ice. 10.30. Encamped; no land in sight.

EIGHTEENTH JOURNEY.

P.M. 11. Started, travelling along leads through heavy hummocks and old floe ice. Midnight; thick mist came on which prevents our seeing any distance around.

Saturday, April 22d.—A.M. 4. Weather cleared up. 5.30. Lunched. Observed heavy hummocks all round us to southward. 6.30. Entered them; travelling very heavy and difficult. 9.30. Encamped; no appearance of land yet to southward.

NINETEENTH JOURNEY.

P.M. 9.30. Started through very close hummocks and deep snow. The ice about here seems principally to be of two kinds: old pieces of floe, known as polar ice, mingled with pack two or three years' old; this mixture forms as bad a road as possibly can be imagined.

Sunday, April 23d.—1. Cleared the hummocks and started on a level floe of last year's formation. 2. Weather came on very thick, which prevents our seeing more than 20 yards. Nothing can be more annoying than this style of travelling. The deceiving light, heavy hummocks, and deep snow is generally sufficiently troublesome, but in addition to this, it remains a perfect calm, and thick mist surrounds us. We are making but little progress, tumbling about among hummocks and snow, and traversing every point of the compass. I therefore encamped at 5.

TWENTIETH JOURNEY.

P.M. At 7 the weather cleared a little: observed appearances of land to the south-westward. Started through heavy hummocks, but the weather being clear we found better leads than before. 8. Thick mist came on again, just as we arrived at the edge of an extraordinary solid old floe.



View showing the surface of an old unbroken floe. The mounds are blue, and sloping at the summit. Heavy ridges and banks of snow obstruct the paths between them.

On march, 10½ h.
Lunch, ½ h.
Encamp. 12½ h.
South 8 miles.

The mounds or hillocks upon this were of unusual size, varying in height from about 5 to 20 feet. Many could be selected much greater, but those over which we were obliged to cross were generally from 4 to 9 feet, with hard ridges of snow between them which concealed from view.

numerous deep cracks and holes. At the southern edge of this floe we found it fringed with a huge barrier of young packed ice. After making a passage with our pickaxes, we hauled the sledges over in safety, with the exception of two poppets broken in Mr. Krabbé's sledge.

Monday, 24th April.—A.M. 3. Lunched, and proceeded upon young ice, which we found tolerably good. 7. Encamped; the land was observed indistinctly with a glass, apparently about seven miles distant. From its position and appearance I suppose it to be that between Points Parker and Russell, East ext. bearing East (comp.) Calm, o.b.c.

TWENTY-FIRST JOURNEY.

P.M. Weather clear and fine; observed Melville Island and the southern land quite clear. Calm, o.b.c.

N.W. Extreme, Baring Island, W.N.W.

Point Parker (found to be Point Peel), S.W. $\frac{1}{2}$ W.

Point Russell (found to be Point Loch), S. $\frac{1}{2}$ W.

7.30. Started upon young ice very much pressed up, steering direct for the east extreme of the land. Passed wolf and bear tracks.

Tuesday, 25th April.—3. Lunched. 6.30. Gained a level floe, and encamped about one mile off the beach. On march, 10 $\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$ h.
Encamp. 12 $\frac{1}{2}$ h.
South 19 miles.

True Bearings at 5.30 A.M.

| | | | |
|-------------------------------------|---------|-----------------------|------------------|
| East extreme, Melville (indistinct) | - - - - | N.E. $\frac{1}{2}$ E. | } Albert's Land. |
| A cliff on Melville Island | - - - - | N. $\frac{3}{4}$ E. | |
| North extreme, Baring Island | - - - - | N.W. $\frac{1}{4}$ N. | |
| Left extreme, ditto (low) | - - - - | S. $\frac{1}{2}$ W. | |
| A dark headland up inlet | - - - - | S. $\frac{1}{4}$ E. | |
| Left extreme, east side of inlet | - - - - | S.E. | |

Made preparations for depositing the depôt. Gave Mr. Krabbé written orders to proceed in execution of Captain Kellett's orders, and on his return to Dealy Island to employ any spare time in examining the damaged bread. Calm, o.b.c.

TWENTY-SECOND JOURNEY.

P.M. 7. Lunched, accompanied by Mr. Krabbé, and selected a position for the depôt. Walked over the hill to examine the country, leaving the crews to dig a hole and deposit a depôt; found several traces of animals, apparently of last summer. At 10 we returned, found the work completed, and a cairn erected over the spot. Parted company with Mr. Krabbé and party. Steered along the land towards a low point bearing S.E. (T.) about 2 $\frac{1}{2}$ miles distant. Midnight; crossed grounded ice, and travelled to S.S.W.-ward upon a very level floe.

Wednesday, 26th April.—2. Landed to examine something bearing the appearance of a cairn. Found it to be only a small pinnacle of earth of natural formation. About the grounded ice the bears' tracks were very numerous, and in several places I found deep holes dug out by them leading to seal holes. Fox tracks were also very numerous. 6.30. Came to a very heavy ridge of hummocks formed of old ice. The weather came on very thick, and prevented my seeing the land distinctly, but it appears to run more to southward than that in the Prince of Wales Straits. Depositing depôt, 3h.
On march 8h.
Lunch, $\frac{1}{2}$ h.
Encamp. 15.
S. b. E. 4 miles.
S. b. W. 8 $\frac{1}{2}$.

True bearings.

| | |
|-----------------------------------|-----------------|
| Right tangent, west land, N.N.W. | N.N.E. 5 c.m.s. |
| Left tangent, east land, E. b. S. | |
| Extreme east land, S.S.W. | |

TWENTY-THIRD JOURNEY.

P.M. Blowing very hard all day. Snow falling very heavily. Unable to see more than a few yards. 9.30. Started through the hummocks, but finding that they increased we hauled in for the land, and near the beach gained an open but old floe deeply covered with snow. Steered S.S.W. I am very much puzzled about this, and fear some mistake has led us into the first inlet to the eastward of the straits, as, from the description given me by the officers of the "Investigator," I ought to find young ice in this neighbourhood instead of fixed old floes. On march, 5h.
Lunch, $\frac{1}{2}$ h.
Encamp. 12.
30h. on account of bad weather.

Thursday, 27th April.—A.M. Wind increasing with very heavy snow and drift. A S.S.W. course ought to take me across the straits, but at 2.30 I S.W. 2 $\frac{1}{2}$ miles.
S.S.W. 4 $\frac{1}{2}$.

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came to a small boulder on the land. I therefore encamped to wait for clear weather.

P.M. The gale continued throughout the day with great violence, accompanied by a very heavy fall of snow. Cooped up in a tent in bad weather is of itself sufficiently unpleasant, but that, combined with the uncertainty of our position and loss of time at this interesting and important point of our journey, causes the greatest anxiety and annoyance, particularly as, should this prove to be the straits, this gale might be turned to advantage upon a S.W. course.

N.N.E. 10 c.q.s

Friday, 28th April 1854.—A.M. Gale still blowing as violently as before.

P.M. Wind moderated. Prepared for a start. Walked ahead to a grounded hummock, and observed that we were within a few yards of the beach. The hills just abreast of us terminate abruptly, and the land runs off in a plain which I traced as far as south. The hills on the eastern shore also terminate abruptly about S.E. by S., and a plain commences which appears to be connected with that from the west side. The weather was unfavourable for ascertaining this with certainty, but sufficient was seen to convince me that we were not in the Prince of Wales Straits. The appearance of the ice also impressed me with the idea that we were near the head of this bight. No tide ridge could be seen, but one unvaried plain of deep snow swept the southern horizon, the line of land only to be distinguished by an occasional time-worn hummock upon the ice. Being now 150 miles from the Princess Royal Islands, and ten days' provisions remaining, I informed the crew of the necessity of going upon half allowance until we had sufficient in hand to retrace our steps should the provisions not be found at the islands. Their only answer, after inquiring the distance, was "Oh, sir, we'll soon shorten that up 100 miles."

N.N.E. 5 b.c.q.

True bearings from hummock.

North extreme east land, E. b. N.
South extreme east land (high point), S.E. b. S.
South extreme west land (low point), South.
Ditto ditto (high point), S.S.W.
North extreme west land (indistinct), W. b. S. (comp.)

TWENTY-FOURTH JOURNEY.

N.N.W. 4 to 7 b.c.q.

P.M. 9. Started along the land to the northward. Snow very deep, and in long heavy ridges. Wind very sharp, with unpleasant snow drift.

On march, 10h.
Lunch, $\frac{1}{2}$.
Encmp. 12.
N.N.E. 11 $\frac{1}{2}$ miles.
N. b. W. 2 $\frac{1}{2}$.
N.N.W. 3 to 6 b.c.q.

Saturday, 29th April.—A.M. Wind very squally and cold, with occasional heavy gusts of wind. Shot a ptarmigan, the first bird seen this year. Followed the line of grounded ice, and encamped at 7.30, two miles from the depôt. The beach runs off in a succession of low points, and round the land there is a margin of heavy grounded ice.

TWENTY-FIFTH JOURNEY.

N.W. 5 b.c.q.

P.M. 7.30. Started. 8.30. Arrived at the depôt. Dug it up, rebuilt the cairn, and deposited a record. 9. Proceeded, steering N.N.W. $\frac{1}{2}$ W. upon the low plains.

Digging up depôt, $\frac{1}{2}$ h.
On march, 11.
Lunch, $\frac{1}{2}$.
Encmp. 13 $\frac{1}{2}$.
N.N.W. $\frac{1}{2}$ W. 7 miles.
N.W. 3.
W.N.W. 3.
West, 1.

Sunday, 30th April.—A.M. 0.30. Lunched. Opened high land to north-westward. Shot two hares, and observed several more. They appear to make the grounded hummocks their principal haunts, probably from the excellent shelter they afford. Land gradually trends to the westward in a succession of low points. Walked for some distance ahead of the sledge, and partly opened a deep inlet or channel. This is indeed puzzling, as we cannot have travelled 55 miles in the two last journies, which must be the case if this proves to be the Prince of Wales Straits. 7. Returned to sledge, and encamped. The land along which we have travelled to-day is quite flat for half a mile from the ice; it then rises to a range of clearly defined sloping hills.

TWENTY-SIXTH JOURNEY.

N.W. 2 b.c.

P.M. 8.30. Started. Walked on ahead of the sledge to examine our whereabouts. I had not gone far before I came upon several logs of drift wood. This was convincing proof that we are upon Point Peel. Midnight, opened the Prince of Wales Straits.

Monday, 1st May.

A.M. Compass bearing three or four miles past Point Peel.

North extreme point, west land (rather low), S.W.

Apparent nearest point, S.S.W.

South extreme, S.S.E.

South extreme, Albert Land, S.E.

North extreme Albert Land (high point), N.W.

North extreme Albert Land (very low), N.W. by W.

On march, 9½h.
Lunch, ½.
Encamp. 13½.
W. ¼ N. 8 miles.
W.S.W. 6.

Passed Mr. Krabbé's encampment. Walked on to the next point, and rejoined the sledge on the floe, which I found level and hard. Enjoyed a good wood fire. 6.30. Encamped. Calm, o.b.c.

TWENTY-SEVENTH JOURNEY.

Blowing very hard all day. 8. Started. The distances performed during the last two journies convinces me that the land round which we have travelled is laid down too much to the eastward. Not having any means of fixing my positions astronomically, I have laid down the coast between this and Point Lock by estimated distances and compass bearings. 10. Came to a range of hummocks running off the land for some distance. Landed and deposited the depôt. Cape Russell bearing about N. b. E. Midnight, packed sledge. North 4 b.c.m.

Tuesday, 2d May.—Travelling at a rapid pace under sail. Ice a good deal pressed up, but snow hard, and travelling tolerably good. 6.50. Encamped. Cape Russell N.E. b. N. (true.)

Depositing depôt, 2h.
On march, 8.
Lunch, ½.
Encamp. 13½.
W.S.W. 19 miles.

N.W. 6 b.c.q.

TWENTY-EIGHTH JOURNEY.

P.M. Blowing a gale all day from N.W.-ward. 8. Started along the land, picking out the best leads among the hummocks. Midnight, wind moderated. Passed a low point, with very heavy pressure upon it, all of young ice. No old ice has yet been seen inside the straits. N.W. 7 to 8 c.q.m.

Wednesday, 3d May.—A.M. 1. Weather cleared up and wind fell light. Landed to examine the land. It is everywhere too deep with snow to make any satisfactory examination. Occasional patches of moss were seen, but probably where the snow is deep, there in summer the most vegetation will be found. Shot one brace of ptarmigan, and passed an old encampment, which I suppose to be one of "Investigator's" parties, which have traversed this coast. 6.30. Encamped. Right tangent, Baring Island, N.W. b. W. Calm, o.b.c.

On march, 10h.
Lunch, ½.
Encamp. 14.
W.S.W. 24 miles.

Calm, o.b.c.

Calm, o.b.c.

TWENTY-NINTH JOURNEY.

Blowing very hard all day from the S.W.-ward. 8.30. Started at a rapid pace. Weather exceedingly cold. Midnight, sighted the Princess Royal Islands distant about 20 miles. Landed upon Point Armstrong, and shot a fine willow grouse. These birds are much larger than the ptarmigan, and have dark reddish brown feathers from the head to breast, a large red comb over the eyes, and the bill much more curved and shorter than the ptarmigan. Collected some drift wood, and struck off the islands. S.W. 5 b.c.q.

Thursday, 4th May.—Floe very good and hard. 5.30. Made out the cairn. 7. Encamped about five miles from the island. S.W. 6 c.q.m.
Snow drift.

On march, 10h.
Lunch, ½.
Encamp. 13½.
S.W. b. W. 11 miles.
W.S.W. 12.

THIRTIETH JOURNEY.

Blowing very hard all day from the S.W.-ward. 8.30. Started direct for the large island. Wind very cutting and sharp. Passed through occasional patches of pressure. Midnight. Landed upon the large island, and walked to the summit. Found laying upon the ground near the cairn a large copper cylinder containing a union jack; it had been blown down from the staff. Took down a cylinder secured to the spar, and found it contained a document deposited from H.M. Ship "Enterprise" in August 1851; also other papers left by travelling parties in 1852. On entering these straits and discovering this cairn, &c., she sailed up to Point Peel, returned, rounded Nelson's Head, followed the west coast of Baring Island to 72° 55' N., and then returned and wintered in latitude 71° 35' N. long. 117° 39' W. Further information of her would be found upon an island in 71° 36' N. 119° W. No traces have been discovered of the missing

On march 3½h.
Lunch, —
Encamp. 14.
Provisioning sledge, 6.
W.S.W. 7½ miles.

N.E. 5 b.c.q.

expeditions. The records contained accounts of her proceedings after entering the ice off Point Barrow.

Friday, 5th May.—Walked down to the depôt, met the sledge, and encamped. Found the boat all right and in very good condition. The provisions all correct, except two cases of potatoes wet and frozen, one cask of sugar quite soddened, two casks of cocoa mildewed, and the rum cask empty. We are fortunate in being near a coast where drift-wood is found, as we are now entirely without any other fuel. The remaining eight cases of potatoes were under the boat, and all in good order. Provisioned the sledge for ten days, leaving here spare robes, kettles, guns, ammunition, and every article of clothing and equipment we could spare, in order to make all dispatch in following up the traces. From the powder case I took about three ounces and a half of citric acid. Observed two reindeer, but they immediately started off to the main land. A fox visited us and committed great havoc among our necessaries; he also, in a most daring manner, came up to where the cook was attending to his fires, and ran away with a lump of preserved meat. There being no rum or bread here, I provisioned at 6lbs. of preserved meats daily.

N.E. 5 b.c.q.

THIRTY-FIRST JOURNEY.

Calm, o.b.c.

A.M. 8. Started, steering direct for Point Hay upon a beautiful floe, the men keeping at a good steady walk.

On march, 10h.
Lunch, $\frac{1}{2}$.
Encamp. 14 $\frac{1}{2}$.
S.W. 15 miles.
South, 5.
Calm, o.b.c.

Saturday, 6th May.—2.30. Lunched; islands out of sight. 3. Landed upon Point Hay and shot a brace of ptarmigan. Travelled close along the land collecting drift wood. 6.30. Encamped opposite part of Dundas Bay bearing E. b. S. (comp.)

THIRTY-SECOND JOURNEY.

Calm, o.c.m.

P.M. 9. Started steering direct for the opposite point of the bay in sight. Floe level, with occasional patches and ridges of hummocks. 11. A thick fog came on, got amongst heavy hummocks. Steered to the westward and cleared them.

On march, 10 $\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$.
Encamp. 15 $\frac{1}{2}$.
South, 20 $\frac{1}{2}$ miles.

Sunday, 7th May.—2. Weather cleared up; lunched and made sail to a light air from north eastward; observed old ice in Dundas Bay; travelling at a brisk walk. 8. Encamped; found we had lost the pickaxe. As we could not do without this article of our equipment at this part of our journey I most reluctantly ordered the crew to draw lots for the two who should return in search of it. The unlucky numbers fell to Tullett and Manson, who returned with it after a walk of about 13 miles, making *their* distance to-day up to thirty-four miles.

Calm, o.c.m.

THIRTY-THIRD JOURNEY.

North, 1 c.m.

P.M. Slept in to rest the men who had been away. 11.30. Started, steering direct for Point Gordon. The hummocks rather thick, but leads tolerable through them.

On march, 8h.
Lunch, $\frac{1}{2}$.
Encamp. 12.
South, 15 $\frac{1}{2}$ miles.

Monday, 8th May.—A.M. Travelled close along the beach from Point Gordon in order to collect drift wood; shot four willow grouse. Passed great numbers of Esquimaux remains; about them the ground is strewn with chips, whale-bone, charred wood, &c. The men also found the handle of a present axe. Land about here is low, but apparently favourable for game. At 8 encamped two miles south of Point Gordon.

Calm, o.b.c.

THIRTY-FOURTH JOURNEY.

Calm, o.c.m.

P.M. 8. Started, following the coast to the southward; weather gloomy and thick; snow deep, and travelling rather heavy. Observed three reindeer, but they immediately started off for the main land to westward.

On march 12 $\frac{1}{2}$ h.
Lunch, $\frac{1}{2}$.
Encamp. 12.
South, 22 miles.
Digging for record and rebuilding the cairn, 6h.

Tuesday, 9th May.—A.M. Weather looking very threatening from the south-westward; observed appearances of an island about $\frac{1}{2}$ point off the main land. 3. The land turned suddenly to the south-eastward, and above the fog I could see high hills receding to the eastward. Weather cleared, and opened to our view the island about four miles distant. Walked on, and upon its summit found a ruined cairn, beside which lay a bottle and some pieces of wood. 9. Sledge arrived; encamped on the beach on south side of the island. Marked off the spot 10 feet magnetic north from the cairn, but after a long journey we are too tired to dig for the record until the evening. Upon the northern point we found great quantities of drift wood, but nearly all of it is too much

soddened for use. On the south side I found some pieces of drift wood and whalebone, but the whole beach is covered with large stones, boulders, and seaweed. East, 1 c.m.

P.M. 9. Commenced digging for the record. The ground we found very hard. After digging a space fourfeetsquare and threefeet deep without success, I marked off a space being N.N.E. to N.N.W. (mag.) and commenced anew. This proved successful, for on the second blow of the pickaxe it pierced the cylinder through and through. A sudden yell announced the fact; the men evinced the greatest excitement and curiosity as I read over the documents, and immediate calculations were made as to the day of our return, and the surprise the news would cause.

Wednesday, 10th May.—Employed the men rebuilding the cairn, and went down to the tent to prepare records and examine those found. They stated that the "Enterprise's" parties had examined the north and south shores of Prince Albert's Land, and one had reached Point Hearne on Melville Island, where sledge and foot marks were seen. After breaking out of her winter quarters on August 5th 1852, she was detained about here until August 27th. Her last record states Captain Collinson's intentions to proceed up a channel between Wollaston and Prince Albert's Land, up which one of her parties had travelled 130 miles. Natives were about the ship until November and returned in May. Fish were obtained in the lakes; hares and ptarmigan throughout the winter. Her crew all well; no traces found of the missing expedition. The cylinder contained also a rough chart of the winter quarters and neighbouring coast, which I copied. Deposited an account of my proceedings, also a copy detailing the heads of "Enterprise's" proceedings together with chart found. I also deposited a record, positions, &c. of all depôts, together with a document and chart of discoveries supplied me from the ship. Buried these 10 feet magnetic north, and put a record in the cairn. I mentioned that no trace of "Enterprise's" parties had been found on Melville Island, also that the channel mentioned by Captain Collinson is supposed, by Esquimaux report, to be an inlet with two runs at its head. After mature consideration respecting the time of Captain Collinson's last visit to this spot, and the route followed by him from here, as well as my remaining resources (two days' provisions) I determined to commence my return to the ship. Had lunch and prepared for a start. 3. Started, steering direct for Point Gordon. 7. Encamped. Easterly 3 c.m.s.

On march, 4h.
Lunch, —
Encamp. 13½.

Calm, o.b.c.

THIRTY-FIFTH JOURNEY.

P.M. 8.30. Started to the northward. Walked into the beach and placed upon the top of a large boulder a package of knives and implements for the Esquimaux. Upon the handles and blades I had cut the position of the "Resolute" and "Investigator." As I walked along the beach I found very numerous remains of summer encampments. On march, 10h.
Lunch, ½.
Encamp. 12¼.
North, 20 miles.

Thursday, 11th May.—A.M. 3. Lunched. Travelled along the beach collecting firewood, which we found here in large quantities. 7. Encamped off Point Gordon; shot four ptarmigan and observed a seal. Calm, o.b.c.

THIRTY-SIXTH JOURNEY.

P.M. 7.30. Started to northward across Dundas Bay. Travelling at a brisk walk. Floe rather hummocky, but with very good leads through them. Calm, o.b.c.

Friday, 12th May.—3. Lunched. The land at the head of this bay runs very low, so that we could not distinguish the bottom of it; wind variable and very sharp. 7. Encamped. On march, 11h.
Lunch, ½.
Encamp. 12¼.
North, 24 miles.
N. to N.W. 5 b.c.q.

THIRTY-SEVENTH JOURNEY.

7.30. Started, floe rather hummocky and uneven. 10. Passed Point Hay and sighted the islands; observed two wolves following in our track. Calm, o.b.c.

Saturday, 13th May.—2.30. Lunched. 3. Proceeded, steering direct for the islands. Objects very much distorted by refractions. 6. Arrived at and pitched close beside the depôt; shot seven ptarmigan. A wolf has retraced our outward track back to this for 50 miles. Laid out all our traps to dry. On march, 10¼h.
Lunch, ½.
Encamp. 12¼.
Arranging depôt, 4½.
North, 6 miles.
N.E. 20 miles.

P.M. Opened the document given me for depositing here, and made the following additions to it.

Journal of
Lieutenant Meehan.

Firstly. A copy of the chart found at Ramsay Island.

Secondly. Noted down all the information respecting the movements of the "Enterprise" and her travelling parties in 1852; enclosed also a printed record detailing her movements after rounding Point Barrow to the end of 1851.

Thirdly. A detailed account of my proceedings since my first landing on Prince Albert's Land, also the under mentioned list of provisions used from the depôt.

| | | | | |
|------------------------|---------------------|---------|--------------------|-------------|
| Northerly, 3 to 5 b.e. | | lbs. | | lbs. |
| | Preserved Meats | - - 122 | Preserved Potatoes | - 15 |
| | Chocolate | - - 19 | Sugar | - - 19 |
| | Rum (no more found) | 1 gall. | Citric Acid | - - 3½ ozs. |

Left no rum. Two casks cocoa, two cases damaged potatoes, and one case damaged sugar, placed on the rise above the depôt. These documents I enclosed in oilskin, gutta percha, and a record tin, and that placed inside a large copper cylinder found here. The top I covered with a piece of our floor cloth; it was then securely lashed to the staff of the cairn upon top of the islands. Provisioned the sledge for five days, and arranged the depôt, &c.

THIRTY-EIGHTH JOURNEY.

On march, 7h.
Lunch, ¼.
Encamp. 12.
N.W. 14 miles.
North, 5 b.e.q.

P.M. 10.30. Started to the north-eastward passing to eastward of the islands.

Sunday, 14th May.—Wind very sharp and squally from north-eastward. Floe level and hard. 5.45. Encamped.

THIRTY-NINTH JOURNEY.

North, 7 b.e.q.

P.M. Blowing very hard until 4 P.M. 5.30. Started. Picked up a day's fuel at Point Armstrong; struck well off the land after passing it. Travelling at a good steady walk all night.

Monday, 15th May.—Ice rather hummocky, but snow hard, and travelling tolerably good. 4.30. Encamped. Prepared small sledge with four days' provisions for two. Made small robe into a bag for sleeping in.

FORTIETH JOURNEY.

North, 5 b.e.q.

P.M. Gave Tullett orders to proceed to the depôt, build a cairn, and collect sufficient drift wood to carry us over to Dealy Island. Then, should weather be clear, to steer west (compass) until Cape Russell bears S.S.W. (compass); then wait for me; or, should bad weather come on, to remain encamped at depôt. 7. Started, accompanied by Thomas Manson, A.B. Steered across the straits. Blowing very hard from N.N.W. with thick snow drift. Lost sight of eastern land. Travelling very hummocky, but making about two miles and a half an hour. Midnight, reached the opposite shore, and lunched.

Tuesday, 16th May.—Found better shelter close along the beach. Land very barren, but very little snow upon it. About 6 selected the lee side of a large hummock for our resting place. Placed the sledge on its edge with the sail along the bottom, and pegged down at our feet to keep the drift and wind off. After supper, got well into the large bag, and slept very soundly all day.

FORTY-FIRST JOURNEY.

North, 7 b.e.q.
Heavy drift.

P.M. 7. Started along the beach, over a succession of low points, keeping a good look-out for the cairn erected in 1850 by the "Investigator's" party. Midnight. Weather cleared up. Came to the north end of the pressure, about two miles from Point Russell. Built a cairn and deposited a record and chart, &c.

Wednesday, 17th May.—A.M. Struck off to southward across the strait; to rejoin the sledge. 2. Weather cleared and sun shone out brightly 3. Arrived at the tent pitched at the depôt. Found a capital cairn built record deposited. Depôt stowed on the sledge, and sufficient wood collected to last us across to Dealy Island, which makes our sledge exceedingly heavy.

On march, 8.
Lunch, ¼.
Encamp. 15.
Joy sick, 6h.
E.N.E. 12 miles.
S. b. E. 16 miles.
Detached sledge made good 32 miles.

North, 5 c.q.m.s.

P.M. Thomas Joy complains of severe cramp in the stomach and sickness. Gave him some warm tea with some rum in it. Remained encamped.

Journal of
Lieutenant Meham.

North Point, Prince Albert's Land, N.W.b.N. (c.) Point Russell, W.b.S.
South Point, ditto S.E.

Found bread a great luxury after being so long without it. A little rum I left here also a great treat after our temperance cruise to southward. Calm, o.b.c.

FORTY-SECOND JOURNEY.

Thursday, 18th May.—A.M. 0.30. Started on a beautiful floe, Joy walking beside the sledge. Found we neared the opposite land very fast. 5.30. Encamped. We are certainly more than half way across the straits, although only five hours under way. Yesterday I crossed in about four hours with small sledge, so that the straits must be much narrower than marked in the charts. Weather very hot. Surface of snow quite soft and damp.

On march, 4½.
Lunch, ¼.
Encamp. 12¼.
N ½ E. 12½ miles.

Point Russell - S.W. b. W ½ W. N. extreme P. A. N.b.E. Calm, o.b.c.
App. N.W. pt. P. Albert's N.E. Next Point - N.N.E.

FORTY-THIRD JOURNEY.

A most beautiful day, but exceedingly hot. 5.45. Started, steering N.N.E. (West C.). Travelling at a good rapid pace, although our sledge is heavily loaded with drift wood. Observed in a heavy snow bank four seal holes dug out by the bears. I have observed a great many of these about this coast. It at once shows the manner the bears find their food during the winter. Their extraordinary scent enables them to ascertain the locality of these holes; they then dig down through the snow, and keep them free from ice. In many places I have seen large spaces cleared to enable them to lay close and watch the holes. I have also observed that the foxes either keep company with the bears, or follow closely in their tracks, most probably for the purpose of feeding on the remnants of their prey.

On march, 10½.
Lunch, ½.
Encamp. 13¼.
N.N.E. 18 miles.

Friday, 19th May.—A.M. Objects very much refracted. 2.30. Came to heavy pack formed of old and young ice, driven into all manner of shapes, and filled in with most tiresome banks of snow. 4h. 45m. Encamped. Point Russell, E.S.E. West ext. land, S.S.W. Calm, o.b.c.

FORTY-FOURTH JOURNEY.

P.M. 6. Started to N.N.E., but found the leads led us to westward. Followed them, and at 9, after very severe labour, gradually gained more solid ice, with occasional ridges of pressure. East, 2 b.c.

Saturday, 20th May.—The high cliffs of Baring Island have a magnificent appearance from this position. If they were seen on making the coast from the northward, it would be impossible to mistake the Prince of Wales Straits. 2. Observed appearances of land to the northward. Floe old and unbroken. 4.30. Encamped. Saw two ptarmigan fly over from the southward, towards Melville Island. Calm, o.b.c.

FORTY-FIFTH JOURNEY.

P.M. 6.30. Started. Floe old, but not bad for travelling. Lost sight of Baring Island, and observed Melville very plainly. On march, 10½h.
Lunch, ½.
Encamp. 13.
N.N.E. 13 miles.

Sunday, 21st May.—A.M. 1. Weather came on very thick, with snow and strong easterly winds. Came to pressure of old and young ice. 5. Encamped. East ext. Melville Island W.N.W. (compass.)

FORTY-SIXTH JOURNEY.

P.M. Blowing very hard all day. Weather very misty, and light deceiving. 5.45. Started among hummocks heavily pressed up. The old floes are here small, but have caused great havoc among the young ice during the autumn and early part of the winter. East, 5 c.m.s.
On march, 10½.
Lunch, ½.
Encamp. 13.
N.N.E. 13 miles.

Monday, 22d May.—3. Weather cleared up and showed us Melville Island very plain. 4.45. Encamped. This beating snow and dull light has made the greater part of us snow-blind. East, 5 c.m.s.b.

FORTY-SEVENTH JOURNEY.

On march, 10½h.
Lunch, ½.
Encmp. 14.
N.E. b. N. 10½ miles.

P.M. Glare very strong and painful. 5.45. Started. Travelling through hummocks to north eastward, but crew working well, and making good progress.

Tuesday, 23d May.—1. Came to long leads of young ice, with occasional heavy patches and ridges of pressure. 4.30. Encamped six miles S. by E. of Cape Providence.

FORTY-EIGHTH JOURNEY.

East, 5 c.m.b.

Glare very strong and snow soft, bearing appearances of approaching thaw. 6.30. Started. 10. Cleared the hummocks, and observed level ice as far as can be seen to eastward.

On march, 10h.
Lunch, ½.
Encmp. 14.
N.E. b. N. 17 miles.
East, 4 c.q.o.

Wednesday, 24th May.—Weather most unpleasant for travelling. Neared the grounded ice, and followed it to the eastward. Observed return track of Mr. Krabbé's sledge from the Bay of Mercy. 4. Encamped. Squeezed about a quarter of a gill of rum out of the can for each man to drink Her Majesty's health.

FORTY-NINTH JOURNEY.

East, 5 c.q.m.s.
On march, 10½h.
Lunch, ½.
Encmp. 13½.
N.E. 15 miles.
N.E. 5 b.c.q.

Snowing very heavily all day. 6.15. Started. Travelling very deep and wet. Skirted hummocks along the beach, about two miles and a half off it.

Thursday, 25th May.—Sighted Cape Bounty and the cairn on its summit with a glass, although nearly thirty miles distant. 5. Encamped.

FIFTIETH JOURNEY.

N.E. 3 b.c.
On march, 10h.
Lunch, ½.
Encmp. 13.
Wind vble. and baffling, from N.E. to N.W.
N.E. 20 miles.

6.30. Started. 7.30. Passed Point Hearne, and proceeded across Hecla and Griper Bay for Cape Bounty. Set the sail.

Friday, 26th May.—Sun extremely hot, and glare very great. 5. Encamped five miles from Cape Bounty. Shot a ptarmigan.

FIFTY-FIRST JOURNEY.

Calm, o.b.c.

6. Started; wind very variable and light. 10. Passed the islands off Cape Bounty. At starting could not observe Dealy Island, but with a glass could see the cairn showing like a large black mass. Snow gets harder as we open Bridport Inlet.

Saturday, 27th May.—4.30. Arrived at the Sailor's Home, Dealy Island. Found orders for us to proceed to Beachey Island, calling at Cape Cockburn for provisions. The journey from here to be performed upon reduced allowance of preserved meat (half a pound) and no spirits. The latter we have been without for three weeks. Could not comply with orders with regard to game, having only one ptarmigan. Mr. Krabbé left this yesterday, at 9 P.M.; Lieutenant Hamilton on the 21st. Nearly all of us had plenty of letters from England and the ship, relating all the proceedings since our departure. The accounts of the luxurious feeding up at the ship upon mess stock, Allsopp's ale, and various niceties, produced very watery lips among us, and did not increase our relish for short allowances. Very little rest was obtained during our stay, as all of us had plenty to amuse and excite us.

P.M. Provisioned the sledge for 11 days. Put in the record case the several documents marked to be left at Dealy: also a record containing the following information:

Firstly. An account of the proceedings of "Enterprise" and her parties up to the date of her last records.

Secondly. An account of my proceedings since leaving this in April; also the following list of provisions taken from this dépôt:

| | | | | | | | | | |
|-------------|---|---|---|----|-----------|---|---|---|-----|
| Biscuit | - | - | - | 88 | B. Bacon | - | - | - | 44 |
| P. Meat | - | - | - | 44 | Chocolate | - | - | - | 10 |
| Tea | - | - | - | 1½ | Sugar | - | - | - | 13½ |
| P. Potatoes | - | - | - | 11 | | | | | |

The upper part of one pair of sea boots for repairing mocassins.

Found Mr. Krabbé had examined the bread in No. 1 tank; the remaining portion is in good condition. Secured everything inside the house, blocked

Provisioning the house, 5h.

South, 7 c.q.s.
Snow falling and drifting heavily.

On march, 10h.
Lunch, 20m.
Encmp. 13.
N.E. 19½ miles.

up the door and packed up. Left inside one sledge bottom, two four-gallon cans, and one small sledge. South, 7. e.q.s.

COPY of ORDERS to G. F. MECHAM, Lieutenant.

By Henry Kellett, Esquire, C. B., Captain H.M. Ship "Resolute."

Having received orders to proceed to Beechey Island for further instructions with the crews of both vessels under my orders, you will, on the receipt of this order, use every exertion to reach Beechey Island with all dispatch, so that your men may be exposed as little as possible to the ill effects of travelling after the thaw has commenced.

For this purpose I have placed at Cape Cockburn a complete depôt for twelve days, which is ample to take you to Beechey.

You will, therefore, on no account lose time by attempting to reach the ships; they will be by that time abandoned, and their hatchways securely sealed. Your messmates will have packed such articles as they think you value or would be useful, which will be either taken on to Beechey, or placed under the boat at Cape Cockburn, left for your use.

You will not forget to leave at Dealy Island full information relative to your present expedition.

The depôt at Dealy Island I am anxious should be as little broken into as possible. Rum is not to be touched at all, as it may be required for travelling fuel. Fuel to bring you to Cape Cockburn will be sent up to Dealy Island. In case of having game, the preserved meats are not to be touched at all, but under any circumstances half lbs. of that article *per man per day* is all that is to be taken.

Given under my hand on board H.M. Ship "Resolute," in Barrow's Straits the 8th day of May 1854.

(Signed) HENRY KELLETT, Captain. South, 7 e.q.s.

FIFTY-SECOND JOURNEY.

Snow falling very fast, unable to see ten yards ahead of us. Midnight, wind shifted to westward, and weather cleared up. Made sail. On march, 6h. 3m.
Lunch, —
Encamp. 12½.

Sunday, 28th May.—Left sledge to proceed along the land. Walked to Skene Bay, saw no traces of animals, and only shot one hare. Rejoined the sledge under Sportsman's Pass. Tullett informed me he had passed the remains of a gun which had burst; it was stuck in the snow close to Mr. Krabbé's track. 5.30. Encamped one mile S.W. of Point Palmer. Weather very hot indeed. Snow quite wet, every appearance of the thaw commencing. East, 11 miles.
Calm, o.b.c.

FIFTY-THIRD JOURNEY.

P.M. Started 6.30. Weather oppressively hot, a damp Scotch mist falling. Steered for opposite point of Skene Bay. Snow very deep and wet. Midnight, passed through grounded hummocks and travelled along the beach. East, 5 c.m.
Vble. from eastwd. 2 to 4 c.o.
Thick fog.

Monday, 29th May.—Snow very much decayed on the beach; thaw well advanced; travelling very unpleasant and heavy. 5.50. Encamped. On march, 11.
Lunch, ¼.
Encamp. 12¾.
East, 12 miles.
E.N.E. 10.
East, 5 c.m.

FIFTY-FOURTH JOURNEY.

6.30. Started; found pools of water on the land; travelling tiresome and heavy; followed the land skirting the bays. 11. Sighted Mr. Krabbé's party ahead about one mile distant. Vble. from eastwd.
2 to 4 c.o.

Tuesday, 30th May.—0.15. Cleared the hummocks. 0.50. Joined company with Mr. Krabbé; found his party all well; steered across B. Martin Channel for Point Gillman. 4.30. Encamped close together, and discussed our proceedings since parting company upon P. Albert's Land, north extreme Melville N. b. W. (T.) On march, 9¾.
Lunch, ¼.
Encamp. 13¾.
E.N.E. 20 miles.
Calm, o.c.o.

FIFTY-FIFTH JOURNEY.

P.M. 6. Started, steering W. b. N. (comp.) Very thick weather with wet mist; leading against the wind very tiresome to the eyes. S.E. b.c.m.s.

Wednesday, 31st May.—A.M. Entered some hummocks and followed the best leads to the eastward; weather cleared a little; observed the nearest point of Byam Martin Island about five miles off. 4.30. Encamped. On march, 10.
Lunch, ¼.
Encamp. 13.
E. ½ S. 9 miles.
E. ½ N. 8.
S. E.-ly. 5 c.m.d.

Journal of
Lieutenant Meham.

On march, 10½.
Lunch, ¼.
Encmp. 13.
East, 21½ miles.

FIFTY-SIXTH JOURNEY.

P.M. Very misty all day. Wind strong from S.S.E.; At 4 P.M. it begun to drizzle very heavily. 5.30. Started. 7. Made sail. 9.30. Passed Point Gillman, just visible through the mist; steered west by compass.

Thursday, 1st June.—Travelling very wet and cold, our clothes wet through with the drizzle. Thaw has apparently regularly set in, snow drifting very fast. 4.15. Encamped. No land in sight.

FIFTY-SEVENTH JOURNEY.

Weather cleared up during the day. Observed Point Langly S.S.E., Cape Gillman E. b. S. 5.15. Started. Floe very sloppy. Came to hummocks with occasional leads through them, but snow very deep and heavy for travelling. Weather still very thick.

Friday, 2d June.—A.M. Walker complaining of sore feet. Hummocks thickening around us. Encamped at 3. Observed during the day Point Langly E.S.E., Point Gillman E. ½ N.

FIFTY-EIGHTH JOURNEY.

Observed once during the day the land about Graham Moore Bay. 5.30. Started. Land hidden from view by dark heavy clouds. Weather occasionally very misty. Snow very soft and deep. 11. Entered very heavy hummocks, threaded our way through them as well as the thick mist and deep snow would allow us; hauled to northward towards some heavy grounded masses, which I suppose are in the neighbourhood of the shoal mentioned by Sir E. Parry.

Saturday, 3d June.—0.30. Cleared the hummocks, and travelled for about three miles upon level floe, and then entered more closely packed hummocks. Observed Cape Cockburn, steered directly for it. 4. Encamped, Cape Cockburn bearing W. ¾ N. (comp.) 23 miles.

FIFTY-NINTH JOURNEY.

Weather fine and clear all day, with strong north winds. 5.30. Started; Weather came on very thick indeed with snow; travelling through most intricate hummocks; work most fatiguing and tiresome, sinking knee deep in wet snow at every step.

Sunday, 4th June.—A.M. Wind freshening up and drawing aft. Followed leads among rather heavier hummocks, found them taking us well to southward of the course for the Cape. Sledge running along with two men to steer it, keeping me occasionally at a run, and the crew some distance behind at a brisk walk. 4. Encamped; this wind has checked the thaw very much; the snow is now covered with a hard crusty surface. Observed the land about Cape Cockburn, W.S.W. five miles (comp.)

SIXTIETH JOURNEY.

5.30. Started, steering direct for the Cape. Crossed some heavy grounded hummocks, and travelled along the beach; weather very thick, unable to see more than twenty yards.

Monday, 5th June.—2. Arrived at the depôt and pitched; took up our twelve-day depôt. Looked under the boat for our clothes, but found they had been taken on.

SIXTY-FIRST JOURNEY.

Informed Mr. Krabbé of my intention to travel independently. 4.15. Started, following some old sledge tracks; weather very thick and oppressively hot; snow quite moist.

Tuesday, 6th June.—Travelling rather heavy among broken up ice. Floe appeared better outside, but our eyes being very sore I kept to the old marks. Midnight. While at lunch off Ackland Bay, the weather cleared up; observed the dog sledge between Moore Island and the main; came to very decayed ice with large pools of salt water on it close to Moore Island, and innumerable bears' tracks. 2.30. Encamped.

SIXTY-SECOND JOURNEY.

4.30. Started to the eastward; crossed some hummocks off the north end of the island, and travelled upon level floe. Observed Lieutenant Hamilton's

South, 2 c.m.d.
On march, 9½.
Lunch, ½.
Encmp. 14½.
E. b. N. 14 miles.

North, 2 c.o.m.d.

North, 5 b.c.q.

On march, 10.
Lunch, ½.
Encmp. 13½.
E. b. N. 17½ miles.

North, 5 o.c.

W.N.W. 5 b.c.q.

On march, 10.
Lunch, ½.
Encmp. 13½.
E. b. S. ½ S. 19 miles.

W.N.W. 6 b.c.q.

N.N.W. 7 c.q.m.
On march, 8.
Lunch, ½.
Encmp. 14½.
E. b. N. 6.
East, 7.
N.N.W. c.m.s.

On march, 10.
Lunch, ½.
Encmp. 14.
E. ¼ S. 20 miles.

Calm, o.c.m.

dog party encamped; communicated with him and proceeded in company, steering direct for Browne Island.

Journal of
Lieutenant Meham.

Wednesday, 7th June.—Made sail to a light wind from northward. 3. Encamped in company with Messrs. Hamilton and Krabbé; found the pemmican left for us at the depôt quite sour and unfit for use. I therefore supplied it to Lieut. Hamilton for the use of his dogs, in hopes he might be able to push on to the ship with "Enterprise's" records in advance of us. Handed them over to him and a note for Captain Kellett. Our meeting with Lieut. Hamilton is fortunate, as he has been kind enough to supply us with some musk ox meat; otherwise we should have had nothing at all for the remainder of the time. We have experienced a succession of disappointments and failures in our provisions throughout the whole of this journey, which has been most annoying; and were it to last much longer, with the work we have had, would certainly prove very injurious to health. At present nearly all the crew are suffering from swelled legs and ankles, but with regard to their health they all appear quite well, except Nisbett and Ranson, who have a nasty rash broken out upon their skins.

On march, 10.
Lunch, $\frac{1}{2}$.
Encmp. 13 $\frac{1}{2}$.
E. b. S. $\frac{1}{2}$ S. 18 miles.

N.E. 1 c.m.

SIXTY-THIRD JOURNEY.

P.M. Floe level and tolerably hard. 4.30. Started, took about 50lbs. weight off Mr. Hamilton's sledge. Dogs went on in advance; steered direct for Browne Island, crossing a few occasional patches of pressure; saw two bears at a distance.

On march, 10.
Lunch, $\frac{1}{2}$.
Encmp. 14.
E. b. S. $\frac{1}{2}$ S. 18 miles.

Thursday, 8th June.—A.M. Floe very good. 3. Encamped, centre Browne Island N.E. $1\frac{1}{2}$ miles. Dogs encamped, $1\frac{1}{2}$ miles in advance; Mr. Krabbé $\frac{1}{2}$ mile north-west. We are greatly puzzled how to manage for feet gear, all of ours being in pieces. Nisbett, Ross, and Joy have very sore ankles. All are complaining more or less of the same thing, caused, I fancy, principally from the numerous pieces of line and lacings required to keep their tattered boots on.

Calm, o.b.c.

SIXTY-FOURTH JOURNEY.

P.M. Very heavy snow and drift with strong winds. 5.15. Started, steering W. (comp.) 6. Passed Lieutenant Hamilton's tent; he soon after re-passed us. Midnight, came up to him, encamped; snow beating against our eyes very painfully. Encamped beside the dogs.

E. S. E. 7 to 9 c.q.s.
Heavy snow-drift.
On march, 6 $\frac{1}{2}$.
Lunch, $\frac{1}{2}$.
Encmp. 14.
3 $\frac{1}{2}$ h. bad weather.
E.S.E. 11 miles.
E.S.E. 9 c.m.q.s.

Friday, 9th June.—Blowing a heavy gale all day with a heavy fall of snow.

SIXTY-FIFTH JOURNEY.

P.M. Very strong glare and oppressively hot; snow quite sloppy, great symptoms of immediate thaw. 5. Started. 8. Wind shifted to northward, and weather cleared up; found ourselves half-way between N.W. Point Griffith's Island, and Point Sherringham; made sail; observed Mr. Krabbé's sledge three miles to westward. 11. Came to a broad crack, open 12 feet; run sledge over on some frozen snow in the centre.

Calm, o.m.
On march, 9 $\frac{1}{2}$.
Lunch, $\frac{1}{2}$.
Encmp. 14 $\frac{1}{2}$.
E. b. S. 20 miles.

Saturday, 10th June.—Sledge running quickly under sail, wind very squally; saw the cairns about Captain Austin's late winter quarters; sledge running too fast during the squalls for our cripples. 2.45. Encamped. Dogs pitched two and a half miles ahead, Mr. Krabbé out of sight astern.

N.N.W. 7 c.q.

N.N.W. 10 b.c.q.
Tremendous squall.

SIXTY-SIXTH JOURNEY.

P.M. Mr. Krabbé came up. 5. Started. 6. Came up to dog party. Finding we could go faster than the dogs, took sledge in tow and let dogs run loose. Obligated to keep two men sitting on the sledge to prevent it keeping us at a run. Passed Assistance Harbour; harnessed the dogs and let them run beside us. Mr. Hamilton and I fell into a crack up to our waists, nicely concealed by a smooth covering of snow.

On march, 10 $\frac{1}{2}$.
Lunch, $\frac{1}{2}$.
Encmp. 14.
E. $\frac{1}{2}$ S. 10 miles.
E. $\frac{1}{2}$ N. 10 miles.

Sunday, 11th June.—A.M. Passed the bluffs and observed the boat upon the beach; wind coming down in violent gusts; strengthened our sheers with Mr. Hamilton's tent poles. 4. Encampment, about two miles east of Rugged Bluff; Mr. Krabbé out of sight.

N.W. 6 c.q.s.

SIXTY-SEVENTH JOURNEY.

P.M. Left Mr. Hamilton in charge of my sledge, and proceeded with the dogs at 6 P.M. for Beechey Island; set a sail on the sledge; crossed over a

N.W. 4 b.c.m.

On march, 10½.
Lunch, ½.
East, 30 miles.
North, 5 e.m.

crack upon some frozen snow. A wolf kept running beside us, which kept the dogs in a perfect fever of excitement, and one of us at a rapid run.

Monday, 12th June.—1. Entered the hummocks near Beechey Island and followed the sledge marks towards the cliffs. 4. Cleared the hummocks and travelled along the beach into Erebus and Terror Bay. 4.30. Arrived alongside the "North Star." Delivered despatches to Captain Kellett, and was immediately afterwards kindly welcomed by all hands as they emerged from the various cabins to learn the cause of the disturbance at so early an hour. My tale was scarcely told before the full team of dogs were on their way to Sir E. Belcher with the news.

ABSTRACT OF JOURNEY.

| | Days. | Journies. | Miles. |
|--|-------|--|--------------|
| Travelled outward | - 37 | Detentions outward - 6 | Distant 499 |
| Travelled homeward | - 33 | Detentions homeward - 2½ | Homwd. 658 |
| <hr/> | | | |
| Days absent | - 70 | Length of journey, geographical miles - 1,157 | |
| Journies lost by various detentions | - 8½ | or Length of journey, statute miles - 1,336 | |
| <hr/> | | | |
| 61½ Number complete journies made. | | | |
| | | Geo. miles. | Stat. miles. |
| Average rate of travelling out per march, deducting detentions | - | 16·1 | 18·6 |
| Average rate travelling home per march, deducting detentions, and 32 miles done by sledge while detached | - | 20·5 | 23·5 |
| Average rate throughout journey, deducting detentions and detached sledge | - | 18·0 | 20 |
| Total distance done, divided by number days absent from ship | - | 16·5 | 19 |
| Average number hours travelling per day | - | 9h. 25m. | |
| Average time at lunch daily | - | 25 | |
| Average time cooking, packing, and resting | - | 13 | 22 |
| Number of cairns built | - | 4 in No. | |
| Records deposited | - | 7 " | |
| Charts of discoveries and depôts, &c. | - | 4 " | |

G. F. MECHAM, Lieutenant.

CONCLUDING REMARKS.

Having nearly throughout this journey had some particular object in view which has hurried us from point to point, I have been unable to describe at any length the character of the coast traversed, or to make many observations upon the existence of animal life. Many portions of the lands are well known, and all have been visited and described as favourable for game. I must therefore conclude that our hasty passage has been the cause of our seeing so little. Five reindeer, besides a few hares, ptarmigan, and willow grouse, are all that were seen upon Prince Albert's Land; seven musk oxen, one reindeer, one hare, and a few ptarmigan, all on Melville Island; our stock of provisions has therefore had but little addition to it by the following game list: one reindeer, three hares, 30 ptarmigan.

I have endeavoured, at the principal points of the journey, to deposit, besides the records supplied me, every information I possessed. At the various depôts I have left detailed accounts of provisions taken from them, and, as far as our resources would admit, have re-secured any damaged portions, or attempted to remedy any evil that came under my observation. In conclusion, I will here mention that the conduct of the men under my command has throughout been most excellent. James Tullett, captain of sledge, has always shown himself to be a most trustworthy petty officer, and, while detached in charge of the sledge, carried out my orders with great exactness. This is now the fifth journey in which he has accompanied me in that capacity, and he is, I believe, the oldest sledge captain in the expedition.

G. F. MECHAM,
Lieutenant H.M.Ship "Resolute," commanding party.

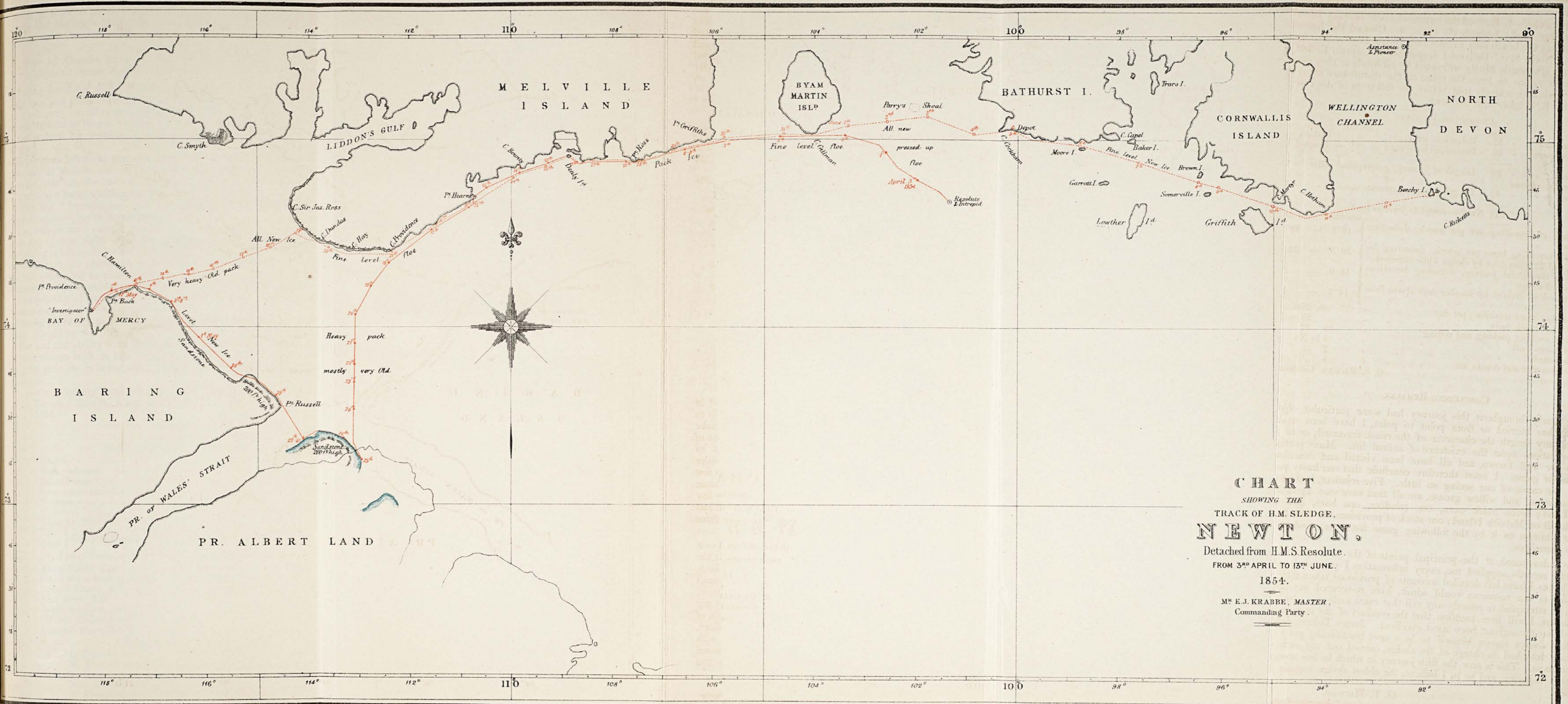


CHART
 SHOWING THE
 TRACK OF H.M. SLEDGE,
NEWTON,
 Detached from H.M.S. Resolute.
 FROM 3RD APRIL TO 13TH JUNE.
 1854.
 M^R E.J. KRABBE, MASTER,
 Commanding Party.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "NEWTON," detached from Her Majesty's Ship "Resolute," between 3d April and 13th June 1854, under the Command of Mr. F. J. Krabbé, Master.

COPY of ORDERS to F. J. KRABBÉ, Esq., Master on board Her Majesty's Steam Tender "Intrepid."

Taking command of Her Majesty's Sledge "Newton," manned with seven men, and provisioned for twelve days, you will leave this ship on the 1st April next (weather permitting), and proceed in company with Lieutenant Mecham so long as he requires your services, placing for him a depôt in the position he requires it, and proceed to the depôt in the "Bay of Mercy."

In the cairn left there you will deposit the record which you will receive from me, as well as one of your own describing the position you find "Investigator" in, the state of the depôt, and any information that might be useful to a party visiting the bay.

From the "Investigator" you will bring back the articles of medical stores mentioned in the accompanying list.

You will be most careful that those of your crew entering that ship are never out of *your* sight—that her hatches are closed as before, and that everything is left undisturbed; but should "Investigator" be found in such a position that the provisions on board her would be spoiled or destroyed, you will endeavour to place them, as well as the stores most useful to a retreating party, in safety on the shore.

The quantity of provisions you take away from any depôt is always to be recorded on the record you deposit.

Having performed this service, you will return to your ship (touching at Dealy Island) by the 10th of June.

The zeal and ability with which you have executed all duties committed to your charge, both in last voyage and whilst under my command, give me great pleasure in being able to place this important service under your guidance.

Given under my hand on board Her Majesty's Ship "Resolute," in Barrow's Straits, Cape Cockburn N.E. by N. 28', 27th March, 1854.

(Signed) HENRY KELLETT, Captain.

Scale of Victualling from Depôt.

| | | | | | | | | |
|-------------------|-------------------|---|---|---|---|---|--------------------|------------------------|
| Biscuit | - | - | - | - | - | - | 1 lb. | } Per man, per day. |
| Preserved meat | - | - | - | - | - | - | $\frac{3}{4}$ lb. | |
| Boiled bacon | - | - | - | - | - | - | $\frac{1}{2}$ lb. | |
| Rum, concentrated | - | - | - | - | - | - | $\frac{2}{3}$ gill | |
| Potatoes | - | - | - | - | - | - | 2 oz. | |
| Chocolate | - | - | - | - | - | - | 1 oz. | |
| Sugar for ditto | - | - | - | - | - | - | 1 oz. | |
| Tea | } Every other day | - | - | - | - | - | $\frac{1}{4}$ oz. | |
| Sugar | | - | - | - | - | - | - | $\frac{1}{2}$ oz. |

List of Crew.

Henry Giddy, B.M.
James Miles, leading stoker.
Richard Kitson, A.B.
John Drew, A.B.
Joseph Smithers, stoker.
William Walker, stoker.
Jeremiah Shaw, P.R.M.

Abstract of Weights on leaving.

Constant.* - 490 lbs.
12 days' provisions 282 lbs.
Depôt case and bags 16 lbs.

÷ 7) 788

= per man — 112 lbs.

MARGINAL REFERENCES.

- L. Time for lunch.
- M. Time on march.
- E. Time encamped, including packing, cooking, &c.
- M.G. Distance made good.
- D. Detention over the ordinary encamping time.

* The *detail* of the weights of articles of equipment were left behind by me, and not brought away when ship was abandoned.—F. G. K.

First Journey.

N.N.W. 1 b.m. —31°.

L. 0h. 15m.
 M. 8h. 0m.
 M.G. { N.W. 5'.
 { W.N.W. 7'.
 W.S.W. 3 c.m.
 E. 14h. 0m.

Monday, 3d April 1854.—A.M. At 7.45 left the ships, in company with sledge "Discovery," under Lieutenant Mecham, and proceeded northward amongst rough pressed-up young ice. Lieutenant Pim, with the first division of Beechey Island sledge crews, accompanied us out, and dragged the sledges until 10.15 A.M., thus putting our crews in fresh at the time. The floe was here a little better than near the ships. Though only 5' distant we lost sight of them, from a mist hanging round the horizon.

P.M. 3.30. Nisbett, of the "Discovery," was suffering much from weakness of the knee joints, and unable to walk; so at 4.0 we encamped. The weather has been cutting and cold, the wind being against us. Ice all of last year's formation, and much pressed up.

Second Journey.

S.W. 4-5 c.m.

L. 0h. 15m.
 M. 9h. 15m.
 M.G. { W.N.W. 7'.
 { N.W. by N. 7'.
 E. 15h. 0m.

Tuesday, 4th April 1854—A.M. 6.0. Proceeded. The ice was much as yesterday. From 10 till 2 P.M. it was very heavy and rough; and then, after leading us to the northward, became much as before.

P.M. 3.30. After a heavy day's work encamped, the weather having been very biting and severe throughout the day. Ice all of last year's formation, and much pressed up.

Third Journey.

W. by S. 4-5 b.c.q.m.

L. 0h. 15m.
 M. 9h. 15m.
 M.G. { W. by N. 13'.
 { N.W. 4'.
 W. by S. 3-4 b.q.
 E. 10h. 45m.

Wednesday, 5th April 1854.—A.M. 6.30. Proceeded. For the first two hours the same bad ground, and then suddenly came to smooth level floe, extending as far as could be seen westward and southward. 8. Saw Byam Martin to the northward.

P.M. 4. Encamped. The weather still cutting and cold, but able to go on well.

Fourth Journey.

W. by N. 3 b.q.m.

L. 0h. 15m.
 M. 10h. 30m.
 M.G. 20'. West.
 E. 13h. 30m.

Thursday, 6th April 1854.—A.M. 5.45. Proceeded. A number of fox tracks seen. 10.30. Cape Gillman north, 1½' or 2' distant. The hummocks extending from the land about a mile, and outside them everywhere fine level floe. The weather very thick and misty.

P.M. 4.30. Encamped. Walker, having felt his knee joint very weak, bandaged it.

Fifth Journey.

Calm, b.m.

L. 0h. 15m.
 M. 10h. 0m.
 M.G. W. ½ S. 17'.

E. 13h. 45m.

Friday, 7th April 1854.—A.M. 6. Proceeded.

P.M. 6.15. Encamped. Melville Island has been in sight, but rather indistinctly, since 10 A.M. The floe has been level, but deep snow on it, occasionally broken by a few hummocks.

Encampment { Point at which ship watered, N.N.W. ¼ W.
 { Southern extreme of Melville Island, W. ½ S. 5' or 6'.

Sixth Journey.

North, 1 b.m.
Calm, 0 "

L. 0h. 15m.
 M. 8h. 45m.
 M.G. 13'. at 1 to 23 off
 shore.
 Calm, b.m.
 E. 14h. 0m.

Saturday, 8th April 1854.—A.M. 6. Proceeded. 9.15. Point Griffith north 1½' or 2'. The hummocks appeared about a mile off shore, and probably most of them aground. At 11 came to old floe, much pressed up, extending as far as could be seen all day, with small level spaces of new ice between, and large hummocks in all directions. Saw a fresh bear track, and a fox about 30 yards off us, which coolly seated himself on a hummock at that distance as we passed.

P.M. 3. Kitson complaining of great pain in the chest and legs,—and he, Walker, and Joy being quite snow-blind,—encamped about ½' off shore, amongst the hummocks. Kitson has, apparently to me, rheumatism in his chest and legs. Treated him and Walker as per medical directions.

W.N.W. 4 c.m.
" 1 b.m.

N.W. 3-5 b.q.m.

D. 25h. 0m.

Sunday, 9th April 1854.—A.M. 5. Breakfasted. Kitson being still bad, and two or three of both crews suffering from snow-blindness, Lieutenant Mecham directed us to lie by to-day. Put four bottles of hot water on Kitson's chest, which appeared to give him a little relief. Read prayers to the crew.

P.M. Two hands went on shore to try to obtain some game, but saw nothing.

Seventh Journey.

N.W. 2 b.m.
 L. 0h. 15m.
 M. 10h. 15m.
 M.G. 18'.

Calm, o.b.

E. 13h. 15m.

Monday, 10th April 1854.—A.M. 6. Proceeded. Kitson very little better, but able to walk. Passing along the beach, and sometimes over the low points eastward of Point Ross, the "pack" being heavily pressed on the shore here: a little young ice amongst it.

P.M. 2.45. Passed Point Ross, and stood straight for Point Palmer. 4.30. Encamped.

Point Palmer, W. by N. Entrance of Beverley Inlet, N.W. by N.

Tuesday, 11th April 1854.—A.M. 5.45. Proceeded, steering for Point Palmer. Good smooth young floe; Skene Bay, however, apparently filled with pressed-up young ice. 10.45. Passed Point Palmer.

P.M. Passed along shore at half a mile off. Ice of a mixed description, and generally pressed on the shore as you advance westward. 3.30. Sighted Dealy Island and the cairn from the end of the low sandy spit close eastward of Bridport Inlet. 4.20. Being still about 3' off the house, encamped near Lieutenant Tom's Point. The house was here seen distinctly with the glass, and that and the cairn free of snow-drift. Lieutenant Mecham went on the hill and obtained our first—and, as it proved eventually, last—deer, being the only one seen at this time.

Wednesday, 12th April 1854.—A.M. 6.40. Proceeded, 8.10. Arrived at Dealy House, and encamped close outside it. The house was very free of drift, a little only having accumulated about the door end, and even leaving the trench almost clear. I visited the cairn, and found a little hanging to the southward of it; the board and cylinder on cask were clear, and everything in excellent order. The roof of the house had no snow on it.

We commenced with our own two pickaxes and shovels to dig away the embankment at the door, which was frozen as hard as a rock.

At the end of five hours' work, the three points of our pickaxes were broken, and door about three parts clear. We then tried to haul down the spar, and carried it away short off, having at the commencement carried away both drag-ropes of our sledges in the same attempt. We then took the door off its hinges, and entered. Everything was in excellent order, and scarcely a particle of frost or drift in it.

We at once commenced provisioning, Lieutenant Mecham completing his sledge to 26 days, and myself to 22, with a depôt of 11 days for him, according to scale given.

On opening the left-hand bread tank, which had to be done by lighting a fire on the lid to thaw the edges, we found a small portion of the biscuit at that part about the spindle of the waste-valve to be wet and decayed, having spread along the top of the tank a little also; otherwise the bread was all good. All bad that was seen was at once removed, and the lid replaced with grease.

On going to rum (No. 41) in the ground tier, we found an open spile-hole in top, and two in the head, which were "weeping;" it was apparently a quarter empty. After we had finished, the spile-holes were well secured.

At 6.30. we were all completed, and the house door was again put on its hinges, leaving two pickaxes, a shovel, hammer, and chisel outside the door. The turf, which was like adamant, was piled against it, and we retired to our suppers, quite ready for a sleep.

A.M. The wind too heavy to proceed at the usual time. 10.30. Proceeded from off the Island towards Cape Bounty. Wind still puffy, but more moderate.

P.M.—4.40. Encamped.

Friday, 14th April 1854.—A.M. 6.30. Proceeded. Fine level floe all through the bay. Wind very cold and severe.

P.M. 12.30. Lunched at the Islands. 5. Encamped 1½' westward off Cape Bounty; 1' off shore.

Saturday, 15th April 1854.—A.M. 6.50. Proceeded S.W. b. W. Mecham and I went on shore and found recent traces of musk oxen, and saw the cart tracks of autumn 1852, but saw no game of any kind.

P.M. 3. Saw five musk oxen S.W.-ward of Winter Harbour. 5.30. Encamped 3' S.E. b. S. of Fife Harbour depôt.

Sunday, 16th April 1854.—A.M. 6. Proceeded under sail. 9. Lieutenant Mecham went in to examine Winter Harbour. 9.30. Came to heavy pressed-up old ice, and passed through it to the beach, which we struck just northward of Point Hearne at 11. Crossed the spit at 1' from its extremity. P.M. Lunched on the spit. 1. Mecham returned. 2. Got off the beach; ice very heavy and old, and much pressed on the shore here. Kept 1½' to 2' off shore.

III.

4 X

Eighth Journey.

West, 1 m.
Vble. S.W. 2 m.

S.W. 2 m.

L. 0h. 15m.
M. 10h. 20m.
M.G. 18'.
E. 14h. 20m.

South 5-6 q.s.z.
M. 1h. 30m.
M.G. 3'.
At Dealy Island.

Abstract of weights on leaving this :—

| | |
|---------------------------------------|---------|
| | lbs. |
| "Constant" - - - | 490 |
| 22 days' provisions and fuel. } - - - | 520 |
| 11 days' depot - - - | 268 |
| Packages for do. - - - | 48 |
| | <hr/> |
| | 1,326 |
| Taken by Lieut. Mecham | 96 |
| | <hr/> |
| | 7)1,230 |
| | <hr/> |
| Per man - - - | 176 |
| | <hr/> |

(Dealy Island.)

South, 6 q.s.z.

E. 13h. 20m.
D. 13h. 0m.

Ninth Journey.

S.W. 3-6, q.s.z.
L. 0h. 15m.
M. 5h. 55m.
M.G. 6'.

S.W. 4-5 q.s.z. —7°.
E. 13h. 50m.

Tenth Journey.

W.N.W. 2 b.m.
" 4-6 b.q.z.
L. 0h. 15m.
M. 10h. 15m.
M.G. 11'.

West. 1 b.e.
E. 13h. 50m.

Eleventh Journey.

Calm, o.b.
E.S.E. 2.
L. 0h. 15m.
M. 10h. 25m.
M.G. 12½'.

S.S.W. 2 b.
E. 12h. 30m.

Twelfth Journey.
East S.E. 2 c.m.

S.E. 2 b.m.

- L. 0h. 15m.
M. 10h. 15m.
M.G. 12½'.
E. 13h. 20m.
- Thirteenth Journey.
E.N.E. 3-5, o.m.z.s.
- L. 0h. 20m.
M. 10h. 15m.
M.G. 15'. at 1½' off shore.
- E.N.E. 3 c.
E. 12h. 40m.
- Fourteenth Journey.
N.N.E. 4 b.s.
- L. 0h. 15m.
M. 9h. 25m.
M.G. 18'.
- E. 12h. 10m.
- Fifteenth Journey.
N.E. by E. 3-5 o.m.s.
- M. 5h. 0m.
M.G. S.W. ½ W. 9'.
N.E. 5-0 s.z.
D. 5h. 0m.
E. 13h. 0m.
- Sixteenth Journey.
E.N.E. 1-2 b.v. +10°.
- L. 0h. 20m.
M. 9h. 0m.
M.G. 11'.
E.N.E. 2 b.c. +20°.
- E. 12h. 10m.
- Seventeenth Journey.
E.N.E. 2 b.c. —4°.
- L. 0h. 15m.
M. 9h. 45m.
M.G. 9'.
E.N.E. 1 b. +10°.
E. 12h. 30m.
- Eighteenth Journey.
E. by S. 2 b.c., f., b.c.
- L. 0h. 15m.
M. 10h. 30m.
M.G. 8'.
East 2 b.m. +9.
- E. 11h. 45m.
- Nineteenth Journey.
Calm, 0 b.m. f.
- L. 0h. 15m.
M. 7h. 25m.
M.G. 6'.
Calm, 0 f. +9°.
D. 3h. 0m.
E. 12h. 20m.
- Twentieth Journey.
East, 1 b.m.
- L. 0h. 15m.
M. 10h. 15m.
M.G. 10'.
E.S.E. 2 m. +4.
- E. 12h. 30m.
- Three snowy owls seen, and the same oxen as yesterday, 3' inland.
4. 30. Encamped 4' S.W.-ward of Point Hearne.
- Monday, 17th April 1854.*—A.M. 5.50. Proceeded. Fine level floe, all new, but rather heavy from the late fall of snow. A range of hummocks from 1' to 2' off shore all day, passing just outside them. Steering S.W. b. S. until 10 and the S.W. Very difficult steering from the thick weather, having no object in sight ahead anywhere. The sledge under sail, but sail too thin to be of much value.
P.M. A little less wind. 4.30. Encamped 1½' off shore.
- Tuesday, 18th April 1854.*—A.M. 5.10. Proceeded under sail. 6.30. Shaped course S.W. across the Straits for Cape Russell.
Noon. A cliff 3' west of Cape Providence N.W. 5' or 6'. The sail yesterday being too thin (calico), I had the macintosh floor-cloth fitted this morning and used it successfully, thus returning to the sailing gear of 1851.
P.M. 2.50. Encamped. { W. extreme of land W. b. N. ½ N.
3' W. of Cape Providence N. b. W. 6'
- Encamped earlier than usual, wishing to bring ourselves into "night travelling" as soon as possible, snow-blindness being very prevalent with us all.
- Wednesday, 19th April 1854.*—A.M. 3. Proceeded through rough young ice, with occasional pieces of old floe. The weather of the last three days has been so very trying to the eyes that Meham, at 7. A.M., was quite blind and obliged to give in. At 8.30. being nearly as bad myself, and two or three of the crew the same, the ice being very rough and weather thick, encamped. Sledge under sail all day.
- Thursday, 20th April 1854.*—A.M. 3.30. Pressed-up old and young floes. Since, 6 ridges only of large hummocks between large old floes.
10 A.M. { West extreme of land, N.W. ¾ N.
Cape Hay (?) North.
A cliff 3' west of Cape Providence, N.N.E.
- P.M. 12.20. Encamped.
- Friday, 21st April 1854.*—A.M. 0.30. Proceeded; mostly good dragging over heavy large old floes, with deep snow; occasionally lanes and floes of young ice between, showing it to have broken up last year; the young ice mostly heavily pressed. 7. Lost sight of land.
10.30. Encamped.
- P.M. 11. Proceeded.
- Saturday, 22nd April 1854.*—A.M. Passing mostly amongst very old floes, the angular parts of the hummocks being entirely gone, and with the protuberances caused by the annual rising of the floe; being large glassy mounds from 2 to 10 feet high, having somewhat the appearance (on a gigantic scale) of the old "bull's-eye" as it formerly lay in decks, with the convex side upwards. Exclusive of these there were undulations in the floe level of 4 to 5 feet. 9.45. Encamped. The last hour the ice was very bad.
P.M. 9.30. Proceeded.
- Sunday, 23d April 1854.*—A.M. The first three hours very bad; heavy old ice with somewhat higher mounds than yesterday. Then three miles of level new floe, with a few ranges of hummocks between, but thick fog prevented a straight course being steered.
5.10. Encamped in consequence of the thick weather, being quite unable to steer amongst the various ranges of hummocks.
P.M. 8.30. Proceeded amongst very old ice, occasionally a short piece of new floe. The ice evidently of different years' formations, but some apparently very old, the glassy mounds being quite smooth and rounded, and from 11 to 12 feet high.
- Monday, 24th April 1854.*—A.M. Better ice, nearly all being new floe and fair travelling. Saw the land southward indistinctly. E. extreme of land seen S. b. W. ½ W.

P.M. 6h. { N. extreme of Banks Land W.N.W.
 Point taken for Point Parker, S.W. $\frac{1}{2}$ W. (Really Point Peel.)
 Point taken for Cape Russell, S. $\frac{1}{2}$ W. (Really Point Locke.)

7h. 50m. Proceeded. To-day, with one small exception, the ice was all new, and the first 7' very little pressure. Twenty-first Journey.
East, 2 b. c +9°.

Tuesday, 25th April 1854.—Steering southward for the easternmost point of the land seen. This land is in sloping undulations, rising to a height of 200 feet at 1' inland. It was still by us supposed to be the land between Cape Russell and Point Parker, and the real opening of the Straits was considered as a very low bay westward of the latter point, whilst it afterwards proved to be "Albert" instead of "Baring" Land, and that taken for Point Parker to be Point Peel.

I have no doubt this was caused by the difficulty, or I should rather say, impossibility of steering a proper course amongst bad ice in thick weather. Through having some little doubts that evening, we could not conceive we had made a mistake, as the chart gave the distance across from Point Peel to Point Russell to be 33 miles, and it certainly was not near so much, and as we could see a piece of Melville Island, N. 19° E. of us, when we encamped, it was considered that, in the manuscript chart we had, the cliffs had been continued too far eastward.

L. 0h. 15m.
M. 10h. 25m.
M.G. 18'.

6h. 10m. encamped 2' off shore. { N. extreme of Baring Land, N. 46 W. } Albert Land
 S. " " " S. 6 W. } really.
 A dark distant headland, S. 5 E.
 L. extreme of Eastern land seen, S. 40 E.
 E. " Melville Island, seen N. 19 E.
 Variation per Azimuth, 105° E.

E.S.E. 1 b. c.

E. 11h. 50m.
D. 4h. 30m.
Burying depôt, &c.

P.M.—After breakfast proceeded in to the land abreast, with both crews and one sledge, to land the depôt, placed it on the northern part of the round of a point or cape (Point Locke). We looked for the cairn said to be placed on Cape Russell, but of course did not find it.

10.30. Arrived at the tent from this duty, having parted with the "Discovery" on the beach. 11. Proceeded.

Wednesday, 26th April 1854.—A.M. Passing over smooth good ice, or snow, along the beach. All along, immediately outside us, was pressed-up ice of all ages, some floe pieces being very thick, whilst some had apparently been thrown there during the past season. Saw a bear's, fox's, and wolf's track, each following the other for about 6' or 7', the bear's being the oldest and the wolf's freshest. Saw two ptarmigan and a hare, with a fresh track of a young reindeer. This land has no indentations, but is a series of low points every mile or two, presenting a convex surface to the N.E.-ward.

L. 0h. 30m.
Twenty-second Journey.

M. 6h. 0m.
M.G. 10'. N.W.
Noon, N.E. 3-4 s.

5h. Encamped. Extreme of land S.E. and N.W. b. W.

E. 13h. 0m.

P.M. 6. Very heavy snow in soft flakes; and, being too thick to see properly, stopped for better weather. Having put our buffalo robe out to dry-to-day, it got covered with thick soft snow, which rendered it rather unpleasant for lying on.

Twenty-third Journey.
D. by weather. 5h. 20m.
N.E. by N. 6-8, q.s.
11h. E.S.E. 3-5, c.q.s.

At 11 more moderate and fairer wind.

11.20. Proceeded N.W. b. W. along the beach under sail.

Thursday, 27th April 1854.—3.30. Lunched at the west extremity of the point (Point Peel), the back land running east, and then steered S.W. and S.S.W. 2' round a small bay. Here we found several pieces of driftwood, a specimen of which I have brought, as I thought a query might arise as to whether this wood had drifted in with the Polar pack from N.W.-ward, or come up Prince of Wales Strait from the American continent. Seeing this wood almost confirmed me in the idea that we had been mistaken in our land-fall, and were really on Point Peel, but the weather was so thick that I could only see 1' or 2' at a time, and after going 2' past this bay, and then finding the coast still run W.S.W., I encamped at 6.0.

N.E. 5-3, z.

L. 0h. 15m.
M. 6h. 45m.
M.G. 2'. viz.—
W.N.W. 5'.
West. 3'.
S.W. 2'.
W.S.W. 3'.

The hills here are steeper than at Point Peel, and go up in terraces from the beach to about the same height of 100 or 200 feet. Two hares and a fox seen to-day. The former of these evidently live under the large hummocks on the beach, their forms being found there in abundance, and come to the beach to feed.

E. 12h. 30m.

- D. 24h. 0m.
N.E. to North.
5-7, q.s.z.m.
- P.M. 6. Breakfasted; N.E. 6 q.s.z. Midnight, North, 5-7 q.s.m.
Friday, 28th April 1854.—Weather still too thick to see more than a mile, with heavy squalls and drift. Placed the crew on two-thirds provisions, being now reduced to seven days.
10h. Supper. Weather clearing and gale abating.
- Twenty-fourth Journey.
N.E. 1 h.c. + 19°.
- P.M. Weather cleared up. Saw land about Cape Russell, N.W. 5.30. Proceeded, steering N.W. b. N. 11. Left the sledge and walked due west $2\frac{1}{2}'$, when I was on Cape Russell with the following bearings from a low flat point:
North extreme of land (a sloping low point) N. b. E. $\frac{1}{2}$ E. $1\frac{1}{2}'$
South „ (boulder) S.W.
Eastern land indistinct.
- At this point I could find no cairn, neither could I on Point Peel. I have subsequently learned Captain Collinson had taken the records from them, and probably destroyed the cairns. I walked to the point $1\frac{1}{2}'$ northward, the beach being low, and rounded between the points of higher land. This land much resembles that of Point Peel, being about the same height, &c. Proceeded with sledge along the beach N.N.W. $3'$, it having been brought previously N.W. b. N. $14'$ to this point.
Saturday, 29th April 1854.—A.M. 2.45. Encamped on the beach.
- L. 0h. 15m.
M. 9h. 0m.
M.G. 17', viz.,—
N.W. to N. $14'$.
N.N.W. $3'$.
- P.M. 6.15. Proceeded. The N. extreme of land to eastward. N.N.E. (compass) = S.E. $\frac{1}{2}$ E. Steering S.W. $\frac{1}{2}$ S., or N.W. b. N. (true) along the beach, direct for N. extreme of cliffs just in sight. 10.30. Commenced crossing the low land of Point Parker, which extends out about $2'$ from the higher land. The hills within now lose their gentle slopes, and become somewhat abrupt, turning suddenly to the S.W.-ward, and following round the little bay westward of Point Parker, and about $4'$ from that point the cliffs begin exactly at the beach. They are here perhaps 300 to 400 feet high, and gradually increase as you go westward.
- N.N.W. 1 b. - $1\frac{1}{2}$.
E. 15h. 30m.
- Twenty-fifth Journey.
N. W. 3 h.c.
- Sunday, 30th April 1854.*—A.M. 0.30. After lunch proceeded off the land, and along the cliffs at $3'$ distant, on a beautiful new level floe. About $1'$ of this floe was pressed up heavily on the shore along the cliffs for a few miles. The rest of the floe was all good. The edges of the cliffs are straight, surmounted by hills of different forms. Saw a bear, but on his recognizing us, he started off at full speed, leaving a toe-nail behind, as a memorial of his fright.
3.30. Encamped.
- Midnight, calm, b.c.
- L. 0h. 15m.
M. 9h. 0m.
M.G. 18m.
- E. 15h. 40m.
- Twenty-sixth Journey.
Calm, o.b.c.
- P.M. 7.10. Proceeded, keeping $2'$ to $3'$ off shore, along Banks Land, on a beautiful new floe; no pressure on the beach, except the old grounded hummocks, and none in any direction for $4'$ off shore. 11. Occasionally we crossed a small range of new hummocks, and a heavy looking range seaward.
- L. 0h. 15m.
M. 8h. 35m.
M.G. 15'.
- Monday, 1st May 1854.*—A.M. 4. Encamped $2'$ off shore.
N. extreme of Western Land, N.W. b. N.
A slight turn forming a point, N.W. $\frac{1}{2}$ W.
S.E. extreme of the cliffs, S.S.E.
- These cliffs appear with quite straight edges at this part, intersected at $\frac{1}{2}$ or $\frac{3}{4}$ of a mile with a deep bold ravine, much like those of Melville Island. They appear in longitudinal steeps, branching off as they approach the beach, and have a beautifully regular appearance.
- S.S.W. 1 c.m.
Noon N.N.W. b.q.s.
E. 14h. 30m.
- Twenty-seventh Journey.
N.N.W. 4-6, q.o.z.
- P.M. Proceeded, passing over new ice as yesterday, at $1'$ to $2'$ off shore.
- L. 0h. 15m.
M. 9h. 15m.
M.G. 16'.
- Tuesday, 2d May 1854.*—A.M. 1.30. Came to "pack," apparently of various ages, cemented together by young ice. Found a good passage inside it, however, at 1 or 2 cables' lengths off the beach. A heavy ridge of old discoloured hummocks on the beach, which is in some places only a few feet wide. 4. Encamped $\frac{1}{3}'$ off shore, just at the turn of the cliffs.
- N.W. 3-5, q.s.
E. 14h. 0m.
D. 24h. 0m.
- P.M. 6. Violent squalls off the land, and, although on short commons in the provision way, we were unable to proceed against the heavy drift and snow; breakfasted.
- N.N.W. 7, z.q.s.
„ 5-8, o.q.m.
- N.W. 5-7, q.z.
- Wednesday, 3d May.*—A.M. 1. Lunched from a bit of biscuit, being unable to afford bacon. 7. Supper.
- N.W. 3-6 q.z. Noon.

P.M. 6. Proceeded amongst heavy pack ice of all descriptions, offering a few indifferent leads, but more frequently taking the hummocks as they came. Twenty-eighth Journey.
W.N.W. 6 b.m.z.

During the last march, on approaching near the cliffs, I had noticed the whole floe strewed with leaves of the dwarf-willow, &c., and small thin scales of apparently *coal*. So this morning I entered a ravine, and immediately found in its bottom, as at Melville Island, abundance of pieces of it from 18 to 6 inches square, but somewhat thin; a good deal water-washed, but still some good pieces amongst it. As a general rule, it appeared to me to be much more finely laminated than that of Melville Island. It could be separated by the hand frequently from $\frac{1}{18}$ to $\frac{1}{8}$ of an inch in thickness, and the pieces I saw seldom exceeded two inches in thickness. It burns well, however, and in the tent I could easily set a piece on fire, when in my hand, with a lucifer match, before it had finished burning. Coal found.

Hitherto we had been a little off the cliffs, but now, being close under, we could see their structure more plainly, and a grander range of cliffs I never remember having seen. The cliffs.

This was the highest part, and they rise here to an elevation of at least 700 feet; they incline backwards as they ascend to an angle of 15° from the perpendicular, leaving like turrets seven or eight rows of square towers, or blocks of sandstone harder than the rest, many of which are 20 to 30 feet in height, all placed so regularly at intervals from each other horizontally of 30 or 40 yards, and so perfectly level, that they seem more like the ruins of old fortresses, than placed there by the hand of nature. The intervals between these towers is filled up by *debris* and streaks of snow, all lying with wonderful regularity. They are entirely composed of sandstone of different shades, and the strata eastward of this point dip at an \angle of 5° or 6° to the S.E., whilst W.-ward they dip in the same proportion to the N.W.

I afterwards had the opportunity of comparing the cliffs of Melville Island in the neighbourhood of Cape Dundas with them, but found them not nearly equal in regularity, height, or beauty to these. I have brought specimens of the coal, and also of two different shades of the sandstone of which the cliffs are entirely composed, and which the coal was found among.

Thursday, 4th May 1854.—The land now began to trend away more westerly, but there were no indentations, merely a succession of points right up to Cape Hamilton. West, 6 z

4.10. Encamped 5' westward of Cape Hamilton, 2' off shore. The *cliffs* now were much lower, leaving the hills on their summit at about the same height, but receding further backwards from each cliff as we advanced westward. L. 0h. 15m.
M. 9h. 55m.
M. G. 8'.
W.N.W. 6-7, b.q.z.

| | | |
|--|-------------|--------------|
| West extreme of cliffs W. $\frac{1}{2}$ N., 3' or 4' } | } Encamped. | |
| East " S. E. b. E. $\frac{1}{2}$ E. | | E. 14h. 50m. |
| Cape Hamilton, X. ⁿ , W. b. N. | | |

7. Proceeded, and at 9.20 found ourselves abreast Cape Hamilton, and close into it. The Cape is about 600 feet high, in abrupt terraces, terminating in a small patch of cliff about 100 feet high at its base, and which is the most western piece of cliff. No cairn was seen here, or in any place we have yet visited. All young ice around this place, sometimes much pressed and broken, and sometimes a level patch of a mile in extent. Twenty-ninth Journey.
North, 4 c.m.

Saw four musk oxen, 3' westward of the Cape, and went in to get one if we could, but though they allowed the man whom I took with me as a foil to approach within 50 yards, I could not get near them with my gun; such is the fault of having only one gun at a sledge. Found great quantities of coal here also. I searched for veins of this in each place I have visited, but never saw any.

Friday, 5th May 1854.—A.M. Passing through a mixed "pack" of all ages, until the last 4'; when we had nothing but young ice, with good level leads among the ridges. Old pack showing to the northward. 4.45. Encamped. L. 0h. 20m.
M. 9h. 25m.
M.G. 12'.

| | | |
|--------------------------------------|-------------|---------------|
| Cape Hamilton, E. $\frac{1}{4}$ N. } | } Encamped. | |
| Point Back, S.W. 2'. | | N.N.E. 3 c.m. |
| " Providence, W. $\frac{1}{4}$ N. } | | E. 12h. 15m. |

Journal of Mr. Krabbé.

Thirtieth Journey.

N.N.E. 3 b.e.

M. 5h. 30m.

M.G. 11.

Arrived at ship.

(5th and 6th May.)
"Investigator."

State of holds.

At "Investigator."

Vble. 3 c.m. zero.

First day's work.

S.S.E. 3 s. + 4°.

The ship seen from Point Back, and a cask on the point, by one of the crew.

P.M. 5. Proceeded. At first on young floe, and then on a heavy old one, or "grey-back," as our men termed them. The outer edge of it running from Point Providence to Point Back.

10.30. Arrived at the ship. The inner edge of the old floe was here within $\frac{1}{3}$ ', leaving smooth floe about the ship and beach, but still sufficiently glassy and "mound-like" to indicate it as of more than one season.

The "grey-back" was about 4' across here, and eastward of it, it left the same description of ice as about the ship, extending to the land and right up to Point Back. I could see no new ice anywhere.

The stacked spars on the beach I could see plainly with my naked eye at 4' or 5', but the cairn not until I was within a mile of it. The ensign and pendant were still flying, but in a wretched condition; a few remnants of the former remained on the head, whilst some 18 inches only of the latter was left, and that level with the top-gallant-mast head, the remains of it being around the mizen mast. There was a large accumulation of drift on the starboard or northern side, and we were able to walk in over her gunwale, in the waist. On the port side there was none, and sludgy ice only showing. Under the pinnace there was none, but a long ridge, as high as the gunwale, lay fore-and-aft in each waist; I saw no traces of animals about, except a solitary fox track on deck.

We soon opened the fore-hatchway, and on going below, I found everything in good shipshape order, and very little frost accumulated on the lower deck, except at the hatchways. The orlop deck overhead had a great deal, however; and on going to the store-rooms and holds, I soon found that the ship had leaked so much during the preceding summer, that she was full of solid ice to the level of the orlop deck forward, the tops of tanks in main hold, and to within 10 inches of the orlop beams abaft.

This at once decided me on clearing her of all useful stores, as per orders from Captain Kellett.

As our own kettles wanted repair, and tent furniture drying, I concluded I had better bring my crew in board; so allotting them a mess forward, and taking the captain's cabin for myself, we soon had fires in this place and the galley, with coal from the shore, that in the ship being frozen in.

Previously to bringing the men in board I had cautioned them respecting stores, &c., whilst on board, and strictly forbade any one entering a cabin unless in my presence, an order which I have every reason to believe was strictly adhered to.

The self-registering thermometer in cabin gave from zero to +55°, but not being graduated below zero, of course the register was not much use. It was reset.

In the lockers of the cabin I found *ale* in bottles frozen and broken; *stout* frozen, but not burst; *sherry* a thick sludge and very sour; and *port* somewhat thick, but not frozen.

We tried after our supper to warm up some of the malt, but it proved quite undrinkable, even to sailors two years out from the land of beer. I gave them some sherry, however, but it was not much relished.

Saturday, 6th May 1854.—A.M. Having spread our gear to dry, overhauled holds, &c., at 2.0 we had our supper, and retired for the day, the men making use of the hammocks and bedding found stowed on lower deck; for which most of them paid pretty dearly, however, if I might judge from their crying out with the *cramp* during the day; no doubt from dampness of the bedding.

I gave the crew their back provisions we were short of in coming in to the ship.

P.M. Although calling it a day's work, we still continued the system of working at night and sleeping by day, that we might when we had finished be ready for travelling.

3.30. Commenced work; preparing tackle and opening holds preparatory to clearing them, and after breakfast, cleared after-hold of all provisions. The blacksmith repairing our travelling kettles.

Sunday, 7th May 1854.—A.M. Landed the provisions got up to-day, and placed them by themselves, about 15 feet inland of those landed by "Inves-

tigator's" crew, all of which are visible above the snow, being in a very good spot; brought on board some empty casks for putting biscuit in.

I took some angles to ascertain distance of the ship, &c. and visited the cairn, where I found the cylinders duly secured to the staff, and cairn in good order; and evidently no one had been there since the ship was abandoned.

| | | | |
|--|---|--------------|-------|
| | | S.E. | 2' 0" |
| Angle elevation of main-truck above starboard gunwale, | } | 4° 31' 30" | |
| from the nearest point of the beach abreast - - - | | | |
| Ditto ditto from cairn - - - | | 1° 24' 30" | |
| Height of truck to gunwale - - - - | | 100ft. 6in. | |
| Gives cairn to ship S. 12° E. - - - - | | 1,400 yards. | |
| — near point of beach to ship - - - - | | 426 " | |

The ship's head was N. 30° W. (true); she was heeling about 10° to starboard, and a little by the head.

Under the stacked spars I found the stores, &c. stowed, and close to them, by themselves, the casks of rum, brandy and wine; these were much covered with drift (which prevented getting sufficient empty casks from under the platform without destroying it); the boats were showing clear, and their covers undamaged.

A few fox tracks were the only signs of animals having been there at all.

On going to the spirit-room to get some spirits, I scuttled a working cask (it being frozen in, and unable to get at bung), and on pumping it out, found it to contain almost 3 gallons of port wine, not at all frozen, and being pretty good, I issued it to the crew in lieu of spirits. A cask partly full of lime juice in the after-hold was not frozen.

I sorted out thermometers to-day, and overhauled for journals, for bringing back to the ship. Lieutenant Haswell's was the only one I could find.

4. Supper.

P.M. 4. Landed a sledge load of casks, and then cleared slop-room of all slops, landing all *whole* bales, and leaving ullages in warrant officers' mess place. Then cleared port preserved-meat room of 1290lbs. of preserved meat, being all we could get clear of the ice; the starboard room was full of ice, and in them both, according to the accounts, there must be 3,300lbs. left frozen in. All wine and spirits, and a cwt. tin of potatoes are in same condition in the spirit room.

Monday, 8th May 1854.—A.M. Landed 1,550lbs. of meat. On opening a case of the doctor's in the main hold, to get four gallons of spirits of wine said to be there, the jar was found secured properly and upright, but *empty*. Packing biscuit in casks ready for landing. I was personally employed nearly all day in packing the medicines as per list sent, all of which were brought, except one small powder which I could not find. The thermometers I packed with them, and all weighed 50lbs. 3.30. Supper.

4.30. P.M. Landed a load of biscuit and slops; then employed packing biscuit in available empty casks. Two hands making a sail and repairing tent. Myself collecting a few botanical and zoological specimens from the cases in bread-room, but could not find the *stoats*. After dinner landed a load of biscuit, being in all 1,232lbs. in 12 casks; being all that could be obtained empty.

Tuesday, 9th May 1854.—A.M. Landed the remaining housings, a main course, and a royal; placing them on the casks, meats, and slops, and lashing a tarpaulin over all. Opened the rum on the beach, and took 6 gallons from it; and a case of potatoes, and took out 20lbs.; this was a good deal caked from wet. I took the case on board, and had it re-soldered before replacing it. 4. Supper.

P. M. 4. Cleared bread-room of all bread, and stowed 18½ bags in the library. Employed clearing up everything under hatches, packing 16 days' provisions for sledge, making a sail for ditto, and cutting a hole under the stern for soundings.

7.20. Sounded in 11 fathoms. I therefore presumed the ship had dragged a little S.E.-ward, as the cable was hanging slack under bow, and thence could not be seen under the ice. Ship was in nine fathoms previously, I believe.

Journal of Mr. Krabbe.

At "Investigator."
First day's work.

South. 2 o.s.

Second day's work
South. 1 s.

South 2. o.s.

Calm, b.e.z. + 70.

"Investigator."
Third day's work.
South. 1 s.

Calm, b.c.

Fourth day's work.
N.N.W. 2 b.c. + 10°.

Journal of Mr. Krabbé.

Wednesday, 10th May, 1854.—A.M. Deposited record from Captain Kellett and from myself (a copy of which has been transmitted), in a gutta-percha and tin cylinder, and secured it to the staff on the cairn. Put a board on the skids over the capstan, stating the time of the visit.

West. 1 b.c.

4.30. Supper. Gave the men (7 in number) three yards of duck each.

Fifth day's work.

P.M. Employed preparing for travelling, and cleaning lower deck, captain's cabin, and ship generally.

N.E. 2 b.c. + 12°.

Thursday, 11th May 1854.—A.M. Employed repairing personal clothing of the crew. 4. Packed the sledge, limiting each man's knapsack to an extra 5lbs. weight.

Abstract of Weights on leaving.

| | | | | |
|---|---|---|---------|---------|
| Constant weights as at first | - | - | - | 490lbs. |
| A gun and gear, shot, &c. | - | - | - | 12 " |
| 16 days' provisions and fuel, with packages | - | - | - | 402 " |
| Medicines, &c. in cases | - | - | - | 50 " |
| Specimens, journals, books, &c. | - | - | - | 56 " |
| 5lbs. per man extra in knapsacks | - | - | - | 40 " |
| | | | | 7)1,050 |
| | | | per man | 150lbs. |

Thirty-first Journey.

N.E. 1 b.c.

P.M. 5.0. Breakfasted; then inspected the ship and saw fires and lights out, and ship clean and stowed as before. Saw the hatches in precisely the same manner.

5.40. Proceeded out of the bay. Crossed in the first two hours the heavy old floe, and got on good ice on eastern side of the bay, which led us right up to Point Back, where we met the first young ice.

Midnight. Lunched at Point Back, and saw the cask deposited with record by the "Investigator." It was full, lying on its bilge and firmly frozen to the ground. I have since learned it had been placed on its head, filled with stones, and stones heaped round it; so no doubt it had been removed by a bear or other animal.

Friday, 12th May 1854.—A.M. Proceeded close along the beach, and latterly on it. I had an opportunity this morning of seeing two specimens of the *Polar floe*, thrown up on the beach close to each other. I took fair time in estimating them (being of course unable to measure), and am certain they were from 22 to 24 feet at least in thickness. One piece had one of those glassy mounds (mentioned in crossing the pack before) on it, of 10 feet in height; if they bear a constant proportion to the thickness of the floe, much that we crossed on 24th and 25th April must have been much thicker. 3. Encamped 4½' eastward of Point Back. I wandered about the land this afternoon, but saw no game.

L. 0h. 15m.

M. 9h. 5m.

M.G. 13'.

Vble. 1 b.c.m. - 6°.

E. 14h. 30m.

Thirty-second Journey.

Calm, o.b. + 28°.

P.M. 5.30. Struck off from the beach, and proceeded along shore amongst young ice and heavy pack. I went on the hills myself, and saw numerous tracks of ptarmigan.

Saturday, 13th May 1854.—A.M. I saw ten of these birds to-day, and shot seven of them. 1.20. Stopped and encamped close to Cape Hamilton, and took the party with me on to the first *terrace*, at the extreme of the cape, and commenced building a cairn. I sent one hand on to the summit to see for the cairn said to be placed here by a party from the "Investigator," as also to look for game. No cairn could be seen anywhere, but three deer were, although they were very shy.

L. 0h. 15m.

M. 7h. 35m.

D. Building } 3h.0m.

Cairn - - }

M.G. 7'.

Calm. C, + 7°.

E. 13h. 40m.

Thirty-third Journey.

E.N.E. 2 b.c. + 6°.

P.M. 6. Proceeded. First 3' good young ice, rather crushed; after that very heavy pack; steering E. b. N. ¼ N.

Sunday, 14th May 1854.—After very laborious dragging, at 3.45 encamped. Saw the cairn distinctly with the glass; it was seen with the naked eye at 4'.

L. 0h. 15m.

M. 9h. 30m.

M.G. 10'.

E. 14h. 45m.

Cape Hamilton W. b. S. $\frac{1}{4}$ S. Extreme of cliffs S.E. $\frac{1}{2}$ S. Greatest turn in the direction of cliffs S. b. E. $\frac{1}{2}$ E. Journal of Mr. Krabbé.

6.30. Proceeded E. b. N. $\frac{1}{4}$ N., as well as the pack would allow me to steer. Very heavy old pack until midnight, and then mostly young ice much pressed, with a few old floes intermixed. Thirty-fourth Journey.
E.N.E. 2 b.c. + 2°.

Monday, 15th May 1854.—A.M. 1. Saw the high land of Cape Smyth N. b. E. 4.25. Encamped.

Cape Hamilton, W. b. S.
Principal point of cliffs, S.W.
East extreme of ditto, S. b. E. } Encampment

L. 0h. 15m.
M. 9h. 40m.
M. G. 8'.

E.S.E. 2 c.m. — 2°.
E. 13h. 35m.

P.M. 6. Proceeded. Very heavy old pack until 10 P.M. the mounds on it being 12 or 14 feet high. From 10 till 2 A.M. mostly young ice, not much pressed, but deep snow on it, rendering dragging somewhat heavy. All old afterwards. Thirty-fifth Journey.
E.S.E. 1 b.m. + 4.

Tuesday, 16th May 1854. — Melville Island cliffs in sight. Nine ptarmigan seen flying northward, in two coveys. 2.30. High part of Cape Smyth N. $\frac{1}{2}$ E. 3.45. Encamped. Bearings unable to be taken, from clouds hanging over the land.

L. 0h. 15m.
M. 9h. 30m.
M.G. { E.N.E. 5'.
 { East 4'.
E.N.E. 1 b.m. — 4°.
E. 14h. 25m.

P.M. Found our sledge to have two poppets gone in the mortice joints, probably during yesterday's heavy work, having had to cross full nine and ten feet passes amongst the monster hummocks. Thirty-sixth Journey.
East, 2 b.c.

We lashed the heads afresh, and at 6.10 proceeded.

9 P.M. { Cape James Ross, N.W. b. N. = N. $6\frac{1}{2}$ points E.
 { „ extreme, N.W. $\frac{1}{2}$ W. = N. 5 „ E.
 { High part of Cape Smyth, W.S. $\frac{1}{4}$ S. = N. $\frac{1}{4}$ E.
 { „ „ S.S.W. $\frac{1}{2}$ W. N.W.
 { giving $9\frac{1}{2}$ points variation.

L. 0h. 15m.
M. 9h. 50m.
M.G. 10m.

Most of the ice one or two years old, in large floes, with deep snow on them; but the best travelling since leaving Cape Hamilton.

Wednesday, 17th May 1854.—A.M. The same ice as before. 4.15. Encamped. Steering E.N.E. since 9 P.M., when last bearings were taken. E.S.E. 2 o.m. + 13°.
E. 15h. 0m.

P.M. 7.15. Proceeded. 10.30. High part of Cape Smyth under \odot N. 23° W. Thirty-seventh Journey.
E. by S. 2 b.c.

Thursday, 18th May 1854.—A.M. Until lunch at 2.15, all level one or two years old floes, with deep snow; a few ranges of hummocks at each floe edge, but found less pressure here than in any other part of the straits. Banks Land in sight all day from the level floe. 5.25. Encamped.

L. 0h. 15m.
M. 9h. 55m.
M.G. 10'.

6.30. \odot Over R. extreme of Melville Island, E. $\frac{1}{4}$ S.
L. extreme of „ „ N.N.E. East, 1 b.c. + 3°.
E. 12h. 35m.

P.M. 6.0. Proceeded. Steering E.N.E. for nearest part of the land. All young ice to-day, for the most crushed up, much as that about our ships. Thirty-eighth Journey.
E.N.E. 1 b.c.

Friday, 19th May 1854.—A.M. Found the work amongst the young broken ice very tiresome and unpleasant, giving very uneven and no ways sure footing; sometimes the men when going steadily on, sinking suddenly to the middle, with an occasional "barking of the shin" against some sharp piece below. Saw seven ptarmigan flying into the land.

L. 0h. 15m.
M. 10h. 0m.
M.G. { E.N.E. 7½'.
 { East, 2'.

Calm, b.c. + 3°.

4.15. Encamped 3' off shore. { R. extreme of land, S.E. b. E. $\frac{1}{2}$ E.
 { C. Dundas (W. point), E. S. E.
 { C. J. Ross (L. extreme), N. b. W. $\frac{1}{2}$ W.

Visited by a fox, which inspected our cooking apparatus, but got his leg broken for his trouble. E. 13h. 45m.

P.M. 6. Proceeded. Steering for south extreme of the land, not seeing any in-shore lead. Thirty-ninth Journey.
E.N.E. 1 b.

10. After passing over some very rough young ice, found a lead inshore of beautiful level floe of last year's formation, with little snow on it, and kept it until 1 A.M.

Saturday, 20th May 1854.—A.M. 1. Obligated to take the sledge inside on the beach, at that part which last night's and to-day's bearings give as Cape Dundas. In the offing and right in to the grounded hummocks, the ice was all very heavily pressed, but entirely of last year's formation. At first we went tolerably along the beach inside the high ridge of grounded

Journal of Mr. Krabbé.

L. Oh. 15m.
M. 9h. 0m.
M.G. 14'.E.N.E. 3 c.s. + 12°.
E. 14h. 15m.

Fortieth Journey.

E.N.E. 2 b.v.

E.N.E. z. c.

L. Oh. 15m.
M. 9h. 0m.
M.G. 21'.

E.N.E. 3 o.s. + 12°.

E. 14h. 15m.

Forty-first Journey.

E.N.E. 2 o.s. + 20°.

L. Oh. 15m.
M. 9h. 30m.
M. G. { E.N.E. 14'.
N.E. by E. 4'.
E.N.E. 3 o. + 10°.
E. 14h. 15m.

Forty-second Journey.

N.E. 1 b.c. + 12°.

L. Oh. 15m.
M. 9h. 30m.
M.G. 15'.
East, 1 b.c. + 5°
E. 14h. 30m.

Forty-third Journey.

S.E. 3. o.g. + 10°
L. Oh. 15m.
M. 9h. 0m.
M.G. 15'.
E. 15'.

Forty-fourth Journey.

East, vble. 3-5, s.z.

hummocks, but after half an hour we came to a part where the steep debris of the cliffs and the high hummocks met each other at such an acute angle, that it *appeared* impossible to get along; to go out on the floe was quite impracticable, as the ridge of hummocks was very old, and quite 30 and 40 feet in height at this part. But by literally crawling on hands and knees to prevent slipping, whilst the sledge made a somewhat crab-like progress, we finally got out of our difficulties, and at 3 were on the floe again; after passing a little rough young ice, were once more on our good level floe.

3.45. Encamped $\frac{3}{4}$ ' off shore, with the extremes of land 3' apart, and bearing E. $\frac{1}{4}$ S., and N.W. b. W. $\frac{1}{4}$ W. I considered I was now $2\frac{1}{2}$ ' or 3' eastward of Cape Dundas, although which of these succession of points was the real cape it is difficult to say. That which I assumed was according to the bearings given in the Admiralty chart.

P.M. 6. Proceeded on beautiful level ice, with a little fan-like snow on it, just sufficient to prevent our slipping, but not to hinder dragging. This "fan-like appearance" being the first symptoms of the thaw I have seen on the floe, although on the shore water had been running down slightly, but had frozen again, at 2 A.M. this morning. I walked mostly on the beach yesterday and to-day, but saw nothing in the way of game.

At Cape Hay found the rough hummocks of the offing stretching in so as just to touch the cape, and, after barely allowing us room to pass along the tidal cracks for 100 or 200 yards, trended off S.-eastward, leaving a space 3' wide of clear smooth ice, at 2' or 3' eastward of Cape Hay, and thence it appeared to keep a width of 4' at least as far east as Cape Providence.

Sunday, 21st May 1854.—Saw a carcass of a ptarmigan lying on the floe, disembowelled and partially eaten by a burgomaster, and soon after saw two of the latter (glaucous gull).

A.M. 3.15. Encamped close to the beach 1' N.-eastward of Cape Providence. Our men never lessened their first pace to-day, but since lunch walked rather faster than before. This was partly owing to the beautiful hard floe, and perhaps partly owing to a stimulant in perspective, having for once promised to "splice the main brace" if they reach Cape Providence that night; a promise I duly fulfilled.

One hand went in to see for some game, and we had the pleasure an hour after of seeing him a quarter of a mile off, standing by a slaughtered musk ox, his only companions having escaped. These animals, as also those seen at Cape Hamilton, were all bulls. We at once removed the bones from the meat, and these furnished a good meal to two ravens during the day.

P.M. 5.45. Proceeded. Snow very soft and sludgy on the young ice; we were gradually thrown off the land as we proceeded northward by the hummocks which line the shore here, leaving clear unbroken floe in the offing.

Monday, 22d May 1854.—A.M. 3.30. Encamped. Saw our outward-bound tracks during the last hour.

3.30. { Cape Providence, S. $6\frac{1}{4}$ points W.
Northern extreme visible, N.E.

P.M. 5.45. Proceeded, skirting the edge of the young ice, which continued to the shore as yesterday, about 2' in width. Good floe in offing.

Tuesday, 23d May 1854.—A.M. 3.30. Encamped about $1\frac{1}{2}$ ' southward of Point Hearne (the point being too low to see it behind the hummocks).

Cape Bounty, N. 58° E. per ☉.

Ditto - - N. 73° W. per compass, gives $11\frac{3}{4}$ points variation.

P.M. 6. Proceeded N.E. by E. for Cape Bounty, in sight. Fine level new floe, pretty thickly covered with snow.

Wednesday, 24th May 1854.—A.M. 3.15. Encamped. Cape Bounty N.E. by E. 5'. "Spliced the main brace" in honour of Her Majesty's birthday

P.M. Heavy snow all day. 6.15. Proceeded. 8. Weather cleared up a little, and saw Cape Bounty. At 2' westward of Cape Bounty, when the

weather cleared to the eastward, I wished to recognise the eastern land, which I could not see with my naked eye, when, on making use of my glass, the first thing that fell in the field was Dealy Island cairn, looming very large, and from it I could just distinguish a trace of the land: this was at a distance of 17'.

Thursday, 25th May 1854.—A.M. 1. Lunched, 1' south of the southernmost island. 3.45. Encamped 4' eastward of the islands.

Cape Bounty, N. 7 points W. Dealy Cairn, N. 5½ points E.

P.M. 6. Proceeded straight for Dealy Island—all good floe.

Friday, 26th May 1854.—A.M. 0.30. Arrived at the house, and commenced digging away remainder of banking at the doorway. 3.30. Entered, and received the orders of Captain Kellett to "proceed to Beechey Island at once, the ships having been already abandoned;" relative to the scale of provisions, &c., together with news from the squadron, letters from England, &c. Lieutenant Hamilton had left, we found, on the 21st May; but tent had been pitched whilst we were clearing down the embankment, so we went at once to our supper, and tried to sleep, although for some of us vainly I know, the amount of news being too much for the brain to digest at once. Whilst marching to-day we saw a bear coming towards us from the northward; we stopped, and remained lying on the sleigh, perfectly still. He came up very fast to our track, at about 500 yards astern, which, having scented very carefully, he darted off full speed in the opposite direction, for he evidently had seen mankind before.

P.M. 5.20. Commenced packing provisions for 12 days, as per reduced scale, viz., to ½ lb. of preserved meats and no spirits, with other articles the same; and, having one day left on sledge, this completed us to 13 days. 9. Closed the house, and lunched. 9.30. Proceeded for Beechey Island. Set the sail to a light air from W.S.W. Passed around the outer edge of the low point at eastern entrance, there not being sufficient snow on it to cross it.

Saturday, 27th May 1854.—A.M. 3.30. Encamped 5½' westward of Point Palmer. I passed over the land, and saw a wolf and nine ptarmigan, eight of which I obtained. William Walker went to get a few more after encamping, and on firing at the second bird burst his gun in numerous pieces, leaving a piece of the stock, about six inches big, only in his hand, the rest flying in all directions. By the greatest good luck he was totally unhurt. The gun was a private double-barrelled one, brought from the "Investigator" as a second sledge gun.

P.M. 6. Proceeded under sail, wind rather scant. 8.20. Passed Point Palmer. 9. Heavy snow, steering by the dog-sledge tracks.

Sunday, 28th May 1854.—A.M. 3.30. Encamped, a few miles east of Point Ross, close to beach. All level floe until 2 A.M., then traversing young pressed-up ice.

P.M. 6. Proceeded, following tracks of dog-sledge, and *groping* our way along the shore, crossing the low points and bays as they offered in the course. The first water seen on the land, at which the crew had a good drink.

Monday, 29th May 1854.—Very thick weather. 2. Lost the tracks of the dog-sledge; and, coming to some bad ice, and unable to see 100 yards, encamped.

P.M. 6.0. Proceeded over rather bad ice for a few miles. At 11 came to level floe, 4' or 5' westward of Point Griffiths.

Tuesday, 30th May 1854.—A.M. 0.30. Saw Lieutenant Mecham's party astern, coming out from the hummocks. 12.45. Lunched. 1. Communicated with Mr. Mecham, the sledge going on. 4.15. Encamped, both sledges in company.

Indistinct. { Right extreme of Byam Martin, E. by N.
Right extreme of Melville Island, N. by W.
Left extreme of Melville Island, W. by S.

P.M. Proceeded in company. Level floe, but soft snow on it; occasionally a range of new hummocks.

Journal of Mr. Krabbé.

L. 0h. 15m.
M. 9h. 15m.
M.G. 12'.

N.E., 3-4, e.g.v. + 7°

E. 14h. 15m.

Forty-fifth Journey.

N.N.W., 3 c.g., + 15°

L. 0h. 15m.
M. 6h. 15m.
M.G. 9'.

N.N.W. 4 b.c.g. + 15°.

Dealy Island.

E. 14h. 0m.
D. 7h. 0m.

Forty-sixth Journey.

W.S.W. 1 e.

M. 6h. 0m.
M.G. 9m.

Calm c. + 12°.
E. 14h. 30'.

Forty-seventh Journey.

S.S.W. 4 c. + 25°.
L. 0h. 15m.
M. 9h. 15m.
M.G. 16'.

W.S.W. 2 b.c. + 27°.
E. 14h. 30m.

Forty-eighth Journey.

S.E. 5 o.m.s.
L. 0h. 15m.
M. 7h. 45m.
M.G. 11'.

East to S.E. 2 f. + 25°.

E. 14h. 0m.

D. 2h. 0m.

Forty-ninth Journey.

S.E. 3 o.m.
L. 0h. 15m.
M. 10h. 0m.
M.G. 17½m.

S.S.E.—E.S.E. 3 o.g.m.

E. 13h. 45m.

Fiftieth Journey.

S.E. 5 o.m.s.
" " o.m.

- L. 0h. 20m.
M. 10h. 25m.
M.G. 18½'.
S.E. 5 o.m.s.
E. 12h. 45m.
- Fifty-first Journey.
South, 3 o.d.
- L. 0h. 20m.
M. 10h. 25m.
M.G. E. ¼ N. 20'.
S. by W. 2 d. + 48°. E. 13h. 0m.
- Fifty-second Journey.
S.S.W. 3 c.m. + 41°. d.
L. 0h. 20m.
M. 9h. 15m.
M.G. E.N.E. 15'.
S.S.W. 3 o.m.d. + 37°. E. 14h. 40m.
- Fifty-third Journey.
N.N.W. 3 c.
- L. 0h. 20m.
M. 10h. 20m.
M.G. 13'.
N.N.W. 3 c.g. E. 13h. 20m.
- Fifty-fourth Journey.
W.N.W. 3-5 e.p.s.
W.N.W. 5-6 q.c.p.s.
L. 0h. 20m.
M. 10h. 25m.
M.G. 16'.
W.N.W. 5 c.g.m. E. 13h. 15m.
- Fifty-fifth Journey.
N.N.W. 3 e. + 36°. m.
N.N.W. 3 m.
L. 0h. 20m.
M. 2h. 25m.
M.G. 14'.
D. 2h. 0m.
E. 12h. 45m.
- Fifty-sixth Journey.
W.N.W. 1 f.
L. 0h. 20m.
M. 9h. 55m.
M.G. 19'.
W.N.W. 2 f. + 34°. E. 13h. 55m.
- Fifty-seventh Journey.
N.N.E. 2 c.v. E. 14h. 0m.
- L. 0h. 30m.
M. 10h. 0m.
M.G. 20'.
- N.N.E. 2 c.v. E. 14h. 0m.
- Wednesday, 31st May 1854.*—A.M. Mostly young pressed-up ice. Too thick to see the land, but steering W. by N. (compass.) 4.45. Encamped. Heavy wet sleet and snow.
- P.M. Heavy sleet and snow all day. 5.30. Proceeded W. by N. by compass. Fine drizzle the whole journey, forming a crust upon the snow, and wetting men's clothes through on one side. Water *felt* inside the boots for the first time, the thaw having now commenced in earnest, and most suddenly. 10. Passed Point Gillman at ¼ off the hummocks.
- Thursday, 1st June 1854.*—A.M. 4.15. Encamped. No land in sight. Sail set all day, and steering west latterly.
- P.M. 5.15. Proceeded, on a level floe, west by compass, or E. ½ N. Weather a little clearer. 8. Came to hummocky ice, with a few leads between.
- Friday, 2d June 1854.*—A.M. Rain, and very thick; all sludge on the floe to-day. Walker's and Miles's feet much blistered on the soles from it. 2.50. Walker being unable to keep at the sledge, encamped. Bandaged the men's feet with flannel.
- P.M. 5.30. Made sail and proceeded, sledges in company. From 10h. to 11h. very heavy hummocks, with the men sinking to their knees at almost every step.
- Saturday, 3d June 1854.*—A.M. 0.50. Lunched 2' south of Parry's Shoal, which has prevented pressure from the northward here, and left a clear level floe southward of it for a few miles. Weather clearing up, but land not seen distinctly. 4.10. Encamped.
- P.M. Saw Cape Cockburn E. by S., but lost sight of it on starting, and did not regain it until after encamping. 5.30. Proceeded over rough heavy young ice, with an occasional piece of good floe.
- Sunday, 4th June 1854.*—A.M. The sledge under sail, and going by being steered; only the last three hours of the march having had pretty good floe. 4.15. Encamped. Saw Cape Cockburn E. by N. 7' or 8'. Each of the last three days a flock of geese has been seen flying westward.
- P.M. 5.30. Proceeded. 9. At C. Cockburn. Entered the level ice, &c., on beach over a heavy range of grounded hummocks, and proceeded along it.
- Monday, 5th June 1854.*—A.M. 1. Lunched. 2.15. Arrived at the depot. Encamped. Employed taking and stowing the 12 days' provisions left for the sledges, and lifting the boat to see for clothing, but did not find it. 4.30. Supper. Saw very recent traces of the dog-sledge, and found Lieut. Hamilton's notice of having been here yesterday. The flannel bandages on men's feet I found to have been very useful, they having prevented any more blisters or greater tenderness, although they were certainly quite tender enough. Received a communication from Lieutenant Mecham, by which we proceed independently on our route.
- P.M. 4.15. "Discovery" parted company. 5. Proceeded along the land, following old sledge tracks. 11. Passed west point of Auckland Bay.
- Tuesday, 6th June 1854.*—A.M. 3.15. Encamped ¼ from "Discovery," between Moore Island and the main. Extreme of Moore Island, S.W. b. S. and E. b. E. Ice very rotten, with numerous pools and seal holes for the last mile.
- P.M. 5.10. Proceeded; following tracks of sledges. 8.10. Came to Lieutenant Hamilton's tent, with dog-sledge, &c. Midnight; a large fresh crack crossed, running N.E. and S.W., 1 to 2 feet wide.
- Wednesday, 7th June 1854.*—A.M. 3.30. Encamped, Lieutenants Mecham and Hamilton in company. Tried the second case of pemmican (picked up at the last depôt) and found both equally bad and rancid; causing vomiting and diarrhœa in several cases, and hungry as we were, after this we were never able to touch it. Supplied Lieutenant Hamilton with 32 lbs. of it for his dogs, which proved a great benefit to them.
- | | | | |
|--------------------------------|-------------|-----------------|-----------|
| | Compass. | True. | |
| Right extreme of Baker Island | - S.E. ½ S. | = N. b. W. ½ W. | } Encamp. |
| Right extreme of Brown Island | - W. b. S. | = E. b. S. | |
| Left extreme of Lowther Island | - N.W. ½ N. | = S. b. E. ½ E. | |
- Variation, 14 points W.

P.M. 5.30. Proceeded, following tracks. All level floe. Found the thaw much checked to-day, and a top crust of snow formed of $1\frac{1}{2}$ inches in thickness, through which your foot broke at every step, rendering travelling very laborious.

Thursday, 8th June 1854.—A.M. 3.50. Encamped $\frac{1}{4}$ ' from "Discovery." Right extreme of Brown Island, E.N.E. $\frac{1}{2}$ '; right extreme of Somerville, S.E.

P.M. 6.10. Proceeded, following dog-tracks, E. b. S. $\frac{1}{2}$ S. 10.10. Six of the crew being more or less snow-blind, and unable to stand the heavy drift and snow, which now penetrated to the pupil of the eye, causing a violent smarting pain, I encamped.

Friday, 9th June 1854.—A.M. Still snowing and drifting heavily.

P.M. 3.30. Proceeded W. b. S. $\frac{1}{2}$ S. per compass. 6.14. Passed Lieuts. Hamilton and Meecham's encampments. 8. Fog cleared off, saw both sledges a few miles ahead. Crossed a crack three or four feet across, running northward from N.E. point of Griffith Island.

Saturday, 10th June 1854.—A.M. 1. Cape Martyr, north, 2' distant. 2. Encamped. Cape Martyr, N.W.; Point Cheyne, S.S.W; south point of Cornwallis Island, E. b. S.

P.M. 3.15. Proceeded under sail; a hard crust on the snow, tiresome to men running. 5. In company with "Discovery." 6. Ditto, with dog-sledge, and proceeded nearly in company. Saw a wolf, which continued dodging the sledges throughout the day. Passing 1' off shore on level ice; a hummock being inside us, and to seaward.

Sunday, 11th June 1854.—A.M. 1.15. Encamped 1' westward of Dunge-ness, after a heavy day's work, and men much fatigued, although we have had but little dragging and a level floe, but the *crust* on the snow we found very trying.

P.M. 4. Proceeded under sail. 6.20. Passed "Cape Hotham Bay" at $1\frac{1}{2}$ ' distance. 7. Passed "Discovery's" last encampment. 7.15. Came to a crack 10 feet wide, running south-eastward, partly covered with thick sludge formed by the drifting snow, with a foot or two of it just opened out. In attempting to run lightly over it, as we had all done with the other cracks, I had the pleasure of a thorough ducking, which detained us half an hour, whilst I had the somewhat cold and unpleasant task of shifting everything on the floe. Crossed finally, by making a bridge of our tent-poles, and launching the sledge over that, the men having jumped from the sledge when it was half over, with the other end held by remainder of crew. Sledges in sight ahead.

Monday, 12th June 1854.—A.M. 2.30. Encamped; Lieutenant Mecham's sledge 3' ahead.

P.M. Instead of getting underway at our usual time I waited, so as not to arrive at the ship in the night time, until 8.45, when we proceeded for Beechey Island under sail.

10. Came to the first hummocks we had been among for some days, but had nothing bad until 1 A.M.

Tuesday, 13th June 1854.—1. Found the ice pressed up much more, and passages through it very intricate. Passed in to the beach at the N.W. end of the Island, and at 5.30 arrived on board H.M. Ship "North Star," after an absence from our ship of 71 days. Found Lieutenant Mecham had proceeded ahead with the dogs, and arrived the day previous.

I am happy to be able to state that throughout the whole of this trip the men worked well and heartily, and gave me great satisfaction. Although many poor fellows suffered severely from that scourge of Arctic travellers, snow-blindness, and one very seriously from rheumatism in chest and legs, none would give in until literally driven to it. Their conduct whilst on board the "Investigator" deserves the greatest praise.

FREDERICK J. KRABBÉ,
Master "Intrepid," commanding Party.

Fifty-eighth Journey.
N.E. 1-2 b.c.

L. 0h. 20m.
M. 10h. 0m.
M.G. 19'.

E.N.E. 2 c. + 27°.
E. 14h. 20m.

Fifty-ninth Journey.

E.S.E. 6-0 s.z.
M. 4h. 0m.
M.G. 6'.

E.S.E. 6-8-0 s.z.

D. 6h. 0m.

8 A.M. 4 s.

E. 11h. 20m.

Sixtieth Journey.

S.E. 1 f.

L. 0h. 20m.
M. 10h. 10m.
M.G. 19'.

North 3 c.m.

E. 13h. 15m.

Sixty-first Journey.

N.N.W. 5 q.c.

L. 0h. 20m.
M. 9h. 40m.
M.G. 19'.

North 3 c.m.

E. 13h. 15m.

Sixty-second Journey.

N.W. to North, 5-6 c. g.

E. 14h. 45m.

Sixty-third Journey.

N.W. 3-5, c.q.s.

L. &c. 0h. 50m.
M. 9h. 40m.
M.G. 19'.

N.W. 3-5 p.s.

E. 18h. 15m.

Sixty-fourth Journey.

N.W. 3-5, q.c.

L. 0h. 25m.
M. 8h. 20m.
M.G. 15m.

N.W. 3 q.c.

Journal of Mr. Krabbé.

Abstract of Travelling.

| | | | |
|------------------------------------|-----|---------------------------------|----|
| Number of days outward - - - | 32½ | Number of marches outward - | 30 |
| " homeward - - - | 33 | Deduct for 21h. 10m. small de- | |
| " at "Investigator" 5½ | | tentions - - - - - | 2 |
| Total number of days absent - | 71 | Number of full marches outward | 28 |
| Whole days detained by sickness, | | Number of marches homeward | 33 |
| weather, &c. - - - - - | 4 | Deduct for 19h. 30m. detentions | 2 |
| Ditto by various small detentions, | | Number of full marches home- | |
| as per margins - - - - - | 4 | ward - - - - - | 31 |
| Total detentions - - - - - | 8 | Total number of full marches - | 59 |

| | Geographical Miles. | | Statute Miles. | |
|---|---------------------|-------|----------------|-------|
| | | | | |
| Distance travelled outward - - | 397 | - - | 451.1 | |
| ÷28=Average of each march outward - | - - | 14.18 | - - | 16.11 |
| Distance travelled homeward - - | 466.5 | - - | 536.9 | |
| ÷31=Average of each march homeward | - - | 15.05 | - - | 17.32 |
| Total distance travelled - - - | 863.5 | - - | 987.0 | |
| ÷59=Average distance of each full march | - - | 14.64 | - - | 16.73 |
| ÷65.5=Average distance per number of | - - | 13.18 | - - | 15.07 |
| days out and home, including all de- | - - | - - | - - | - - |
| tentions - - - - - | - - | - - | - - | - - |

| | Hours. | | Min. | | Days. | | Hrs. | | Min. | |
|--|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | |
| Total number of hours, &c., marching - | - - - | 572 | - - - | 15 | - - - | - - - | - - - | - - - | - - - | - - - |
| ÷63=Average length of each march - | - - - | - - - | - - - | - - - | - - - | 0 | 9 | - - - | 5 | - - - |
| Total time lurching - - - - - | - - - | 16 | - - - | 25 | - - - | - - - | - - - | - - - | - - - | - - - |
| ÷58=Average time of lunch - - - - - | - - - | - - - | - - - | - - - | - - - | 0 | 0 | - - - | 17 | - - - |
| Total time encamped - - - - - | - - - | 837 | - - - | 20 | - - - | - - - | - - - | - - - | - - - | - - - |
| ÷Average time encamped - - - - - | - - - | - - - | - - - | - - - | - - - | 0 | 13 | - - - | 44 | - - - |
| Detained out and home - - - - - | - - - | 136 | - - - | 40 | - - - | - - - | - - - | - - - | - - - | - - - |
| | | | | | | | | | | |
| | | | | | | | | | | |
| On board "Investigator" - - - - - | - - - | 1562 | - - - | 40 | - - - | 65 | 2 | - - - | 40 | - - - |
| | | | | | | 5 | 19 | | 10 | |
| Total time absent - - - - - | - - - | - - - | - - - | - - - | - - - | 70 | 21 | - - - | 50 | - - - |

List of Cairns built and Records deposited.

Records of depôts, chart, &c., and a record from myself, as per copy sent, in cairn in "Bay of Mercy."

Cairn built on Cape Hamilton, and printed record, with notice of landing provisions from ship.

Printed record, and full notice of state of the "Investigator," at the house, Dealy Island.

List of Game shot and seen.

| | | Shot. | |
|------------------------|-------|-------|--|
| Musk oxen - - - - - | - - - | 1 | Melville Island. |
| Hares - - - - - | - - - | 1 | Ditto. |
| Ptarmigan - - - - - | - - - | 19 | Melville and Baring Islands. |
| Foxes - - - - - | - - - | 2 | Baring Island. |
| | | Seen. | |
| Musk oxen - - - - - | - - - | 4 | Baring Island. |
| | | 3 | Melville Island. |
| Deer - - - - - | - - - | 3 | Baring Island. |
| Hares - - - - - | - - - | 4 | One of these on Melville Island. |
| Ptarmigan - - - - - | - - - | 45 | { 10 on Baring Island and 17 on Melville, rest crossing the straits. |
| Foxes - - - - - | - - - | 6 | } Various parts. |
| Wolves - - - - - | - - - | 2 | |
| Bears - - - - - | - - - | 2 | |
| Ravens - - - - - | - - - | 2 | |
| Burgomasters - - - - - | - - - | 2 | |
| Snowy Owls - - - - - | - - - | 3 | |

FREDERICK J. KRABBÉ,
Master "Intrepid," commanding Party.

COPY of Lieutenant R. V. HAMILTON's Proceedings to Dealy Island,
8th May and 10th June 1854.

Proceedings of
Lieutenant Vesey Hamilton.

Sir,

H.M. Ship "North Star,"
Beechey Island, 14th June 1854.

I HAVE the honour to inform you that, in pursuance of your orders, I left H.M. Ship "Resolute" 7 p.m. 8th May. Till within a mile and a half of Byam Martin Island the ice was very hummocky, obliging us very frequently to make two trips with our load. The misty state of the weather and northerly trend of the leads obliged me to make the land near Point Langley, where I arrived on the morning of the 11th. Here I left a depôt of four days' provisions and all our spare gear, in order to lighten the sledge as much as possible. A northerly gale detained me until 1 a.m. of the 13th. I arrived at Point Griffiths at 4 a.m. on the 14th. I remained here till 10 p.m. of the 15th. Our hunting was completely unsuccessful; not a track of any animal was seen, and only eight ptarmigan. At the depôt I found about two gallons of rum, which I conveyed to Dealy Island for the use of the western parties, arriving there at 4 p.m. of the 18th. Our journey from Point Griffiths was made principally across the land, and although the splendid hunting grounds (of last year) about Skene Bay and Beverley Inlet were well examined, not a trace was seen; twenty-two ptarmigan were, however, shot. Everything about the depôt was in good order, as when the ship left; from the top of the cairn I had a good view of the surrounding plains, but as I could not see a musk ox, I proceeded to Cape Bounty, where I was fortunate enough to shoot two musk oxen and a few ptarmigan. I remained here 48 hours to rest and feed the dogs, who had been without food for two days. The hunting grounds were walked over, but only two tracks were seen (probably those we had shot). I finally left Dealy Island at 5 p.m. of 21st, having left the supplies, &c., for the western parties at the house.

As our provisions were nearly expended, I took from the depôt 8 lbs. bread, 4 lbs. bacon, and 3 oz. tea. I left Point Griffiths on 24th, and arrived at my depôt on Byam Martin Island on 27th, and left the same evening. Two of the dogs were now quite useless; the work was consequently very heavy for the other three, during our passage across the Austin Channel. The weather was also very bad; for three days we had almost constant heavy drizzle, and at last the snow was so saturated with wet, that for the last two days we were frequently sinking up to our hips in the sludge; in this the dogs had but little power, and our progress was very slow, generally about one mile per hour. Expecting to find good ice to the northward, I had gone considerably out of the direct course, and was much disappointed at finding the hummocks much heavier than they were farther south. With the exception of this channel, the ice from Dealy Island to Beechey Island is good. I arrived at the depôt near Cape Cockburn at 11 a.m. on 3d June, having for the last four days been without any provisions but meat, of which we fortunately had more than enough. Two of the dogs had been left behind during the last march, one of them rejoined, the other probably got bewildered and lost himself, as we never saw him again. I left the depôt at 10 p.m., 4th June, having taken from it 5 lbs. of bread, a piece of pork from the cask, 12 ozs. of sugar, and 6 ozs. of tea to complete my provisions to eight days, as it was impossible I could have reached the "North Star" sooner. Off Moore Island several large holes of water were seen; in one of these a bear had apparently been bathing; numerous tracks of these animals were seen, but although I was very anxious to procure one for the dogs none were seen. A solitary deer was seen proceeding from Moore Island to the main. On the following evening Lieut. Mecham and Mr. Krabbé came up with us, and we encamped together that evening. Lieut. Mecham being very anxious to send you the intelligence of the "Enterprise" as quickly as possible, supplied me with pemmican for the dogs, and also lightened my load; finding however that I could not keep sufficiently ahead to get much before him, we proceeded in company till the last march, when he pushed on with the dogs, and I arrived on board this ship with the man sledge at noon of the 12th.

Proceedings of
Lieutenant Vesey Hamilton.

Four bears were seen during my journey, and none of these came within shot; and notwithstanding my local knowledge of the hunting grounds of Melville Island, and the time I was enabled to devote to shooting, not more than 300 pounds of meat was procured, and I should have found great difficulty in supporting my small party of one man and five dogs, on the much talked-of resources of the country.

I have, &c.

Captain H. Kellett, C.B., (Signed) R. V. HAMILTON, Lieut.
H.M.S. "Resolute."

No. 17.

JOURNAL of the PROCEEDINGS of H.M. Sledge "EXPRESS," detached from
H.M. Ship "Resolute," between the 4th March and 12th April 1854,
under the Command of R. V. HAMILTON, Lieutenant.

Lieutenant R. V. HAMILTON to Captain KELLETT, C.B., H.M.S. "Resolute."

Sir,

H.M. Ship "Resolute," Cape Cockburn, N.E. by N. 28 miles,
April 20th, 1854.

I HAVE the honour to forward to you the Journal of my proceedings while detached from H.M. Ship "Resolute," for the purpose of communicating with Captain Sir Edward Belcher, Knt., C.B., and the "North Star." It is a source of great gratification to me to be able to recommend to your favourable notice the conduct of all under my orders. Notwithstanding the severity of the weather, and the hardships necessarily attendant on travelling at so early a period and in so low a temperature, the men were always cheerful, ready and willing for any work required of them. Mr. Court and his crew (of whom he speaks in the highest terms) deserve great credit for their constant perseverance in travelling against the heavy head gales they encountered between the 13th and 22d of March, in which they were all severely frost-bitten.

Much as I regretted the loss of the services and experience with the dogs of my old fellow-traveller, Mr. Roche, his place was well supplied by Mr. Nares, whose cheerful example and exertions at the drag-rope entitle him to your approbation. I cannot sufficiently express my admiration at the fortitude displayed by Mr. Roche when he was so unfortunately (and as we all imagined at the time, severely) wounded, and at the manner in which he kept up his spirits during our return to the ship, notwithstanding the severe jolting he experienced while crossing the different ranges of hummocks. On my return from H.M. Ship "Assistance," I was much pleased to find he was so rapidly recovering.

For all details connected with the journey I must refer you to my journal.

I have, &c.,

R. VESEY HAMILTON,
Lieutenant commanding Spring Parties.

JOURNAL of the PROCEEDINGS of H.M. Sledge "EXPRESS," from 4th March
till 12th April 1854.

Saturday, 4th March.—Started at 8 A.M., accompanied by H.M. Sledge "Union" in charge of Mr. Court, (Acting Master, late H.M. Ship "Investigator,") and assisted by fatigue parties from the ships for four or five miles. Having given Mr. Court orders to proceed direct for Garrett Island if the state of the ice would allow him, I shortly after leaving parted company from him, intending in pursuance of your orders to make the land about Moore Island. We camped that evening about 16' from the ship; shortly before, in passing through a range of hummocks, one of the runners of the sledge was broken.

Sunday, 5th March.—Having despatched Mr. Roche with one man and the dog to the ship for another sledge, I walked on for some miles to ascertain the state of the ice, and to pick out as good a road as could possibly be found amongst heavy hummocks, which in many places were piled up in

Temp.
Max. — 30.
Mean — 36.
Min. — 41.
Calm b.e.

huge masses to a height of 20 and 30 feet. A recent bear track was the only sign of animal life.

Monday, 6th March.—In the forenoon, Bidgood and myself commenced carrying our gear on. Mr. Roche arrived at 11 A.M., the sledge was packed and we were ready to proceed, when Mr. Roche's gun unfortunately went off by accident and shot him through the thigh. The sledge was immediately unloaded, and having bandaged the wound and applied what temporary remedies we could in a temperature 34° below zero, (both of us being frost-bitten in the hands while so doing,) he was placed on the sledge, wrapped up in bags and ropes and conveyed immediately to the ship, where we arrived at 4 P.M., and my anxiety for his safety was greatly relieved by the favourable nature of the medical report.

Tuesday, 7th March.—Started at 10 A.M., accompanied by Mr. Nares instead of Roche; our dogs were reduced from nine to seven, in consequence of two of them having run away after a fit, increasing our weights from 77 to 100 lbs. a dog. We camped for the night at the position to which we had yesterday forenoon carried part of our gear.

Wednesday, 8th March.—The hummocks for the first two miles of our march were so heavy that we were obliged to carry half our load at a time, and then return for the other. For the remainder of the march we made but slow progress, three of us being constantly at the sledge to assist the dogs, who have but little power amongst hummocks; the weather was also so thick that we had great difficulty in choosing anything in the shape of a path. After a hard day's work we camped about 6' or 7' to the S.W.-ward of Cape Cockburn.

Thursday, 9th March.—The day was fine, and having good ice we made fair progress, after making a double trip over the land hummocks (which are in many places pressed up to a height of 60 feet). Camped about 5' or 6' to the E.-ward of the Cape.

Friday, 10th March.—Having another fine day and hard snow to travel over, we made about 18', camping in Acland Bay. The dogs are frequently attacked with severe fits, which occasionally last some time and materially retard us (these fits lasted until our arrival at the "North Star," but on our return none of the dogs suffered from them, which I attribute to the good supply of bears' flesh at that ship).

Saturday, 11th March.—Left a record at Point Frazer containing information of the position of the "Resolute" and "Intrepid," &c. Passed a very recent sledge track proceeding to the E.-ward, and shortly after saw a tent pitched. On arriving at it, found that it was Mr. Court's party, who had pitched at 10 A.M., having had a strong breeze and thick weather, which with the lowness of the temperature (—40°) compelled them to camp, while our party although only 5' or 6' off, had fine weather till we opened out M'Dougall Bay, when we had the wind very cold and sharp from the N.N.E. I therefore camped close to them, Barker Island being about 4' to the E.N.E.

Sunday, 12th March.—Up to this period the weather although very cold had been fine, but to-day a strong N.-easterly wind accompanied by drift made our march a very cold one. We, however, having a good road, made 24' or 25', and camped about 8' or 9' west of Brown Island; the pace we were proceeding at soon distanced the man sledge.

Monday, 13th March.—We encountered a short range of very heavy hummocks off N.E. Point of Brown Island which gave us two hours hard work, and fatigued the dogs so much that after a short march we camped about 5' or 6' beyond the island.

For some nights, getting into our bags had been a work of time and labour, owing to the vapour from the body freezing between the bag and brown holland cover. On stripping the latter off, a layer of ice an eighth of an inch thick was found on the bag, which of course had to be thawed every night; after beating and scraping this off, our sleeping was much drier than formerly, and less difficulty was found in getting into the bags. I afterwards found that the crew of the "Union" had adopted the same plan, and with the same result.

Tuesday, 14th March.—Having a heavy gale right ahead (E.S.E.) accompanied by a very heavy drift, we only succeeded in arriving at Cape

Temp.
Max. — 34.
Mean — 38.6.
Min. — 41.
Calm o.b.

Temp.
Max. — 26.
Min. — 37.7.
Mean — 42.
Calm o.b.c.

Temp.
Max. — 22.
Mean — 30.7.
Min. — 40.
Calm b.c.

Temp.
Max. — 13.
Mean — 20.
Min. — 30.
Calm f.m.

Temp.
Max. — 28.
Mean — 32.6.
Min. — 36.
Vble. 1 b.c.

Temp.
Max. — 32.
Mean — 35.4.
Min. — 40.
Calm o.b.c.

Temp.
Max. — 36.
Mean — 40.3.
Min. — 44.
N.N.E. 5, 7, b.c.q.z.

Temp.
Max. — 37.
Mean — 41.4.
Min. — 44.
N.-Ely. 5, 7, b.c.q.z.

Temp.
Max. — 34.
Mean — 38.3.
Min. — 43.
Vble. 1 o.

Temp.
Max. -29.
Mean -33.1.
Min. -43.
E.S.E. 7, 9, o.q.z.

Temp.
Max. -22.
Mean -25.
Min. -30.
E.S.E. 5, 8, oq. z.

Temp.
Max. -17.
Mean -21.
Min. -25.
E.S.E. 4, 9, o.m.q.r.

Temp.
Max. -18.
Mean -23.9.
Min. -27.
E.S.E. 4, 9, o.m.q.r.

Temp.
Max. -27.
Mean -29.8.
Min. -34.
N.Ely. 5, 7, b.c.z.q.

Temp.
Max. -27.
Mean -31.7.
Min. -36.
North-ly. 4, 10, b.c.q.z.

Martyr, where we pitched for the night; all our sleeping gear, having been completely covered with drift during the march, became damper than was agreeable during the night. A bear (the only one during the journey) was seen in the forenoon, but would not allow us to get near enough to have a shot at him.

Wednesday, 15th March.—The gale still continuing, raised so much drift that the dogs could not have faced it, obliging us to endure the miseries of a protracted confinement in so small a space.

Thursday, 16th March.—The gale having lulled in the morning, I communicated with Mr. Court, who had pitched on the previous evening about 2' astern of us. Shortly after starting the gale again set in with increased violence; in the squalls we scarcely moved, and as we were obliged to travel along the shore, the drift almost blinded both ourselves and the dogs. We however succeeded in reaching the depôt at Assistance Bay, from which I took 20 lbs. of preserved meat to replace some pemmican left behind by accident. The bears had been rolling the casks about; a potato case containing sugar was the only thing they had succeeded in opening. Mr. Court having expended his provisions, on his arrival at the depôt, completed to four days of everything, excepting bacon.

Friday, 17th March.—The gale lulled slightly during the early part of the morning, and induced me to start, but it was only the temporary lull that precedes the fury of a gale, and we were soon compelled to pitch and endure another protracted confinement.

Saturday, 18th March.—The wind shifted to the N.E. and somewhat abated its violence, and we again started. I left a cylinder at the boat near Cape Hotham, which does not appear to have been disturbed by the bears this winter. In Wellington Channel we found the wind blowing from the northward, which raising a heavy drift, rendered the work very fatiguing to the dogs, who lost no opportunity of shoving their snow-covered noses between the legs of the person ahead as a protection from it—frequently disturbing his equilibrium considerably.

We pitched 8' or 9' to the eastward of Barlow Inlet, having, considering the weather, made a very fair march (about 19' or 20').

Sunday, 19th March.—The morning being fine we made an early start, but as usual, as the day advanced, the wind and drift increased. Anticipating a heavy pressure off the southward of Beechey Island, I kept well to the northward, intending to go in through Union Bay. Till within 10' of the island the road was very good; it then became hummocky, and was at last so bad that three of us at the sledge in addition to the dogs could scarcely (light as it was) get it through the hummocks, and we were obliged to push into the nearest land (Cape Spencer). The dogs were so exhausted that they frequently laid down, and it was only by a vigorous application of the whip that we could get them along. They, however, no sooner crossed the ridge of the island and saw the "North Star," than they started off, keeping us at a rapid walk. We arrived on board the "North Star" at 5 P.M., much to our gratification, as our sleeping gear was frozen so hard, and had accumulated so great a quantity of drift during the march, that even another night in so heavy a gale as was now blowing and at so low a temperature (-30°) would have been very unpleasant. Bidgood, who had left the "Resolute" with a nasty cough, was so bad during the last few days that I had been rather anxious about him. The rest of us, notwithstanding the severe weather we had encountered, were, with the exception of being severely frost-bitten in the face and slightly in the hands, much better for our trip.

Finding that H.M.S. "Assistance" had wintered 56' to the northward of Beechey Island, near Cape Osborn, and that Commanders Richards and Pullen had left the "North Star," the former on the 16th of March, bound for Assistance Bay, Cape Cockburn, and Dealy Island, the latter on the 18th for Capes Hotham and Bunny, and Leopold Harbour; and as, from the nature of the ice round Cape Hotham, it was extremely probable that Commander Richards would not call at the boat, and Mr. Court, by following my tracks, would pass him; I decided, after giving my dogs two days' rest (which they very much required), to proceed after Commander Richards, and by overtaking him before his arrival at Cape Cockburn, and informing him of the position of H.M. Ship "Resolute," save him an

unnecessary journey to Dealy Island. I left orders for Mr. Court on his arrival to transfer charge of H.M. Sledge "Union" to Mr. Nares, who was, as soon as his men were sufficiently recruited, to proceed with all despatch to H.M. Ship "Assistance," and deliver to Captain Sir Edward Belcher, Kt., C.B., the despatches of Captain Kellett, C.B., and also a letter informing him of my proceedings.

Proceedings of
Lieutenant Vesey Hamilton.

Wednesday, 22d March.—I left H.M.S. "North Star" at 10 P.M., assisted by a couple of hands from her. About two hours after I met Mr. Court, who had communicated with all the western division, and given Commander Richards all information requisite to enable him to find H.M.S. "Resolute." I, therefore, returned to the "North Star," intending on the following day to proceed myself to H.M.S. "Assistance," leaving Mr. Nares to return to the "Resolute" with the man sledge, and deliver to Captain Kellett, C.B., my letter of proceedings. Mr. Court's crew, like ourselves, had suffered severely from frost bites in the face and hands, and were pulled down by exposure to the severe cold we have experienced. Otherwise, with the exception of Thomas Wilson, they were quite well. He was frost-bitten and chafed in the heel, and was obliged to remain behind when the sledges left, as was also E. Bidgood, whose cough was rather troublesome to him. A heavy gale of wind from the N.W. rose that night, and continued with occasional lulls (in which I made two unsuccessful attempts to start) till the morning of the 29th.

Temp.
Max. -24.
Mean -29.
Min. -34.
Calm o.

Wednesday, 29th March.—Messrs. Grove, Pym, and Nares left at 9.45 A.M., bound for the westward. I left at 10 A.M., with seven dogs and one man. The dogs are so much improved by the abundant supply of bears' meat and good rest that they have enjoyed, that, with one hand on the sledge, the other who is ahead is obliged to run to keep ahead of them. Camped at 6 P.M. off the north point of Griffin Bay, having made about 32 (G. miles).

Temp.
Max. -14.
Mean -17.
Min. -25.
Northerly 1 b.e.

Thursday, 30th March.—Started early, and after a bitterly cold march arrived on board H.M. Ship "Assistance" at noon, where I delivered to Sir Edward Belcher, Kt., C.B., the despatches and letters with which I had been intrusted.

Temp.
Max. —
Mean —
Min. —
S.Ely. 5.0. q.

Monday, 3d April.—Received orders from Sir Edward Belcher, Kt., C.B., to proceed with all despatch to H.M. Ships "North Star" and "Resolute," and deliver to Mr. Pullen, commanding officer of the former vessel, two letters, and to Captain Kellett, C.B., despatches and letters. I, therefore, left H.M. Ship "Assistance" at 9.15 A.M. At 2 P.M. I met Lieutenant Cheyne proceeding to H.M. Ship "Assistance," and delivered to him orders from Sir Edward Belcher, Kt., C.B., to return to the "North Star," and there complete to 40 days' provisions, after which he was to proceed to Cape Cockburn, and await there orders from Captain Kellett, C.B.

Temp.
Max. -19.
Mean -26.
Min. -34.
Northerly 1 o.

Tuesday, 4th April.—Meeting Mr. Jenkins (mate) on his way to the "Assistance," off Cape Spencer, in pursuance of Sir Edward Belcher's orders I directed him to return to the "North Star," arriving myself on board that ship at 10 A.M., and delivering to Mr. Pullen the letters from Sir Edward Belcher, Kt., C.B. In compliance with my orders I there copied two memoranda to be delivered to Captain Kellett, and received copies of them to be delivered to Commander Richards.

Temp.
Max. -13.
Mean -19.
Min. -28.
Calm b.c.

Wednesday, 5th April.—Having received 200lbs. of bears' flesh for the use of the dogs, I left the "North Star" at 10 A.M. Shortly afterwards a heavy gale from the S.W. arose, and greatly impeded our progress. At 3 P.M. I met Messrs. Grove and Pym returning from Assistance Bay. They had just shot a bear; I, therefore, camped with them, and gave the dogs a good feed. This was a favourable opportunity, of which they did not fail to avail themselves.

Temp.
Max. -8.
Mean -12.
Min. -18.
S.Wly. 5 9 o.q.z.

Thursday, 6th April.—Started at 7.30 A.M. The violence of the gale had abated, but till the afternoon it blew hard, accompanied as usual by a heavy drift, when it cleared up, and the evening was very fine. I met Mr. Herbert (mate) returning from Cape Bunny. Camped at 3.30 P.M. off Assistance Bay.

Temp.
Max. -6.
Mean -13.
Min. -20.
S.W. -7. 1. b.c.q.r.

Temp.
Max. -15.
Mean -19.
Min. -31.
Calm. b.

Friday, 7th April.—Started at 6 A.M. Having a very good floe our progress was rapid, and we camped at 2 P.M., about 10' from Brown Island. The best floe I found was about mid-channel, between Cornwallis and Griffiths' Islands.

Temp.
Max. -16.
Mean -24.
Min. -32.
N.E. 13, b.o.

Saturday, 8th April.—Started at 4 A.M., passing to the westward of Brown Island about 7.30. A sharp breeze from the N.E. was not pleasant, but having a good floe and clear weather we made a good march. A bear was seen to leeward, but no sooner did he smell the dogs than he galloped off at a pace that rendered all hopes of procuring him vain. Pitched shortly after noon, about half way between Brown and Moore Islands.

Temp.
Max. -10.
Mean -15.
Min. -26.
Calm. o.m.

Sunday, 9th April.—The weather was thick, and we were obliged to steer our course by the sastrugæ, which were fortunately very regular. Started at 4 A.M., and pitched at 11.30 A.M. off Moore Island to await the return of the dogs, having slipped them in chase of a bear. They were, however, unsuccessful, and returned rather fatigued after a couple of hours' run.

Temp.
Max. -6.
Mean -11.
Min. -18.
Calm. b.c.

Monday, 10th April.—Started at 3 A.M., in a fog so thick that we were obliged to keep close along the land. Arrived at the depôt at 10 A.M., where I found a notice from Mr. Nares dated April 8th. I left here a bag of bears' meat (100lbs.) The snow across the plain was very soft and deep, and our progress was slow. Pitched at 12.30 P.M., about 2' to the eastward of Cape Cockburn, on the smooth floe outside the grounded hummocks.

Temp.
Max. -6.
Mean -12.
Min. -20.
Westerly, 1. m.

Tuesday, 11th April.—Started at 4 A.M., and arrived on board H.M. Ship "Resolute" at 1.30 P.M., having passed on my road Mr. Nares, and met the parties under Lieutenants Haswell and Pim. I delivered to Captain Kellett and Commander Richards Sir Edward Belcher's despatches and orders, &c. This last march was 34 g.m., or 40 English miles.

NAMES OF SLEDGES' CREWS.

H.M. Sledge "Express."

Mr. Nares.
Emanuel Bidgood, A.B.
Alexander Thompson, A.B., and seven dogs.

H.M. Sledge "Union."

Mr. Court, Officer commanding.
Robert Hoile, Sailmaker, Captain Sledge.
Joseph Parr, Gunner's Mate.
Thomas Wilson, Sailmaker's Mate.
William Griffiths, A.B.
John Halloran, A.B.
William Hannon, P. Marine.
John Gibson, Carpenter's Mate.

ABSTRACT OF DISTANCES.

| Date. | From | To | Dist. | No. Marches | Average Dist. per March. |
|--|------------|------------|-------|------------------|--------------------------|
| March 7th to 19th | Resolute | North Star | 174 | 10 | 17.4' |
| „ 29th and 30th | North Star | Assistance | 56 | 13 $\frac{3}{4}$ | 32.0 |
| April 3d till 11th | Assistance | Resolute | 230 | 8 $\frac{1}{2}$ | 27.1 |
| Total distance geographical miles, 460 | | | | | |
| „ English ditto - 520 | | | | | |

Lieutenant R. V. HAMILTON to Captain H. KELLETT, C.B., H.M. Ship "Resolute."

Sir,

H.M. Ship "North Star,"
Beechey Island, 23d March 1854.

I HAVE the honour to inform you of my arrival on board this ship on evening of the 19th, having been 12 $\frac{1}{2}$ days from H.M. Ship "Resolute", two of which were spent in the tent, owing to the bad weather we encountered. Finding that Commander Richards had left this for Melville Island on the morning of the 16th, with very heavily laden sledges, and as from the nature of the ice inshore round Cape Hotham it was

probable that he would pass outside the Boat Depôt, where I had left a cylinder, I determined, after giving the dogs two days' rest (which they much required after the severe labour they had undergone), to leave this with a light sledge, and by overtaking Commander Richards before his arrival at Cape Cockburn, and informing him of the position of H.M. Ship "Resolute," save him an unnecessary journey to Melville Island. With this intention I left on the morning of the 22d, but fortunately met Mr. Court soon after my departure. He had communicated with Commanders Richards and Pullen on the previous day, and as Commander Richards had a dog sledge to proceed with to H.M. Ship "Resolute," I returned to this ship, intending to leave to-day with your despatches for Sir Edward Belcher, on which service I had previously ordered Mr. Nares to proceed as soon after the arrival of H.M. Sledge "Union" as practicable. A gale from the northward, and a temperature of 21° has detained me to-day, and I am now only awaiting a favourable change to proceed. On our outward journey I was obliged to take twenty pounds of preserved meats from the depôt at Assistance Bay. Mr. Court having been detained by the constant bad weather we have experienced since the 11th, only arrived here yesterday, having been obliged also to take four days' provisions (bacon excepted) from the depôt. I have now much pleasure in expressing my satisfaction with the conduct of the parties under my orders, Mr. Court having spoken highly of his sledge's crew. Emanuel Bidgood and Thomas Wilson (A.B.'s) are in the list, the former with a cough, the latter with a chafed heel. I shall proceed with Thompson only, but as I must return to this ship from H.M. Ship "Assistance," for dogs' meat, I shall take Bidgood back if he is well enough.

I have, &c.

R. VESEY HAMILTON,

Lieut. H.M. Ship "Resolute," in charge of Sledge party.

G. S. NARES to HENRY KELLETT, Esq., C.B.

H.M.S. "Resolute," Cape Cockburn, N.E. by N.
27 miles. 17th April 1854.

Sir,

I HAVE the honour to inform you, that in compliance with your orders I left this ship on March 7th, in company with Lieutenant Hamilton, and arrived on board H.M.S. "North Star" at Beechey Island, on Sunday, March 19th.

In pursuance of orders received from Lieutenant Hamilton I left Beechey Island on the 29th with a sledge manned by six men, one man from Mr. Court's party being left on board "North Star," in consequence of having chafed his ankle on the passage down.

Being short of fuel at Cape Cockburn, I burnt one of the preserved meat cases left in depot, burying the tins carefully, and leaving a notice of the same.

On April 11th I met the two sledges under the command of Lieutenant Haswell, about 15 miles from this ship; one sledge had broken in two places, but was made perfectly good before I left him. In the evening I met the party under Lieutenant Pim about eight miles from this ship, and I arrived on board H.M.S. "Resolute" April 12th, the party all in good health.

I have, &c.,

GEORGE S. NARES, Mate.

Lieutenant W. H. HASWELL, in command of Sledge Party,
to Captain KELLETT, C.B.

H.M.S. "North Star," Beechey Island,
31st July 1854.

Sir,

IN compliance with your order I have the honour to acquaint you that on Friday, 7th of April, having been ordered by you to be ready to proceed on Monday, 10th instant, with my division of H.M.S. "Investigator's" men: consisting of Mr. Pain (purser), Mr. Ford (carpenter), and 20 men, in all 23 persons:

The resources of the ship allowed me two sledges, a dockyard-made ten-man sledge, and one of the "Investigator's" eight-man sledges, which had been repaired on board "Resolute."

My equipment consisted of two "Investigator's" eight-men tents, enlarged with a cloth of light canvass, and eight pikes; one pickaxe, two shovels, two sails, sheers, &c., complete; two mackintosh cloths, a robe and coverlet for each tent; one ten-men cooking apparatus for *my tent*; one eight-man cooking apparatus, made on board H.M.S. "Intrepid," with a small five-pint kettle and stand for *Mr. Pain's tent*. The men taking their own blanket bags.

Having completed and packed my sledges, we left on Monday, 10th April, at 1.15 P.M., provisioned for 15 days, my weights being 180 lbs. per man.

We proceeded until 7.30 P.M. I found it necessary to tent in consequence of Henry May (quarter-master), an old man, failing. He continued weak, and was unable to drag during the journey. On the 11th, half an hour after starting, my "Investigator" sledge gave way, the port runner breaking in two in the centre; however we quickly repaired the damage (Mr. Ford, the carpenter, being with us), and in three-quarters of an hour were under way again.

Wednesday 12th.—A gale of wind prevented our travelling; being amongst heavy ice, a thick snow-drift, and unable to see the tracks, I considered it better to remain in the tent, having many weak hands and several complaining.

Thursday, 13th, we again proceeded, tenting at "Cape Cockburn" in the evening. After this we had fair weather, and good and easy travelling, until our arrival on board H.M.S. "North Star."

On Saturday evening at 8 P.M. tented under south end of Beechey Island, three-quarters of a mile from the ship, considering it too late to proceed on board that night. At 6 o'clock on Sunday morning arrived on board with my party all well, having made the journey in twelve and a half days with ease, and as much comfort as the nature of the service would allow to all.

I have, &c.

W. H. HASWELL,
Lieutenant in command of Party.

ORDERS to Commander F. L. M'CLINTOCK, H.M. Ship "Resolute," and in command of H.M. Steam Tender "Intrepid."

By Henry Kellett, Esquire, C.B., Captain of H.M. Ship "Resolute."

Being unable myself to travel so quickly *with dogs* as you can, and Sir Edward Belcher's despatch received yesterday (which you have carefully read) requiring an immediate answer,

You will proceed to H.M. Ship "Assistance" with the dogs as soon as you receive my letter in reply.

You are aware of the parties I have at this moment away, following out the object of this expedition, who cannot reach this ship before the 7th June. You are aware of the provisions at Prince of Wales Strait, and at Dealy Island; in fact you are so perfectly familiar with all my views and plans, together with the position of these vessels, and the almost certainty of their breaking out; that I send you as my representative, authorizing and enjoining you to give the fullest information to Sir Edward Belcher on all points connected with this branch of the expedition, and of the means I have adopted for the relief of Captain Collinson.

Having communicated with Sir Edward Belcher, and received from him my final orders, you will return to me with all dispatch.

These orders you will present to Sir Edward Belcher.

Given under my hand on board H.M. Ship "Resolute," in Barrow Strait, Cape Cockburn, N.E. b. N. 28', 12th day of April 1854.

HENRY KELLETT, Captain.

MEMORANDA for Commander M'CLINTOCK.

Should you meet any of "Assistance" sledges, show them my orders to Capt. Richards, and prevent them coming further west.

Sir Edward Belcher will inform you whether you are to bring back Bidgood and Wilson, as they are two of the men intended to remain by my ship, unless the medical officers say they are unfit.

Proceedings of
Commander M'Clintock.

H. K.

COPY of REPORT of PROCEEDINGS, whilst detached to communicate with and convey Despatches to Sir EDWARD BELCHER.

Sir,

H.M. Ship "Intrepid," Barrow Straits,
Cape Cockburn, N.E. b. N. 28 miles, 29th April 1854.

AFTER receiving your despatches for Sir Edward Belcher on the afternoon of the 13th April, I immediately started upon my journey to H.M. Ship "Assistance," with Alexander Thompson (seaman) and a sledge drawn by twelve dogs.

On the 14th we overtook the divisions of "Investigator's" crew under Lieutenants Haswell and Pim, and communicated to the latter officer your orders to endeavour to join Lieutenant Haswell and to travel in company with him to the "North Star."

On the 17th, when near Cape Hotham, met sledge parties under Messrs. Grove and Pym, travelling to the "Resolute" with provisions; also Lieutenant Cheyne and party carrying provisions to Cape Cockburn.

In compliance with your orders I directed these three officers to deposit their provisions at Assistance Bay, and then return to the "North Star."

On the following day, when crossing Wellington Channel, met Mr. Herbert, conveying a sledge load of provisions to the westward; I also directed him to deposit them at Assistance Bay.

18th. Continued. Reached the "North Star" in Erebus Bay at seven o'clock in the evening, bringing in upon the sledge part of a bear as food for the dogs, which had been left upon the ice where shot by some of the "Assistance's" parties.

Next morning (19th) left the "North Star" at half-past nine, and at the same hour on the 20th arrived on board the "Assistance" near Cape Osborne. Delivered your despatches to Sir Edward Belcher, and afforded every information which he required relative to the position of H.M. Ships "Resolute" and "Intrepid," together with your views and intentions, &c. respecting them.

I remained two days and one night on board the "Assistance;" and then, on receiving from Sir Edward Belcher an answer to your despatch, and an order to return with all speed to the "Resolute," again set out on the evening of the 21st, and in 23 hours reached the "North Star."

23rd. Having given the dogs one day's rest here, I left the "North Star" at nine o'clock in the evening, and during this night's march across Wellington Channel passed nine sledge parties; four of these under Lieutenant Cheyne, Messrs. Herbert, Grove, and Pym, were returning to the "North Star" from Assistance Bay; two others, under Lieutenant May and Mr. Shellabear, were proceeding to complete the depôt of provisions at Assistance Bay; Lieutenant Pim and his division of the "Investigator's" crew were within one march of the "North Star;" and Commander Richards and party returning from the "Resolute" were met with off Cape Hotham.

I directed Mr. Shellabear to proceed to the "Resolute," after depositing his sledge load of provisions at Assistance Bay: he may be expected to arrive about the 5th May.

24th. Met Commander M'Clure with the last division of the "Investigator's" crew to the eastward of Assistance Bay; they had made good progress, and all appeared to be in good health and spirits.

27th. Reached the depôt and boat near Cape Cockburn, and left a memorandum for Mr. Shellabear and other officers proceeding to the "Resolute," to complete to five days' provisions.

Owing to a recent fall of snow I was unable to reach the "Resolute" before 5h. 0m. P.M. of yesterday (28th), when I had the honour of delivering to you the despatches with which I was charged.

Whilst on board the "North Star" on the 23d instant, Lieut. Haswell and the first division of the "Investigator's" crew arrived.

Proceedings of
Commander M'Clintock.

Almost the whole of the ice travelled over is smooth, and of last autumn's formation. Off Port Leopold Commander Pullen found a considerable space of open water early in this month; and Commander Richards found the ice so thin inside of Moore Island that some of his party nearly broke through it.

The distance travelled during this journey amounts to 460 miles, giving an average of 31 geographical miles for each march of ten hours.

This, I believe, is the utmost our dog team could accomplish in the existing condition of the ice, and the slender supply of bears' flesh for their support.

Alexander Thompson thoroughly understands the management of dogs, and no means were omitted which could possibly render the journey more expeditious. Some days' rest is necessary for the dogs before they can be again employed.

I have, &c.
(Signed) F. L. M'CLINTOCK,
Commander.

To Captain Henry Kellett, C.B.,
H.M. Ship "Resolute."

IV.

Proceedings of H.M. Discovery Ship "North Star," Commander Pullen.

Journal of the Proceedings of Her Majesty's Ship "North Star" from England to Beechey Island. Arctic Expedition.

Early on the morning of the 21st April 1852 a movement was made amongst the Arctic squadron at Greenhithe, when at half past four the "Lightning" steam vessel took us in tow, and we proceeded down the River Thames. The other ships "Assistance" and "Resolute" each had a steamer, whilst the tenders "Intrepid" and "Pioneer" followed close after, steaming also. The weather was beautifully fine, with a light air from S.E., so we went on with bright hopes; but getting under weigh with the ebb tide it could hardly be expected that we should get down through a crowd of shipping without damage.

Get under weigh.

Towed by steamers.

At 6.30 A.M. a river barge, trying to cross the "Lightning," who was towing us, failed, but she could neither get out of our way or we out of hers, consequently we came in collision, she striking our starboard bow, and was dismantled. Fortunately no other accident occurred, and at 9 we anchored at the Nore. The "Basilisk" and "Desperate," two large steamers, were here, awaiting to take us on; so, after completing the transfer of the remaining provisions from the lighter which accompanied us, receiving a visit from Commodore Hope, the senior officer at Sheerness, and some of the admiral's family, we again got under weigh, and proceeded for the Orkneys, accompanied by the two large steamers.

Accident.

The Nore.

The next day the "Basilisk" took the "Assistance" in tow, the "Desperate" the "Resolute," and the "African" the "North Star" the "Lightning" still to accompany us, but return after seeing us a certain distance. Towards evening, the wind had increased so much that our steamer could not keep ahead of us; but as the wind was fair we could make sail, and soon lost sight of her. And as Sir E. Belcher, the senior officer, had made the rendezvous signal, "Orkneys," and the "Lightning," returning, passed close too, communicated the same, I made the best of my way to that place, particularly as the other ships were far ahead and nearly out of sight. During the night it blew fresh from the east, and a heavy sea on.

Steam squadron.

Wind increasing, part company with attendant steamer, she not being of power sufficient to tow with breeze. Ship running on her.

The wind continued fresh from eastward until the morning of the 25th, when we got sight of the Pentland Skerries, bearing N. by W. $\frac{1}{2}$ W., and at three the same morning saw coming up astern a large steamer, with a ship in tow; this we soon recognized to be the "Assistance;" when at 7 another steamer and ship "Resolute," with the two tenders in company; so the old "North Star," with only her own heels, has fairly distanced the others of the squadron, in this short race. However, they now had the advantage, for the wind being light they soon passed us, and by noon we were far astern. Captain Kellett could not help expressing what he felt, signaling on passing, "Well done, North Star!"

April 1852.
Pentland Skerries.

In the forenoon we got a pilot for the Orkneys, but without more wind there was but little hope of our getting to the anchorage this day; when at 2 P.M. we saw the "Basilisk" coming towards us, so I concluded the others were safe in, and she was sent to help us on. She took us in tow, and at 8.50 P.M. on the evening of the 25th of April we anchored in Stromness outer harbour.

Orkneys.

During our stay here the carpenters of the squadron caulked in our main deck ports, for by them a great quantity of water had got in, during the breeze, coming up. From the "Basilisk" we received a quantity of pemmican, besides

- April 1852. fifty bags of coal; so that we were pretty deep in the water, our draught being 17 feet 10 inches aft.
- Leave Stromness. A little after noon of the 28th we all got under weigh, and the two senior ships, in tow of the two powerful steamers, soon got out to sea; their tenders, being steamers, also followed close; but the old "North Star" was left to shift for herself, a matter of very little consideration, for there was a good breeze from the south, which, if lasting, will render us independent of any of them. In Hay Sound the wind fell to almost a dead calm, when, the tide beginning to make against us, we should certainly have drifted back again, had not Sir Edward sent his steamer the "Basilisk" to tow us out. At 7.45 we were close up with the rest, and astern of the "Resolute," who took in our tow ropes, the "Desperate" steamer having her already fast, and all proceeded in two lines, the "Basilisk" with the "Assistance" and tenders. The weather was almost calm, and the rain, which had continued nearly all the afternoon, had entirely beat down the sea, and we got on very fairly.
- Towing. In the evening of the next day we passed two fishing boats, and at 6.30 got a last glimpse of the British land that we are destined to see for some time.
- 29th. Until the afternoon of the 1st of May we had been able to carry sail, but the wind then coming on from W. by N. we were obliged to take our canvass in. At 10 the next night saw that the "Assistance" had parted her tow ropes; shortly after one of ours gave way, when the "Resolute" cast off from the steamer, at the same time letting go our remaining warp, and we were soon under canvass. Reefed too, for a gale, to all appearances, was brewing. This did not look much like being able to communicate the next day, as the signal in the afternoon had been made, "Send letters to-morrow;" from which we may infer the steamers return immediately.
- 1st May. The next came, and there was indeed no chance of communicating except by signals, for the wind was blowing fresh from south, with a very nasty sea on. Both also were on the increase, so that at 8 A.M. we were obliged to take in three reefs of the topsails, then blowing quite a gale.
- 2d. This gale only broke on the evening of the 5th, and abated completely on the morning of the next day, when at daylight we found ourselves far ahead of the squadron, and two of them quite out of sight. At 11 we fiddled our top gallant masts, and ran back to join our consorts, all pretty near each other, but the "Basilisk," and she was nowhere to be seen; however, at 2 on the morning of the 7th, she rejoined. At 8 A.M. we could communicate with the "Assistance" by boat, and sending our letters to the "Desperate" steamer, both her and the "Basilisk" left us at 11 o'clock for Old England, giving us the usual salute of three cheers as they passed, and which was heartily returned.
- Gale. In the gale we had lost one of our quarter boats, and received sundry other damages from a heavy sea. It struck us in the weather foot chains, drove the weather waist boat in against the davit, and stove her bow, broke up the round-house in fore chains, doubling the iron bands as if they had been paper, tore away forty feet of hammock netting and several of the ports, fell with such force in the midships boat that it stove some of her planking, and in its passage out to leeward so filled the lee quarter boat at the davits that the lower hook of the topping lift gave way, and she was smashed, breaking in her fall the arm of the topsail yard in the chains all to pieces. The wreck we were obliged to cut away entirely; and in fact such a quantity of water was on the deck at one time, causing the ship to labour so much, that I feared nothing less than the sacrifice of much of the weighty stores and provisions on deck to relieve her. The main deck too was flooded. Happily, however, at 8 o'clock the force of the gale was broke; and then only two of our squadron were in sight, far away astern.
- 5th. On the passage to the Whale Fish Isles but few occurrences of any interest were met with, more than seeing a dead whale (*beluga borealis*), the first ice, and the land which was sighted on the 21st of May. This land was so covered with snow that it was first supposed to be an iceberg, among the many we passed and were still passing, until a nearer approach the dark patches showed out, and all doubts were dispersed.
- Damages sustained in Gale. On the 24th of May it was seen perfectly distinguishable about Point Niakok. The wind was then light from N. E. by E. (against us), and when tacking off shore I got a cast of the lead in 42 fathoms on a soft muddy bottom.
- 21st. On the 28th we crossed the Arctic Circle, and at 7 on the morning of the

29th got sight of the Whale Fish Islands. Ice was now around us in great quantities, floe pieces and bergs in every direction, and with the accompaniment of snow and chilly feelings we required nothing further to prove to us that we were entering the regions of cold weather. At 3 P.M. we got in, and anchored in a very snug and secure berth, with one anchor down and warps fast to the shore.

May 1852.
29th.

We were now visited by the Esquimaux, who were so anxiously watching us on coming in. A few Danes, resident traders, also honoured us with their presence. The settlement or station is on Kron Prins Island, and consists of only two miserable houses, besides the Esquimaux hovels, built of mud or turf. Many of these people were here, and behaved much better than any I have previously seen. The women were neat and clean about their dress and person, but the breeches do not improve. They all appear to have profited by the example shewn them by the Danes, most of whom have Esquimaux wives.

Whale Fish Isles.

There are three entrances to the anchorage. We came in by the eastern one, passing the N.E. point of Kron Prins with a good berth, to avoid the shoal patch there marked by Parry; stood well over to the eastern isle, along its southern shores, rounding its S.W. point near to, and anchoring close into the rocks in 9½ fms. water, securing head and stern by warps to rings in the rocks on shore. The "Pioneer" anchored close inside of us.

Anchorage.

This anchorage is situate in the channel lying nearly north and south between the two northern islands of the group, which channel is rather better than a mile in length and from one cable to one and a half in breadth, until you get to the north of a small isle (in the channel), when it opens out somewhat wider. This small island is called Boat Island, and lies directly in the channel, rather better than half way through from the southward, and the navigable passage which leads directly west of it is considerably narrowed, but it carries deep water through, with no hidden dangers, keeping its western shores aboard.

In the main channel, about one quarter of the way from the southern entrance, and nearly one third over from the western shore, is a flat sunken rock, the "Hecla's" rock of Parry, on which I got 12 feet at low water. In passing through the channel to the northward, keep close to the eastern or right shores until you get a little over quarter the distance through, or nearly half way to Boat Island, then steer for the western shores, to avoid the shoal water a short distance south of the isle, and run through the narrow part, inclining to the high steep cliffs. North of Boat Island you have plenty of water and room. The lead is a good pilot, recollecting that the "Hecla" rock is steep to, and the whole shores generally. We made the position of Boat Island but very little different from Parry.

Fine weather appears to have set in, for the day after we arrived was beautifully warm and pleasant, continuing throughout our stay of seven days, during which time a rapid thaw was going on, sending numerous torrents of water down over the rocks from the quickly melting snow, putting quite a different feature on the scene from what it was on our arrival; by this we were enabled to fill up our water very soon.

Weather.

Rapid thawing.

Here we got all the gear for unshipping the rudder rove, and by way of giving the men a foretaste of what was before them it was unhung and got across the stern. We found the shoe or lower piece gone, which I can only account for by the ship lying on the ground, both at Deptford and Woolwich, at low water; it was a very heavy job, and took all hands to accomplish it.

Unship the rudder.

On the morning of the 5th of June we left this place, running through the channel to the northward, and stood across for the island of Disco. At four in the afternoon we sighted the beacon on the outer or most western point of the harbour of Godhaven or Lievely, and by 11 o'clock that night we were all at anchor in the outer roads. The "Pioneer" in going in had fouled an iceberg, and lost her mizen mast.

Leave Whale Fish Islands.

The next day all went into the inner harbour, and we got on the northern point of the narrow peninsula, and lay there a tide. As it fell the ship went over on her broadside; fortunately, however, the weather was fine, and no sea on, and we got off the next flood without any injury. Ran into the inner anchorage, with a steady W.S.W. breeze and snowing hard.

Lievely.

We stopped here four days, and got a survey of the snug harbour and outer anchorage. The rocks in the outer anchorage are rather in the way with a

- June 1852. working breeze. They are only covered at high water, and a break, with anything of a breeze, indicates there whereabouts at that time, generally. They lie rather better than half way across from the southern shores, and are steep to on their southern side.
- Anchorage. The channel is to the south of them. The southern shores of the outer anchorage are also steep; but give the low point, on approaching and rounding it, a good berth. You may get snug anchorage in the harbour in from 7 fms. to 9 fms. water, completely land locked. Moor with hawsers to rings in the rocks. In the outer harbour we, the "North Star," anchored in 7 fms. water on a bank just to the westward of the rocks. The other ships lay in much deeper water; the "Intrepid" not more than quarter of a cable to the southward, in 14 fms.
- Settlement. The settlement is on the south side of the inner harbour, with two or three very good houses (Danish), and the Esquimaux, too, are not bad; certainly far superior to any I have yet seen, and as a settler I have lived in worse. Two I went into were neat and clean, and arranged with some taste, and the women, —whether it was to do honour to our arrival,—were comfortably dressed, also neat and very clean.
- Water. Water can be got in abundance, but supplies of provisions can only be had from the Danes. How far that can be depended on I cannot say, especially for a large party. They are in a great measure themselves dependant on the annual ship from Europe.
- Supplies.
- Whalers. Whalers frequently visit this place, and then the Esquimaux all get a dance, and from the specimens we had on our quarter deck of their ability they certainly showed themselves no mean proficient; the ladies quite as well able to dance the polka as the common reel. Had it not been for the breeches, I could have imagined myself among a more civilized set. Singing, too, is another accomplishment they have learned, and really perform very well.
- Amusements.
- Leave Disco. We got here a supply of Esquimaux dogs, each of the large ships taking four, and at 9 o'clock on the morning of the 10th of June ran out of the harbour with a moderate breeze from the eastward. We worked to the eastward, Sir Edward Belcher intending to try the Waigate Strait; but in consequence of the heavy ice, and strong breeze blowing through it against us, we could not succeed, therefore bore up, and on the 19th June ran in for Uppernavik.
- 19th. This place I cannot speak well of as an anchorage. It is the usual custom for whalers to make fast to the bergs that are generally found in the bay, when detained here any time. There were only two small pieces when we went in, and we were in doubt as to what would be done, when at 3 P.M. the "Assistance" made the signal not to anchor. At seven, however, Sir Edward Belcher did bring up within the largest piece of ice, and Captain Kellett soon after, with the "Resolute," made fast to the smaller piece. The "Pioneer" steam tender took a berth inside of him, fast to the same piece, and "Intrepid" and "North Star" stood off and on, anxiously waiting for some signal to direct us what to do; but as none was made I decided on running in, and pick up a berth somewhere, particularly as the weather was beginning to look very dirty.
- Difficulty in getting an Anchorage. Standing in again, a boat was sent on with an ice anchor and hawser to fix on the large piece of ice, by which we might hold on by until I could see my way satisfactorily to take up a berth near the "Assistance." This, however, failed, for a heavy squall was on us as we got hold of the hawser, and it giving the ship so much way that we were obliged to slip and stand off again. Reaching out, the "Intrepid" passed us, and took up a berth in very deep water to the N.E. of the "Assistance." Standing in again, I preceded the ship, to sound, and satisfy myself as to the practicability of getting a berth, and the only one that I could see was available, with the knowledge I had of the place. After examining it, I returned on board, and made sail, passing outside the "Assistance," between her and the berg, and, rounding too close under her stern, came to with the small bower in 10 fms. water, and not finding the anchor hold, let go the best bower, and succeeded in bringing up with 46 fms. on small bower and 36 fms. on best bower. The wind was now blowing half a gale from S.S.W., top gallant masts were therefore housed, also crows-nest got down, and yards pointed to the wind; when, on looking over the stern, we saw to our dismay a heavy brea^l half a cable's length off, so we could not veer any more. Providentially, our ground tackle held on, notwithstanding the bad ground and indifferent shelter. Not so fortunate were some of our friends, for at 7.30 P.M. both the "Resolute"
- Run in and anchor.

and "Pioneer" were adrift; the former with loss of jib-boom; the latter with topmast.

June 1852.

Neither could regain their berth again, for the piece of ice was shattered, and no anchoring ground; both therefore made sail, and stood out to sea. At 10 the large piece of ice, to which our anchor and warp were fast, drove with the gale; a boat was sent to endeavour to recover them, but the ice broke up, turned over, and they were lost. At 1 the gale moderated, and at midnight was only a fresh breeze. Gale moderates.

The next day was fine, and the "Resolute" and "Pioneer" ran in several Sunday 0th. times, and showed themselves all-ataunto again. In the afternoon, at 50 minutes after 4, we got under weigh, the "Assistance" and "Intrepid" having gone out. We drew off the land with a light N.W. wind, and soon got into the dense fog which the other vessels were already obscured in, and sometimes we could hardly see the length of the ship. We could not say in what direction our consorts were, therefore hardly knew what course to pursue. Tacking to clear some islands, got a glimpse of the ice, very thick to the northward as far as we could see, and very soon after heard what we conjectured to be signal guns. They were replied to, and we bore away in the direction, in towards the land.

At 9.45 we got sight of the "Resolute," standing the same way, and soon after the rest of the squadron, apparently hove-to, close into the land. We joined them; when all made sail, and ran to the eastward amongst the Woman's Islands, to find a passage out to the northward. We were not successful; retraced our steps, and at 7.45 on Monday the 21st entered the stream-ice off Enter the ice. Uppernavik, Sanderson's Hope bearing N.E. by E. six or seven miles.

The weather still thick and foggy, with wind from E.S.E. At 4 P.M. it cleared; we passed Buchan Island, and at 8 Cape Shackelton bore north. To the westward the ice appeared very thick, and to the northward the bergs driving about in an open sea. 21st

On the 22d the weather was calm, and the steamers were brought into requisition. In the afternoon they lit the fires, and took us in tow in the following Steamers towing. order:—The "Intrepid" and "Pioneer" lashed together, then "Assistance," "Resolute," and "North Star." There appeared to be a northerly set, for by the land we were advancing pretty fast, passing in quick succession the Sugar Loaf Island and other remarkable spots to the northward of it.

At 10.30 P.M. the three islands of Baffin were seen, and in a clear over the Baffin's Island. land got a short view of the Devil's Thumb, the name given to a most remarkable feature in the land, and where the whale ships generally begin to battle with the ice. It was now thick and heavy, with no prospect of being able to stretch across for the west water yet. We held on our course northward, drawing up with the islands, when we met one of the usual accompaniments of these regions at this time of the year in the shape of a thick fog, and we were getting amongst much ice. At 2 A.M. cast off from the steamers, and set the fore and 23d. aft sails; when, at four in the morning, we had neared the islands so much that on the fog just lifting found we were much closer than was agreeable. We, Baffin's Isle. the "North Star," immediately laid the ships head to the S.W., and drove all clear into the stream-ice, getting no bottom with 40 fathoms of line. The "Assistance" and "Resolute" were so close that the former was only in $4\frac{1}{4}$ fathoms water, the latter 7 fathoms, and the steamers were obliged to tow them out of their precarious position. The wind now very light from N.E., with thick fog, and great quantities of ice about us; in fact, I think we may fairly say that we have entered the dreaded Melville Bay barrier. At noon, in a lift of the fog, we got the latitude $74^{\circ} 7' N$.

The steamers had us again in tow, and only cast off now, when we were any time detained by a nip, until the evening of the 30th June, when we got sight of the whole fleet of whalers (14 in number) lying inactive, detained by Whalers seen. icy fetters.

Since we entered the ice, 23d, we have got pretty well acquainted with it, experiencing some of those occurrences which are ever attendant on such navigation, therefore were ready for anything we might encounter. The "Resolute" as yet has been the only sufferer, getting a very severe nip by the "Resolute" nipped. sudden closing of the ice on the 26th, whereby her rudder was crushed. We were close astern of her at the time, lying under a point of ice which was a protection; and by dropping further to the south as the signal was made to dock,

June 1852.
No. 1. event.

we got savely into one before another move came on. This was the first serious event amongst us; however, the damage was soon made good; and it was also the first time we had used the saws. To most of us it was new work, and the "North Star," although the largest and heaviest ship, with the fewest hands, was the second in dock, "Pioneer" first. Unshipping the rudder takes up the most time, and fully occupies all hands; comparing it with that of the other ships, it is like a handspike alongside of a tooth-pick. In tracking also, we cannot compete with the others; our crew is too small, and to move her with the watch is entirely out of the question; it is work enough for all hands, consequently they can have no spell.

Chain cables were now not likely to be wanted, so they were unbent.

Wreck of "Regalia"
whaler discovered.

Before reaching the whalers we had another specimen of the power of moving ice over wood and iron. On the 30th we fell in with a crushed ship, "Regalia," or at least the remains of one. The hull was under water, but the starboard bow was just showing, into which a large charge of powder was placed, which, on exploding, the ill-fated vessel was soon completely out of sight. Out of the remains of spars, &c. which had been fired (some smouldering when we reached them, remaining on the ice, and floating about,) we got some good picking of fire-wood; and on joining the other ships found her crew distributed amongst them.

Whilst employed about the wreck, the "Aberdeen" whale ship joined us, and the wind being very light she got the benefit of a tow by our steamer when we moved on.

July 1852.

On the morning of the 1st July the weather was fine, with a light breeze from E.N.E. No land could be seen, for it was very hazy in its direction. The whalers appeared to be making a move, which we followed by hauling out of our several docks, and shipping our rudders in readiness. It ended, however, in nothing more, the ice closing again, when we resumed our berths, and secured as usual.

Thus, until the 6th, we scarcely moved more than by the drift of the ice; and what that was no one could tell, for it has been so thick in the direction of land, with no observations until noon of the 5th. Latitude then $75^{\circ} 15' 30''$, longitude $61^{\circ} 22' W.$, and Melville Monument N. $53^{\circ} 40' E.$

Position.

6th.
Preparations.

On the morning of the 6th there was a light air from N.W. $\frac{1}{2}$ N., and the ice rather closing in than opening out. In the event of having to desert our ships, portions of provisions were got up and kept on deck, to be handy for getting into the boats in case of such a calamity; but God forbid that anything of the sort should happen; at any rate forewarned is forearmed, and we have seen how powerful the foe is we have to contend with.

A move.

Shortly after 3 P.M. the ice opened out, and we could move on to where the whale ships were lying. The "Resolute" and "Pioneer" were leading; and making for the northern part or head of a bight, along the eastern side of which the fleet were docked. The "Intrepid" was next, and the "North Star," having held on to allow the senior officer ("Assistance") to pass, brought up the rear. Arriving at the head of this bight, there was not room for more than three vessels, so "Assistance," "Resolute," and "Pioneer" commenced docking there, whilst "Intrepid" and "North Star" were amongst the whalers; but before we could get to the place I had decided on for a dock there was a move amongst them, their crews pouring out like bees; hauling their ships out of dock, manning their tracking-lines, and crowding with all haste to the narrow lane of water which had opened out to the eastward of our position. To get to this water all were obliged to return a short way southerly, and pass us; therefore, getting Sir Edward Belcher's permission, I joined in the move, and became the fifth ship in the line. Now we felt the want of strength sadly to man the tracking-rope, for, there being no wind, our canvass was not available. However, the lane of water was very narrow, so that no one could well pass us; and the "North Star" being infinitely stronger than any of the whalers, they took care not to run foul of her, fully knowing that they would come second best off. They were, therefore, glad to get her out of the way, and as it could only be done by moving ahead, the ship astern of us, "Alexander," sent some of her numerous crew to our tracking-line.

On we went cheerily, and a most animating sight it was to see us threading our way through a narrow winding lane of water, only visible for any distance from the crows-nest. The high land of Cape Walker, and the remarkable peaks

about it too were in sight, affording a relief to the monotony of the dazzling whiteness of such a vast expanse of ice.

July 1852.

All this time the "Assistance," "Pioneer," and "Resolute" were detained by a nip; for on getting to the head of the bight the ice closed home, and a tongue outside would not allow them to get out again for some time, nor until much powder was expended, and the assistance of "Intrepid" called into requisition. They followed, but we were a long way ahead.

"Assistance," "Resolute," and "Pioneer" detained.

Get free.

After a time three of the headmost ships hauled into a bight of the ice, and made fast, which induced us to think the lead was closed, therefore prepared to do the same; but the American whaler "M'Lellan," now leading, hauled more northerly (and made sail to a light N.E. wind) into a still narrower lane, when those ships that had made fast began moving again, but had lost their position, and we in the "North Star," by dashing close after the Yankee, became the second in the race.

This only lane did not lead us much further, having opened out gradually as we advanced, and in the course of an hour after turning into it contracted so much that the American was seen to shorten sail, and get his purchase to bear for heaving through, but it was rather more than he could manage, and all astern of course were immediately stopped.

All stopped.

The "North Star's" bends being well down in the water, much broader than any of the ships astern, she made a block for all, until powder was had recourse to (so that all could close up), and it might possibly separate the crack. At last, however, we could do no more; it would not open out; and we lost the chance at present of getting into a large pool of open water, not more than a quarter of a mile ahead, or to the N.E. It was rather after 11 P.M. when we stopped, and found ourselves in a small bight of the ice on the eastern side of the lane, through which we had come. The "M'Lellan" was a long cable's length to the north of us; and the "Alexander" (English whaler), who had slipped by us just at the last moment, rather more east, and not quite the same distance. The "Jane" of Boness was astern, and almost touching; then the "True Love," "Annie" brig, and a lot of others, all of a heap, not able to move ahead or astern. The "Assistance" and "Resolute," with their tenders, were next in order, having overtaken and passed some of the sternmost ships, now all brought up, and almost as helpless as ourselves.

Position of the whole fleet.

The distance between the "Assistance" and "North Star" was about a quarter of a mile; and, I think, altogether, between the head and sternmost ship of the whole lot, there was a distance of a long three quarters of a mile.

The weather was now beautifully fine, with a light northerly air, and at midnight we were secured, and able to send every one to bed. I now consulted the master of the whale ship so close to us, on the practicability of docking; he pronounced it impossible, saying that we would not find sufficient room to get the ice out (however much we might cut it up) to haul our ships in, so narrow was the channel in which we had been brought to so sudden a check. He thought, however, that there was nothing to be apprehended at present.

Difficulty in docking.

I now walked along the flow towards the "Assistance," to acquaint Sir. E. Belcher with our position, also the above opinion, and found them docking, as they had more room than the more northerly ships. Passing along the line again on my return, some of the whalers were making strenuous efforts to get some sort of dock; but how they were to manage it I hardly could see, for five or six of them were huddled together like a flock of sheep.

Arriving alongside, I again sought the master of the "Jane," when, after a little conversation, we decided on working in concert, and, making an effort to get the two ships docked, therefore commenced, when, by using a pretty liberal supply of blasting powder, and much labour with the saw, we cleared out sufficient space to haul both vessels in by 6 h. 30 m. on the morning of the 7th, in a place of comparative security.

7th.

All hands were again sent to bed, and I lay down myself, fully expecting to get at least four hours sleep. It was not to be though, for at 9 A.M. I was called with the unwelcome intelligence that the "M'Lellan," American whaler, was heavily nipped by the ice, and her crew deserting her. The crew also of the second ship "Alexander," expecting a like occurrence, were also preparing by getting their boats well up on the sound ice, and their things in them. I was shortly on deck to look for myself, and was soon convinced how helpless the position of all was. The two northerly vessels were in a most precarious position, the ice

Ice moving, "M'Lellan" nipped.

July 1852.

piling up about them, and throwing them into various positions, approaching each other in a manner that no human power could avoid their contact. The American was the westernmost ship, and heeling much to port, the "Alexander" a little within, or to the S.E., not appearing to drive so fast, but approaching us as well as each other, and I certainly felt very apprehensive for our safety.

Ice stationary.

One of the mates of the American now came on board for help, and as I was about to send a party off, another messenger arrived, saying that they could do without; and before we could look round this last was succeeded by one more, to say it was of no use, the ship was bilged, and nothing now could be done. This was a clincher; however, the ice had stopped, and all were in hopes it would remain quiet.

Farther cutting.

I sent off immediately to acquaint Sir E. Belcher with what had happened, and in the meantime commenced, together with the crew of the ship alongside, again to work on the ice, in an endeavour to get further in the floe to the eastward. It was heavy work; nevertheless, by eight o'clock that evening we had got so far in that we might fairly consider ourselves in safety.

American repaired.

Sir Edward had visited the American, and finding from the carpenters of the squadron that she could be sufficiently repaired to prosecute her voyage, they were forthwith ordered to commence; and by the aid of a few charges of powder the ice about her was rased, so that altogether by the afternoon she was upright, and again in a condition to go to work, much to the delight of her poor skipper.

8th.

Hopes were now entertained that the worst was over, and the wind in the afternoon come in from south and S.E. In the evening, and throughout the night, it was E.S.E., with every appearance towards morning of a change, barometer falling too.

Ice moving again.

Early on the morning of the 8th the wind was fresh from S.E. with a dark and threatening looking sky, boding no good; and anxiety was depicted on many a countenance. There was indeed some cause for it, for at 4 the ice was again on the move, closing in on all very fast, and the poor American was once more to be the sufferer; this time past all recovery. She was nipped on the broadside, directly in the old place; and the water was soon pouring into her in a steady stream. She was also approaching fast towards us, and we could do nothing to prevent it, or get out of the way. At last she drove on to the "Alexander," and was brought up by her bowsprit holding fast under his forestay. Here for a short time she stopped, or rather the ice did, and all was still, but only for a very short period.

"M'Lellan" a wreck.

The wreck, as we may now fairly call her, by the next move in the ice, twisted the "Alexander" round, her head from being N.N.W. to S.W., and both surged to the S.E., when the "M'Lellan," by cutting his own forestay, carrying the others jibboom, and straining his bowsprit, shook him clear.

The Englishman, in payment, I suppose, for the damage he had done, shouted out, "Ah! you have got a very good windlass, which will suit me well, and as ours is a bad one I shall take it." So you may imagine what all were looking for, in spite of there being quite as much chance of any one being placed in the same predicament.

The "M'Lellan" was now lying with her head about N.N.E., the "Alexander" S.W., and both driving towards us. We were lying in dock with our head about west; so there was great probability of having both of them on board, when, fortunately the ice again stopped, but as the wind was freshening no one expected it to be at rest long.

In the meantime I made every preparation that was possible; the boats were lowered down, and hauled well in on the ice, royal and top-gallant yards sent down, and masts housed, and if the American should clear us, it would only be by a close shave across our bows; the jibboom was therefore got in on deck. The "Alexander," if she drove any more, would take us amidships, which we could not avoid. However, I was in hopes she would not, as what little she did move, after Jonathan shook her clear, was rather broadside on and to the eastward. In the event of any pressure from forward or to the westward, the ice astern was blown up, so that the resistance might be less.

I can fairly say that I have never been placed in such a helpless position before. Here man's efforts are of little avail; only one power can help us, and that help was not wanting. With the next move of the ice, the American came on us, but, most providentially, took the strongest part of the ship. It was

7.30. A.M. when her stern came in contact with our starboard bow, and on her head canting a little more to the eastward our cathead jammed into her quarter (close abaft the mizen chains), and was broken close off, heeling us well over to port, and pressing heavily on the ship alongside. Fortunately again for her, there was a cessation in the run of ice, or I verily believe we should have crushed through the unfortunate "Jane" (whaler), stowed as our hold was, forming one solid mass, with the weight of another ship, fully as large as ourselves. Our poor dock mate would indeed have fared badly, with his empty hold.

July 1852.
"M'Lellan" drives
into us.

Seizing this opportunity of quiet, I went to the "Assistance," to report occurrences. Sir E. Belcher returned with me, and stepping across to the quarter deck of the wreck from our forecabin, he suggested our getting the starboard bower chain out, pass it (outside) across the American's stern, along the side, and in on his port gangway, and make it fast round his main mast, then heave well taut. We had scarcely secured it when another move came on, but the wreck was so effectually held that she could do no further injury. A few feet more, and our bowsprit would have gone, the "Jane" then would probably have been the sufferer, and that most seriously.

Precautions.

The American captain was in great distress, and to add to which his ship was crowded with numbers from the other whalers, by no means scrupulous in appropriating to themselves anything which took their fancy. It was however soon put a stop to, for the master finally gave up the wreck to us, when by Sir E. Belcher's orders she was speedily cleared of all intruders, the pennant hoisted, and sentries posted to keep every one out.

Wreck handed over
to the squadron.

Working parties now from each ship of the squadron were sent on board, and commenced clearing the holds, and transferring all provisions, stores, &c. to our decks for a survey, previous to distribution of all such as we took.

Throughout the remainder of the day the ice occasionally moved, and although it set close home it did the most northern ships no injury. Not so with some of the others, for many of them suffered seriously in the middle group. Their crews were preparing for the worst, by cutting up the ice, getting their boats, chests, bedding, &c. well in on the ice, also provisions. It was a bustling scene, although a melancholy one, and one for much reflection, to think that some if not all of these productions of man's industry might in a moment be a heap of wreck and ruin.

Until the morning of the 12th we had no move in the ice, although the weather has been frequently threatening. The wind was then E.S.E. light, but increased at noon, and although there was no perceptible movement in the ice, yet the wreck was evidently bearing her weight more heavily on us, from our increased heel to port. It hangs on us just like an incubus; but it was most fortunate for all the others that we were in a position to receive the shock, and so effectually check it. Had it been otherwise, many of them would have been broken up by this time; not another ship in the lot present would have stood, as the "North Star" has; she has well proved her strength, and the whalers seem to appreciate it, for I have heard them exclaim, on looking at her, if I may so speak, "keeping her shoulder to the wheel so resolutely," "Here is a ship that will see us all down!"

Weather.

In the event of the ice moving with this increasing wind, I had it cut up in small pieces astern where it was heaviest, and in the afternoon the wind came from S.E. b. S., blowing in heavy squalls, causing an increase of pressure; and learning that the southerly ships, together with "Assistance," "Resolute," and their tenders, had had a slight nip, I began to get very uneasy, knowing we could get no assistance from them, if required. In the evening the weather became more threatening, and I requested and got permission to cut away the masts of and scuttle the wreck, for it was the only way I saw of getting her clear of us before the ice broke up, when it might be attended with serious consequences.

Southerly ships
slightly nipped.

After getting the lower yards down, and scuttling her well down on the port run, the masts were sent over the side, when in a very short time, from the water pouring in so fast, with that already in her, she settled down very much, thus at once relieving the ship of great pressure.

Cut away masts and
scuttle wreck.

On the morning of the 13th the wreck was evidently in her last throes. At two she gave a heavy roll to starboard, and pressed us astern, then surged a head, and sank well down, entirely clear of our hull; when the old ship sprung up from her leaning position relieved, and rattling her rigging, as if she sensibly felt it. At all events it was a great relief to us, and in the course of the day

13th.

July 1852.
Wreck sinks.

she sank further down in the water, her plank sheer just showing above the ice.

Nothing now was to be done but get all a-taunto again, and quietly watch the ice for an opportunity to move. We had all got a pretty good share of wood out of the wreck, and amongst other things was her lower mast, cut into lengths, and stowed on our decks wherever we could find space; rather a difficult job, for every place was now so full that we could barely find room to work the purchases for shipping and unshipping the rudder.

14th.
Position.

Our latitude on the 14th was $75^{\circ} 23' N.$ and longitude $61^{\circ} 39' 35'' W.$ Very little difference in our position since the 10th, the high land about Cape Walker very distinct.

White Bear

Fog, rain, and snow all took their turn in visiting us, making everything cold and uncomfortable, and all were getting heartily tired of the detention, the whalers in particular, who were quite in despair of making anything of a decent cargo this year. The tedium of such inactivity was sometimes cheered by the appearance of a white bear, and by one in particular, who walked close up to the ships before he was discovered, and what was more, he got away from the numerous sportsmen who sallied forth to capture him.

On the 16th our latitude was $75^{\circ} 9'$ and longitude $61^{\circ} 23' W.$, showing a drift to the S.E., but yet no hopes of getting on. The land about Cape Walker and Melville Monument plainly visible.

On the 18th we were driving to the N.W. with the pack, evincing a hope of soon getting out of durance. The latitude at noon $75^{\circ} 15' N.$

20th.

The 20th was beautifully fine weather, and very warm too, the ice also opening out in all directions. In the course of the afternoon our squadrons were once more assembled close together, all ready for a further move to get northerly. The whalers had evidently made up their minds to go south and cross, giving up all idea of getting to the west waters by a northerly route in any reasonable time for fishing in Ponds Bay. It will be, for us, parting with the last links of Old England for a time; but most of them would be very glad of it, for they have found that the man-of-war would not let them do as they thought proper, in spite of their Greenland law. Our letters were therefore closed up, and put on board the "True Love" (Parker), that we might have nothing to detain us at the very first movement of opening out. Our latitude at noon was $75^{\circ} 18' 28'' N.$ longitude $61^{\circ} 19' 29'' W.$

Letters for England.

21st.

Wednesday 21st, latitude at noon $75^{\circ} 15' N.$, longitude $61^{\circ} 19' W.$, a drift to the southward; however the ice was opening out, and in the forenoon there was a move amongst the whalers. At 2 P.M. the "Assistance" made the signal, to close up, and our squadron could move on in a lane of water to the N.W. All the other ships were now under sail, going southerly, except one, the "Alexander;" and learning his intention on closing to go north, Sir Edward Belcher gave him the benefit of our steam, and he accompanied us all through Melville Bay. Great service he rendered us in the "North Star," for his crew being so much more numerous than ours, together we could get on very well in the tracking, when the two other ships with their tenders were away from us.

"Assistance" and
"Pioneer" part
company.

The "Assistance" and "Pioneer" went ahead of us the first day, and were never within speaking distance, except by signal on the 24th and 25th, or in sight after, until they came into the floe edge in Erebus and Terror Bay, Beechey Island.

Open water again.
1st August.

The "Intrepid" therefore had at times three ships towing, and did her work well, when after numerous stoppages by nips &c., which we would endeavour to open by powder and saws, and having received sundry scratches from each other, we once more got into open water on Sunday the 1st of August, a short way S.E. of Cape York, the N.W. extreme of Melville Bay. At noon our latitude was $75^{\circ} 7' N.$, Cape York bearing N. $85^{\circ} W.$, distant about three miles.

Red snow.

Seeing Esquimaux in the Bay S.E. of the point, we all ran into the floe edge, and held on for a short time while communicating, and found Sir E. Belcher had been here the day before.

Here for the first time we saw the red snow, but could not perceive that the colour was quite so bright as I have seen in a representation. Perhaps under other circumstances, a different light, for instance, or colouring matter stronger, the shades may show out more vividly. The Esquimaux too that we saw,—

few certainly,—fall very short of what I have expected from the description. Those I have seen on the whole seaboard of Northern America are immeasurably superior.

August 1852.
Esquimaux.

We sailed out of the bay in the afternoon, and stood along the coast to the north, watching for an opening to push through the ice for the west water. It was however too thick and heavy yet; and with "Resolute," "Intrepid" and whaler held on to the northward. Our last letters were sent on board the "Alexander" this evening.

The next morning a fog came on with a light wind from E. N. E., which at 6 began gradually to increase, and the mist would open into long lanes of clear space, allowing us to see obstructions to seaward. At 8 Cape Dudley Diggs bore N. 48° 40' W., and Ragged Island N. 54° W. We were still running along the land with a favourable breeze, but no prospect yet of rounding the middle ice. At noon it was decidedly not so close, and the "Alexander" was gradually edging away towards it, when at 2 P. M. we lost sight of her altogether.

"Alexander" parts company.

At 3 the "Resolute" led off the land, all following; and until 50 minutes after 7 P. M. we were threading our way to the westward through a loose pack of heavy floe pieces, some of which we could not avoid, consequently received at times some heavy thumps. The fog too was so thick that we occasionally lost sight of our consorts, and both sailing better than the "North Star," so much off the wind, that they frequently had to shorten sail for us to close up. However, we were now in a clear open sea, with a fair prospect of soon getting into Lancaster Sound. At 6. 45. P. M. the Greenland coast was fading from our view entirely, in the thick mist Ragged Island bearing S. 50 E., and the southern part of Wolstenholme Island N. 15° W. At 8 P. M. it was snowing thick and heavy.

Lose sight of Greenland.

What a good opportunity now offered for visiting Smith's and Jones' Sounds, for we were crossing the bay in a clear sea, with the exception of a few small berg pieces seen now and then; and until we got into Lancaster sound, on the morning of the 4th little or none was met. How soon a steamer might perform this service!

Lancaster Sound.

Where we saw the next ice in any quantity was between Cape Warrender and the small islands off Beatrice Point, but nothing or not so far off shore to impede the navigation. It was all loose too, and would soon disperse. The wind at the time was west, with every appearance of its increasing. The land was thickly covered with snow, and several immense glaciers was seen.

Loose stream of ice.

At noon our latitude was 74° 41' N., with Hope's Monument bearing N. 35° 40' W., and Cape Osborne S. 80° W. The wind was now blowing strong from the westward, obliging us to reduce our canvass; but it was a point of sailing where the old man-of-war showed her superiority over the other ships. There was not too much wind for her under such a reduction of spars and canvass as she has suffered by her jury rig. And neither is this the first time on a wind and a good breeze that it has been shown, that she can spare any one of the other ships much canvass. Off the wind, and without the breeze is very strong, they beat her; but who can wonder? such a heavy draught, 17ft. 10in., and little propelling power.

Position.

This day we had been several times obliged to shorten sail, run to leeward and back again to our consorts, when on passing the last time under the lee of the "Resolute," Captain Kellett hailed, and desired me to make the best of my way to Beechey Island, to meet the senior officer. We immediately brought the ship to the wind, and made all sail, and were soon far ahead again in the execution of our orders.

4th.

Ordered to proceed.

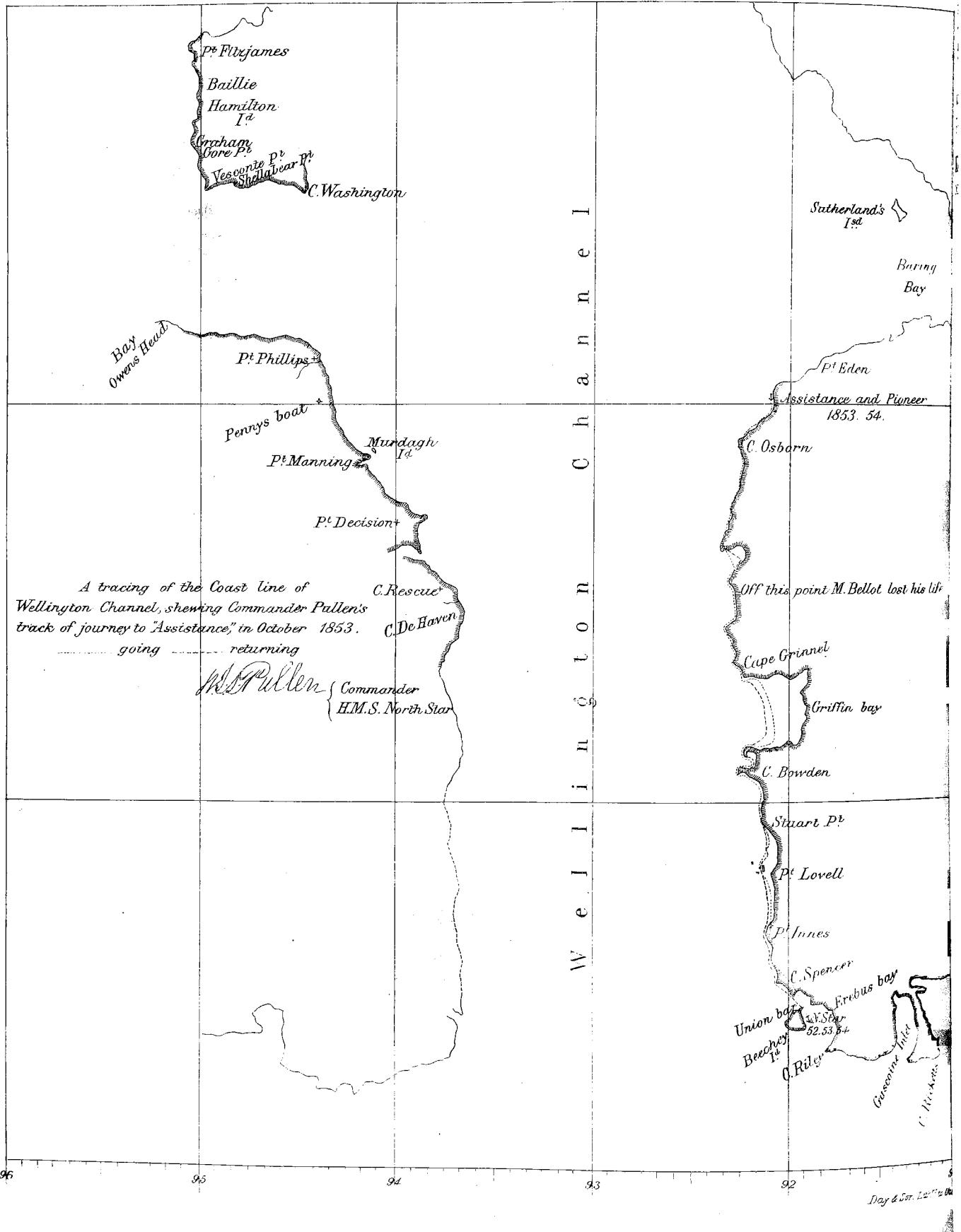
Our progress was slow towards Beechey Island, for we had a continued succession of light variable winds, at which time the "Resolute" and "Intrepid" came up, and once the former vessel was nearly within hailing distance. This was on the morning of the 7th, when a light breeze springing up from S. W. we left them astern again.

Slow progress.

Part company with consorts.

We were never any very great distance off the land, therefore had a very good view of it; but it has been so well described by former voyagers that I shall not attempt it. Like them, too, our compasses were very sluggish, and observations not always to be had. In latitude 74° 24' N., with Cape Hurd bearing N. 73° 32' W., I made 118 W. variation.

- August 1852. We were sufficiently close into Croker Bay to make out the continuation of land all round ; so no hopes of a passage to the north, if any was ever thought of, will be found there.
- Croker Bay shut up. This appears to me to be a very open season, for the small quantities of ice we have seen would hardly lead one to suppose that we were sailing in so high a latitude. Judging from these circumstances, and the northern shores of this strait being so free of ice, and approachable, all large caches ought to be made there.
- Northern shores, Lancaster Sound best for Depôts. What the southern shores may be in that particular remains yet to be proved, for all our large depôts are there ; for instance, Port Leopold and Admiralty Inlet. Those shores we have only yet had a glimpse of ; but the prevailing northerly winds would be likely to send all the ice there, and keep it so to a very late period of the season. In fact such has been the experience of former voyagers.
- Sight Beechey Island. On the morning of the 9th we were off Cape Ricketts, which bore N. 74° W., with the usual accompaniment of a light wind ; but most anxiously hoping for a strong breeze (we cared not from what quarter), to waft us on to our desired haven. At 8 o'clock it came fresh and fiery from the north, which enabled us to make a close and rapid course along the land. At 9 we opened out Beechey Island, and at noon tacked, and stood in for Erebus and Terror Bay. As we closed the land, saw the ice extending in an unbroken line from Point Riley to the island ; the ship therefore at a convenient distance was hove to, and I pulled in, to sound, and look out for a good berth. I landed a little to the eastward of Point Riley, and on ascending the steep bank (a partial ravine) found at the top a pile of stones, with a pole standing in the centre. On the pole was lashed a tin cylinder, which I opened, and found it contained a paper left by one of Captain Austin's expedition in search of Sir J. Franklin. It was I think in rather an out-of-the-way position, and where I never should have thought of looking for a cairn. It was purely chance that led me to it. I kept the tin, &c., to give Sir E. Belcher on his arrival, for it was now very evident he was not where we had expected to find him.
- Cairn found. On Point Riley there were two other cairns, one a cask, which had been well rummaged before, for the stones used in its erection were widely scattered ; the other a long pole blown out of a pile of stones, also lying loose and scattered. Nearly at the top of this pole was one of Edward's potato tins sadly battered.
- Point Riley. I could not find any document, therefore pulled along the edge of the floe for Beechey Island ; when, after getting a few casts of the lead, made a signal for the ship to come on, and at 3 P.M. she made fast and secured to the ice. In the evening I walked over the floe, and landed on Beechey Island, thinking it possible that the "Assistance" and her tender might have been here, and finding the season so very open, Sir Edward had pushed on, after leaving a document for our guidance ; however I searched in vain, therefore could only conclude that he was behind somewhere.
- Make fast to the floe edge. 9th. From the summit and western part of the island I had a good view up the Wellington Channel, and as far as the eye could reach was open water. To the S.W. and about Cape Hotham the ice appeared still heavy. Returning, I visited the cairn on the low ridge of the island facing Union Bay (which was full of ice), and found the bottle in which the papers had been put lying on the ground ; consequently I took it on board, for the senior officer's inspection when he arrived. The next place I came on was the graves ; sad and simple memorials of British energy and perseverance. Where is the part of the world you will not find similar ? Arriving on board I found the master had nearly made the side cuts of a dock, and was working hard to get in.
- Wellington Channel open. Cairns and graves. At 10.30. P.M. the "Resolute" was seen coming, in tow of her tender the "Intrepid." The wind light from N.N.E. with a clear sky.
- "Resolute" in sight. 10th. At 2 o'clock on the morning of the 10th our dock was finished, so we hauled in and secured ; about the same time the "Resolute" made fast to the floe, and at 10 A.M. hauled up alongside of us, to take on board the remainder of her provisions. Previous to this, Captain Kellett, not finding the "Assistance" here, sent his tender, the "Intrepid," out to look for her, touching at Port Leopold, and from thence along the coast to the eastward.
- Haul into dock. 11th. The weather still very fine, with a light wind from E. by N. After breakfast, we commenced getting provisions up, and transhipping them to the "Resolute ;"



A tracing of the Coast line of Wellington Channel, shewing Commander Pullen's track of journey to "Assistance" in October 1853. going returning

when, on the morning of the 11th, she had got her quantity out. At 4.30 P.M. the "Assistance" was seen coming in, towed by the "Intrepid," and at 7 she made fast to the floe astern of us, and the steamer came alongside for her provisions, which she had completed by the next morning.

August 1852.
"Assistance" and
"Intrepid" arrive.

When the "Assistance" made fast to the floe, I went on board, to report my proceedings to Sir Edward Belcher, and handed to him all the documents I had found at the cairns. From him I learned that he had sent his tender, the "Pioneer," to Admiralty Inlet, and, if possible, to bring off some of the coals deposited there by Mr. Parker, or the "North Star," when out before.

At 11 A.M. on the morning of the 12th the "Assistance" hauled alongside, and began taking in her provisions. The "Intrepid's" crew employed getting patent fuel up.

"Assistance" hauls
alongside to provision.

Whilst we were getting the provisions transferred, Sir Edward and Captain Kellett were with a large party searching the island for any traces of the lost ones, but returned in the evening without any success.

12th.

Unsuccessful search.

From this time, morning of the 12th, we were all steadily employed all day, and watch and watch by night, completing the "Assistance's" supplies, also of her tender "Pioneer," which vessel arrived on the morning of the 13th, having been unsuccessful in the errand on which she was despatched, in consequence of the heavy ice.*

Continuation of Commander Pullen's Journal, Her Majesty's Discovery Ship "North Star."—From March to December 1853.

In the early part of March we had very severe weather; cold too, the thermometer falling much below 40—; but as I had intended starting on the 10th, everything was ready; a heavy gale, however, detained us, and it was not until well on in the month that I could leave. Mr. M'Cormick's journal of proceedings in Baring Bay, last September, I only got on the 4th of the month, and a request to forward it, together with an enclosure, to Sir Edward Belcher, proposing further search in a different direction and with increased means.

March 1853.

My opinion on this proposition I gave in my letter of proceedings, dated 21st March 1853, considering it inadmissible; also that Mr. M'Cormick's services were no longer required; in fact I had decided on not giving him any party for further search, without I received orders from Sir Edward.

During this detention gravelling the dock was therefore carried on, and was good practice for the men about to travel.

On the 7th another of our dogs died.

On the night of the 12th, it was only by the interposition of a merciful Providence that we were spared the dreadful calamity of losing the two medical officers. In the morning Mr. M'Cormick, surgeon, had told me that he should not probably be back by the dinner hour (2 o'clock), as he had seen either ptarmigan or tracks of them, and, wishing to get some for specimens, would follow them up. Imagining his experience sufficient in any emergency, and that his judgment would prompt him to turn back directly for the ship if any symptoms of change were visible, and the weather being fine altogether, I had no objection. The thermometer at the time he left was 32—. At 10 o'clock I was at the head of the bay with the master, when, observing the fog gathering up from the southward, with a dampness in the atmosphere, remarked that a change was about to take place in the weather, and directing a telescope towards Caswall's Tower saw Mr. M'Cormick and Toms walking in that direction, accompanied by two young dogs. I then learnt that the latter officer had got permission to go to the eastern shores of the bay, which was not out of signal distance.

Narrow escape of
Messrs. M'Cormick
Surgeon, and Toms,
Assistant Surgeon.

At 6 P.M. the wind was still light from S.E., with misty weather, and the thermometer had got up to 21—; when at 7 it was so thick, and no signs of

No signs of medical
officers.

* For continuation of this part of Commander Pullen's Journal (viz., from 14th August 1852 to the end of February 1853,) see Parliamentary Papers presented to both Houses of Parliament, 1854, p. 103.

March 1853.

Party sent off.

Signals.

Mr. Alston returns unsuccessful.

Second party return with the doctors.

Arrangements for leaving for Point Phillips.

either officers or dogs, I began to get seriously uneasy. Muskets were then fired and gong sounded occasionally. At 8 o'clock a rocket was sent up, and as we could see from the ship the high land along the northern shores of the bay, I felt a little relieved (for it was sufficient to guide any person to a desired spot, with his faculties about him); but when I arrived without either of them appearing, and thermometer falling again, now at 25 —, I ordered a party out immediately, consisting of Mr. Alston, mate, Mr. Shellebear, second master, and five men, with sledge, furnished with buffalo robes, means of getting a fire, and a warm drink of chocolate, taking the precaution of seeing all well clad underneath their skin dresses.

Rockets, maroons, and the gong were now kept going every half hour throughout the night.

After midnight it fell calm and cleared, but at daylight of the 13th no signs of either searchers or searched for. Another sledge was despatched with seven men, and tent, fully equipped, &c. for all contingencies. Before they had got out of hail, Mr. Alston and his party hove in sight, and all most anxiously watched their meeting, in hopes both would return; but alas, no! and my heart fairly sank within me, for I could now only conclude that some accident had happened, and we should hardly see both if one alive.

When Mr. Alston arrived, he reported that he had at first wandered in the fog, when, eventually picking themselves up near the northern land, had followed it along to the eastward until they came to the beach of the low and level plain between the high land leading towards Caswall's Tower. As the fog had not cleared, and much snow was drifting, they stopped, erected a snow wall, under the lee of which, by constant moving about, they with difficulty kept themselves tolerably warm until daylight. This was rather discouraging, for if those so well clad had felt the cold, the two away, with barely more than their ordinary daily clothing, I hardly expected could have safely got through the night; in fact, I do not believe Mr. M'Cormick had more extra clothing on than a comforter round his neck. Mr. Alston I desired to hold himself in readiness to go off again at 8 o'clock with another party in preparation; but happily the second one came back with the lost ones, and I was relieved from the anxiety of a night such as I hope never to go through again.

The look of these officers was enough to convince any one of what they had suffered, and light as Mr. M'Cormick made of it, he could not hide that it had told on him. He stated that the uneasiness and trouble it would give was the cause of his anxiety; for having dug down into the snow with knives, and covered themselves over with the loose stuff, he considered they were safe. He said, too, that he had seen our rockets, and knew his position from a glimpse he caught of the pole star. Then why not come on?

On the 17th the weather began to settle, and bid fair to continue fine; every preparation was therefore made for starting the first opportunity, having pretty nearly completed the outline of the bay, to show the position of the ice and "Mary," yacht, which will more fully illustrate the impracticability of doing what the surgeon has proposed. Putting aside altogether the position in which the ship is placed, there is sufficient evidence to show that the plan has not been well considered. She will at all events require every portion of strength we can muster to get her afloat again, for the ice has formed so completely about her and under her that there can be little doubt of her being raised off the ground. Time, however, will shew us that when we begin to work. I do not expect to be able to do anything until May; at least, as far as cutting ice goes.

On the 19th everything was ready, and arrangements made for sending off the second party, together with what was to be done for the release of the ship, I therefore determined on leaving on Monday the 21st.

The temperature for the month of March.

Maximum 19.7+. Minimum 46.5—. Mean 13.28—.

FIRST JOURNEY TO CAPE BEECHER, &c.

On Monday the 21st of March, at 4 P.M., a party of twelve men and Mr. Alston (mate) were ready, with equipment and provisions, to start on the projected journey to Point Phillips and Cape Beecher (Wellington Channel), the two extreme places of rendezvous named in Sir Edward Belcher's orders to me, when, after asking from a merciful God a blessing on our endeavours, and protection in the many perils, we proceeded.

21st March 1853.

The strength of the party was fourteen, including myself, two sledges, and five dogs, all remaining of the ten we mustered after the "Prince Albert" left, the others having died during the winter. Each person was victualled for thirty days, and the team being yoked to the first (heaviest) sledge and six men, leaving six for No. 2., our start was a very fair one, all in good spirits, and no doubt of favourable results.

Strength of party.

Leave the ship.

Half way across Union Bay was the termination of the first stage; and it being so close to the ship that, after seeing the tents pitched, and evening meal in preparation, I returned on board for the night.

First stage.

Having previously given reasons for commencing travelling so early, and the plans to be pursued, I have little further to say now, more than that of feeling a difficulty from the ship's position of detaching so many parties to be simultaneously at the several places appointed. My visiting the extremes, and depositing all necessary documents, will be a great object gained; and although I cannot make certain of getting to the furthest point, Cape Beecher, still I think it will be a better time for crossing from Cornwallis Island to the northern shores by the islands, or, on the contrary, the northern shores to Cornwallis, as the case may be, (for one party must do all the work,) than at a later period, for Captain Penny found open water about the islands early in May.

Opinions, plans, &c.

Mr. Shellabear I intend should leave on the 20th of April, and my return, I trust, will not be beyond that time. He will visit Point Phillips only, leaving Cape Beecher for a future time when it can be performed by boat, unless he should find nothing at the former place, and Captain Penny's boat near to open water, so to enable him to launch her into it. That, however, I hardly think will be the case at so early a period. Mr. Goodsir was travelling along the coast long after the ice about the islands was open. Perhaps from its having been so mild a winter the ice may be sooner out of Barrow's Straits, and Wellington Channel again well open.

Mr. M'Cormick, the surgeon, having finished with Baring Bay, and given up all idea of anything further to be done in its vicinity, all exploration on his part is at end. My opinion on his new proposition has already been given; and the more I reflect on what Commander Inglefield has done, with a tracing of his work before me, I can only say there appears to be nothing in that direction to be accomplished. The chances are also against having such a good season, and a certainty of not having steam power.

Mr. M'Cormick.

On Tuesday morning, after receiving from the master the weights on each sledge, and handing to him orders for his guidance during my absence, I left the ship; and on arriving at the tents found all prepared, with sails set to a light breeze from S.E., so we moved on to Cape Spencer, inclining to the westward, where the ice appeared better for travelling than near shore. About noon, and having been for some time getting over hummocky ice, our sledge broke down. Fortunately the progress had been so slow that we were not far from the ship. I therefore sent Mr. Alston back, and in the space of about four hours he rejoined, and we pushed on again. The bad travelling still continued, and no prospect of getting better or further progress to-day, was short, barely reaching to abreast of Cape Spencer, a distance of not more than four miles from the ship.

22d.

Weather, b. c.
Therm. 14. + to 10. +
between 8 a.m. and
10 p.m.
Sledge breaks down.

Get another sledge
from ship.

On looking over the account of weights, I found that on the first sledge there was 1,532½ lbs; on the second 1,422 lbs. This included everything. Of course provisions for dogs was a large item, but in that we were short nine days, trusting that we might at least kill one bear to make up for the deficiency. We could dispense with nothing; and allowing 300 pounds for the dogs, there remained 205¾ lbs for each of the six men to drag on No. 1. sledge. The second sledge had a larger share, 237 lbs. for each of the six, yet they kept pace with us, Mr. Alston using the belt frequently, thus reducing their labour. The

- March 1853. dogs in such travelling were of but little use. The constant weights were 534 and 552 lbs.
- 23d. When we stopped this evening, one of the runners of No. 1. sledge was found sprung, the carpenter was therefore sent for from the ship, and joining us the next morning soon remedied the defect. Even then I thought our beginning was to be more unfortunate, for before breakfast one of the men, a marine, was taken so ill with pain in his stomach, that I feared to take him on. A substitute was sent for, but before he could arrive the sick man had so far recovered, after a good drenching with warm cocoa, and a little stimulant in the shape of spirits of wine (for the rum was not just at hand), and pleading to go on, that I would not wait longer, and sent in by the carpenter returning the intelligence.
- Man sick.
- Recovers.
- Proceed.
Therm. 8 a.m. 8—.
Noon 6+. Bad travelling.
- Mr. Alston I had sent on in advance with directions to make for the opposite shores, Cornwallis Island, as I saw no hope of getting northward along the land on the eastern side; when, after a hard and laborious forenoon, and having partially to unload the sledge twice, I managed to get up with him, waiting on a small smooth floe piece, where all were glad to get a rest. While the people were taking the lunch, I got a good look round from the highest piece of ice I could find; and whichever way I turned as far as eye could reach was the same unvarying prospect of heavy hummocky ice. In truth I was beginning to doubt the feasibility of going on; but considering the urgency of the case, and every appearance of the fine weather continuing, I determined on not giving up until every particle of sledge was useless, and, however slow the progress might be, keep Mr. Alston and two men ahead to clear the route, whilst I took on one sledge at a time with the remainder of the party. We accordingly commenced, and by dint of perseverance managed at 4.30 to get one sledge a distance of about $2\frac{1}{2}$ miles off the land, and certainly not more than six from the ship. After a little rest, the second was brought on, but it was not until 6 o'clock that both were together, when all hands were so tired that supper was no sooner swallowed than every man was into his blanket bag to recruit for the next day; for although the last thousand feet had somewhat improved, much heavy work was before us yet. I never had such travelling in all my life; and if any one had asked me, after looking at the route, whether it was possible to be accomplished, I should have said no.
- 24th. All day the weather was thick and foggy, except for a short time in the evening, just lifting to show us the land; and although the course had been a very winding one, we had been able to move together, and soon got on what we might consider fair ground for travelling, only occasionally passing over heavy hummocky stuff, which was apparently lying in belts, more or less in width, as I conclude either current or wind had acted on it. From the view of the land, we appeared to be about five miles in a N.W. direction, although it is very certain that we had gone quite as much again in order to keep on the good floes. Prospects were however beginning to brighten; and from this up to the 29th at noon our road and rate of travelling had been pretty fair, and considering that we were not more than three miles from Cape de Haven, although much heavy ice between us and it, I hoped to get into it that night, and make a deposit of part of our loads, so that we might get on more advantageously. Such, however, was not to be the case, for the ice was indeed worse than it looked in its heavy continuous hummocky masses, particularly along the shore, so that it seemed impossible to surmount it, and no other road was open. After hard labour, and having to clear a road, we managed to get one sledge within half a mile of the shore, from which spot, seeing about one hundred feet further on, and close outside the heavy grounded masses, a space whereon both could advance together, to attain which I was cheering the men on, when the runner of the sledge broke in two places, and at the very moment we were clearing the worst part. This was indeed unfortunate, but there was no help for it; when, after bringing on the other sledge, we encamped on a very rubblely and uncomfortable situation.
- 29th.
8 a.m. Ther. 6+.
8 p.m. 16—. Calm.
- Hazy travelling.
- Sledge breaks.
- Encamp.
- On looking at the broken conveyance, I saw that the wood work was rather rotten, the lower runners too slight, and the mortice holes for the stanchions, instead of being right through, ought only to be half way. It gave me much cause for anxiety, and consideration how I was to carry out my further arrangements, for this mishap had in a great measure disarranged them.

The next morning early it was very fine, but soon clouded over, yet the thermometer rose, and kept up throughout the day, with no wind.

March 1853.
30th.

After having the sound sledge lightened, I proceeded with all but two men for the land, which after a little difficulty was reached; and leaving Mr. Alston to bring on the rest of the equipment, I went on to explore for our further advance; and as I was returning he came up to me with the intelligence that our remaining sledge was broken, and before all our gear had been brought up. Carrying was now had recourse to, so that it was late in the day before we got all our things together again.

Other sledge breaks.

These accidents rendered me almost powerless, either for proceeding or returning; and having no spare runners or tools to make good our defects, even were it possible, it became a matter of anxious consideration as to how I should get on, for going back was very much against my inclination, particularly as the glimpse I got of the ice in advance from the point I had been at was more favourable for journeying on. The wrecks were therefore submitted to a careful survey; and finding one runner of each sledge unbroken, although shaky and of different lengths, I resolved on proceeding with them, hoping for a better road (a worse than that already travelled we could hardly find), and trusting that with very great care we might yet accomplish our purpose successfully. But to take on all hands was impossible; to send them back equally so, for there was nothing to carry their equipage on, although it might be possible to make something of the broken remains; so I determined on leaving four here with the dogs, to await my return, proceeding with Mr. Alston and the remaining eight, and taking only fifteen days provisions, confidently hoping from the lightness of the load to reach Cape Beecher and get back again within the contemplated time; if not, short allowance could only be for a day or two. Visiting the boat in Abandon Bay, I gave up under these circumstances.

Plans.

Ther. 8 a.m. 1 -
Noon 3 +. 8 p.m. 2 -

From the highest point at the back of what I take to be Cape Rescue, got a good view of the prospect every way, also bearings of Capes Spencer and Bowden, both thrown up by refraction. These bearings place this point not only to the southward but eastward of what the chart shows by nearly eight miles; but I can hardly fancy it is so far out, yet I consider the distance I have come much less than the chart gives. Longitude I had no means of ascertaining, further than by the bearings, for the chronometer stopped on the night of the 25th, and to cold alone could I attribute it. The land back of Cape Rescue, measured by aneroid barometer, I made 342 feet above the ice.

Latitude 75° 16' E.

On the morning of the 31st it blew strong from N.W., with heavy snowdrift, so that was impossible to go on. The thermometer stood at zero. William Harvey, boatswain's mate, was the man I intended leaving in charge; therefore gave him directions to look out on the eastern shores, in the event of our not being able to return by the same route. A smoke ball was to be the signal, which if he saw after fifteen days he was to make the best of his way to the ship, leaving here encaché the two gutta percha cases of bread, besides all other stores he did not require, taking only just sufficient to carry him to Beechey Island. Six days I considered would be ample, and the dogs would be well able to drag their gear on the small sled it was possible for them to make out of the remaining portions of the broken runners, and which I directed him to get done.

31st.
Blowing hard.
Therm. 8 a.m. - 0.
Noon 4 +.

Arrangements.

At 2 P.M. the gale so far moderated that I had the sled loaded, and moved on. The travelling was pretty fair, occasionally passing over hummocky patches or belts; when at 30 minutes after 5 P.M. we stopped, not quite half way between Cape Rescue and the next point to the N.W., which is marked in the chart Point Decision.

Wind moderates.

Proceed.

Ther. 8 p.m. 10 - .

We were now considerably within a line from Rescue to Decision, and seeing in the bottom of the bay these two points form a deep inlet, I walked towards the western shore, and up the gradually ascending land north of the entrance for about eighty feet, when it became somewhat level, forming a kind of spur from the higher land. Proceeding on to the southward for a short distance, I saw directly under me what certainly is, if water enough, and which I cannot doubt from appearance, a very snug and well sheltered harbour, with ice as smooth as a carpet. The extreme of the land I was on was to the S.E., and formed a point of the harbour's mouth, the northern coast of which trending to the westward for a considerable distance, then round to S.W., so that from an

Wind light from N.W.

Helen Haven.

April 1853.

inner point on the southern shore overlapping I could not see the head. The opposite shore was high and steep, being a continuation from Point Rescue, turning sharp round to the westward. This inlet I consider to be Helen Haven, and although I cannot see the island marked nearly on the line between Cape Rescue and Decision in the charts, supposed it to be covered with ice, for outside of this line the ice is very heavy, and in several places piled up as if something was underneath it.

1st.
Ther. in tent 7 a.m. 4 +
Outside 17 - . Noon
12 - .

The next day we got up to Point Decision in time to get a meridian altitude and bearings, and for the first time found traces of others having been here, taking out of a small pile of stones on the point one of Mr. Goodsir's notices, dated 14th June 1851, on his return from the westward. The latitude of Cape Decision was $75^{\circ} 21' 4''$ N., Cape Rescue bearing S. 27 E.

Ther. 8 p.m. 22 - .

The travelling was decidedly better, and following round another bay, or only indentation, I should say, sometimes on the floe, sometimes on the land, we came to a low shingly tongue of land about $\frac{1}{2}$ past 4, and stopped for the night. Cape Decision bore from this point S. 42° E. five or six miles; and I should also say that it is the Point Manning of the Americans, from its agreeing with the description, yet I see no island off it, nothing but one immense pile of ice, which may probably cover it if low.

2d.
Ther. in tent 7 a.m.
8 - . Outside 20.5 - .

The next day proceeding, and still alternating from land to floe; at 3 o'clock in the afternoon we were making for a beach between two high bluffs, the good floe just finishing; when, on surmounting the ice forced on the shore, saw two very distinct poles protruding well out of the snow, which on getting close too proved to be from a boat. This was quite unexpected, and had the floe continued good, as it began with us an hour hence, we certainly should have passed it, particularly as it was not here that I should have looked for Captain Penny's boat, which I concluded it to be, and the large sled was close too on which she had been carried. I always thought this boat was much further to the westward, and from the position assigned her in what is called Abandon Bay the whole southern shores of Baillie Hamilton Island are visible. As yet we have only had a glimpse of one point of it, the S.E., and that not from this spot; in fact the island is entirely shut in from this by the trending of the land. The eastern shores of Wellington Channel are visible for a considerable way south, but I hardly think myself yet up to Point Phillips. Cape Decision bears from the boat S. 43° E., distant in a straight line from our travelling about 11 miles, which makes the latitude of the boat $75^{\circ} 29'$ N. At all events, to-morrow being Sunday, a day I have up to this time endeavoured to keep quiet, I decided on encamping here; and while the people were uncovering the boat, and getting supper ready, I walked along the steep land, which sloped directly down to the very narrow beach (now covered with piled ice) to the northward for about three miles. Here, from the high land, with an elevation of about 400 feet, and at the back of a bluff point, I got a good view round, not only of a large portion of the southern shores of Baillie Hamilton Island, but the whole of the northern shores of Wellington Channel quite round to what I call Cape Osborn, with the exception of the low part about Baring Bay. After getting a few bearings, I returned to the camp, and found that Mr. Alston had laid bare the boat; handing to me notices both of Captain Penny and Mr. Goodsir's visit, which were copied and replaced.

Position of boat.

The provision of which Captain Penny speaks was very deficient. Bread there was about 50 lbs., which was very damp, 3 lbs. of tea, 3 one lb. cases of soup, and a little salt, was all we found; a short ten days' provision for a boat's crew at any rate of victualling. A little tobacco, and lots of old worn-out clothes, boots, and one blanket with the Hudson's Bay mark of three points on it, which I allowed my men to take for feet-wrappers, the two pair being hardly sufficient. Captain Penny in his notice called the place Abandon Bay; and seeing nothing whatever of the islands from it, I conclude that the position assigned the boat in Mr. Arrowsmith's chart was caused by an oversight.

3d.
Lat. of boat
 $75^{\circ} 30' 12''$ N.

To-day I got a meridian altitude, which places the boat further north by a mile than my D.R. does. With this latitude, bearings, and estimated distance, I place Point Phillips in the position the Admiralty chart does, as far as latitude goes. The trending of the coast too agrees; but the position of Baillie Hamilton I make widely different. However, the point I visited last night must be Point Phillips, and it is there I must look for a record from the "Assistance," and leave notice of our visit.

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Now to account for the difference from the chart I make of the positions of Points Rescue and Decision, and then agreeing so nearly with Point Phillips. The latitudes were from actual observation; the longitude from bearings; but both agree so well with my travelled distance from Beechey Island that I cannot think it very far out. I may yet have an opportunity of testing it, for if I find nothing at Point Beecher, or does the party which follows, then in the summer it must be visited again. Again, between Point Decision and where I found the boat, there appears to me a long piece of coast omitted, the chart giving the distance to the bend in the coast as little more than four miles, whereas I make it 11 by time, &c. travelling; and certainly, as before shown, does not differ much from the observed latitude.

Not far from the boat I made a caché of two cases of pemmican to lighten the sled; also deposited in the boat fourteen cases of preserved soup, with other small articles not actually required, which relieved us of about 90 lbs; when on Monday morning we resumed our onward journey. The wind was fresh from S.S.E., when after getting over much bad travelling, both on the floe and land, we came to a good extent of pretty level ice, extending apparently from the northern shores of Cornwallis Island across to Baillie Hamilton, and were therefore enabled to make sail, which greatly eased the men, and we got on rapidly. At noon I got the latitude, $75^{\circ} 35' 6''$ N., a little to the northward of Point Phillips, and to the westward close in shore, but it was still in sight not far off. However, rather than go back to search for the "Assistance's" notice now, which I made certain of finding there, I pushed across for Baillie Hamilton Island, leaving the close examination until my return, although I had narrowly scrutinized every point as I came along. It is possible that the "Assistance" did not pass through this southern channel; yet, having no certain information to the contrary, I felt it my duty to take it.

This evening when we stopped we were at least half way across the Southern or M'Rae Channel, having accomplished a greater distance to-day than on any former occasion; easily accounted for, from the road being better than we have ever yet had, and able to carry sail the greater part of the time; 12 miles I consider the distance gained. Point Phillips bore S. $34^{\circ} 14'$ E. and Cape Washington N. $33^{\circ} 43'$ E.

This morning the weather was beautifully fine, with little or no wind, and floe still good. We started with a fair hope of soon getting on the island. At noon I got the latitude and bearings; when, after surmounting some heavy ice skirting the shores of the island, we got into the land a little to the northward and westward of Cape Vesconte; travelled along the shore, rounded a low point, crossed a shallow bay, and passed over the extreme of a low broad point which I call Graham Gore, and encamped on the ice north of it, with a fine smooth floe appearing to stretch far in the direction we wished to travel.

The next morning the weather was still fine; and, with the prospect before us of a good floe to travel on, started in high spirits, and got over a good deal of ground while it remained so, from three to four miles off the shore. However, before noon, we got amongst the hummocks again, and for the next two days it was a repetition of the same laborious work that we had experienced off Capes Spencer, De Haven, and Rescue. When the channel between Dundas and Baillie Hamilton Islands opened (which it did on the afternoon of the 6th), the snow amongst the hummocks was so soft, with every appearance of firmness, that we were never sure of our footing, but constantly falling mid leg deep, which for the men dragging was really dangerous work, and our advance became proportionally slow. This was not the worst of it, for the ice in many places showed strong symptoms of being very rotten; and in one spot I found, over a very thin crust of ice, a hole through the drifted snow of not more than four inches in thickness to the water; the snow generally too, since we have got amongst the hummocks, sludgy and soft; quite enough to excite unpleasant feelings, and it was rather more than I expected at so early a period.

On the evening of the 7th, after having made but a very short day's journey, in consequence of the bad road, we were encamped about two miles off the west shore of Dundas Island, when one of the men discovered on its high south land a tall and conspicuous mark of a dazzling whiteness, and showing so distinctly against the clear blue sky that I could say it was a monument just newly white washed. With the glass too it retained the same appearance; and not knowing whether Captain Penny, the only former visitor of these islands,

Ther. in tent this morning 14+. Outside 8+.

Ther. 6+.

Ther. 8 p.m. 11-. Wind light from S.S.W.

April 5th.
Ther. in tent 7 a.m. 7+. Outside 6+.
Noon 6+. Lat. $75^{\circ} 41' 50''$ N.
Pt. Phillips S. 37° E.
C. Washington N. 81° E.

Ther. 8 p.m. 0.5+.

6th.
Ther. in tent 11+. Outside 8 a.m. 2-.
Wind fresh from E.
Lat. $75^{\circ} 53' 34''$ N.
Ther. noon 2.5+ 8 p.m. 10-.

7th.
Lat. $76^{\circ} 0' 4''$ N.
C. Beecher N. 28° W.
Wind fresh, east.
Ther. 8 a.m. 8-.
Noon 2-. 8 p.m. 5-.
Wind light, east.
Cairn.

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that we are certain of, had left a cairn, I determined on leading the sled, and walk in to examine it the next morning. There was a latent hope among all that it might lead to some intelligence of the missing ones; possibly also the "Assistance." At all events we might see a better road from the highland than we could from the highest hummocks near the tent, for, turn which ever way you would, there was just the same unvarying prospect, giving no hope of getting over more ground than we have done this day, I am sure not more than three miles.

8th.
Wind light, N.W.
Ther. 8 am. 14—.

The morning was fine, but rather cold; thermometer standing at 14—. At 8 o'clock we set off for the land, and after a fatiguing walk reached it; ascended the hill, and it was not until we came close up to the object that we could rightly make out whether it was man's or nature's doing. That was soon decided, for on clearing away the drift snow, which gave it the white appearance, and with which it was completely enveloped, discovered it to be a pile of stones standing at least eight feet high, and having in its centre a wine bottle, containing, to the disappointment of all, nothing more than one of Mr. Penny's notices. I replaced it, leaving also a line saying who else had been there; then returned to the sleds which we reached about noon, tired out, and with the unpleasant conviction of having lost half the day in running after what might as well have been put in a more accessible place. Some experience though we had gained, for from the high land I saw that no lead to the northward was practicable for us at a greater distance off shore. In shore we must come, but to get there, short as the distance was, would occupy us the whole remainder of the day, so bad had we found the route, not only hummocky, but a great quantity of soft snow, exhibiting every appearance of a solid surface through which I had been no less than three times, and got wet quite over my shoes. But there was no help for it; Cape Beecher was to be reached; when, after each taking a pannican of warm soup, we began, and by dint of steady perseverance got over the difficulty, encamping at 5 P.M. close in on the western point of Dundas Island, having accomplished not more than two miles. I walked into the shore, and as I rose on the high land the prospect before me became more cheering. Directly in the line to Cape Beecher there appeared a long stretch of pretty level floe, exciting a very pleasurable hope of being able to reach it with one days' travel; for it now became a matter of very grave consideration, having only seven days' provision left of the 15 we had started with from our depôts; and it was impossible to say how much longer we might be getting into the Cape. Since noon of the 6th we have not travelled more than eight miles, and not knowing what yet may be before us, determined to get to the rendezvous, took the precaution of reducing the allowance to two thirds, which I was happy to see did not come on the men unexpectedly, for they saw the necessity of it, and worked on with the same unabated good will. Our greese too, for fuel, as well as spirits of wine, was nearly all expended, and soon we shall have to take everything cold. Worse than all, for warm meals are most desirable in this weather, and with such work.

Bad travelling.

Ther. 8 p.m. 15—.

Reduce the allowance.

9th.
Calm.
Ther. 8 a.m. 17—.

This morning was very fine, with no wind, but clear cold bracing weather. At 8.20 we moved on, with good hopes that this day would see us terminating our onward journey. We soon cleared the heavy ice, and opened out the channel between Dundas Island and the northern land, with every appearance of the good floe leading directly up to Cape Beecher. Bears were now seen for the first time, but too wary to allow of our approaching near enough to get a shot. Numerous tracks were passed, intersecting each other in every direction. In fact this really appeared to be their hunting ground; for other unmistakable evidences in the shape of numerous holes of open water, with ice of very ominous thickness, and remains of seals carcasses in every direction, were met with, fully showing that this is one of their first localities, and where we may soon look for a disruption of the ice. At one large hole a huge walrus was lying, but our approach alarmed the creature, and he plunged into the water immediately. At some of the holes the ice was not more than a couple of inches in thickness.

Many holes of open water.

Heavy ice, again stop
and encamp.

As we drew towards Cape Beecher, the ice again was getting very hummocky, consequently the travelling bad; when at 3 P.M., finding that we were making such little progress towards the desired spot, with no hope of the route improving, I made up my mind to encamp, and go in the next morning, carrying the despatches only, so as to lose no more time in the laborious effort of

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endeavouring to get in with the sled. The cape was about two miles off in a N.N.W. direction, and close up to it the ice was piled in heavy masses. I could see no cairn or signs of any person having been there from where our tent stood; but to the eastward of it, on the summit of a steep bluff point (Majendie), was a pile of stones which I supposed to be the cairn built by Mr. Stewart of the "Sophia."

This day I did not stop to get either observations or bearings, for I was too anxious to get on; but I had determined to go back by the eastern shores of the islands, if possible, hoping to find a better route for travelling, for we had never been able to get into Baillie Hamilton Island after leaving Cape Graham Gore; and the leading over such ground was most trying to the eyes.

This morning was a dark and dreary one; snow had fallen during the night, and now there was every appearance of fog coming on. But we had no time to spare, therefore, at 9.30 a.m., I took Mr. Alston, six men, with implements for digging, and the despatches, and began the walk in for the cape. It was a fatiguing one, for it was nothing else but clambering over huge masses, and drawing our wearied limbs out of the treacherous snow, stopping occasionally to get breath, and wistfully looking to the land, but a short distance off, yet we seemed to get no nearer. At last, at $\frac{1}{2}$ past 11, we reached it, and after a good look round, without finding any traces of others having been here, we began to dig a hole to bury the despatches in.

Whilst the men were about this, Mr. Alston and myself made an attempt to visit Sir R. Inglis Bay; but the snow was driving so heavily, with the strong gale directly against us, that it was with great difficulty we managed to get over two miles, at which time the fog was coming on so thick, and considering our having to return to a tent lying amongst such a mass of confusion, without the least to guide us, for compass was of no use, that I gave it up, and turned back for the point again.

It was 3 p.m. before we reached it, and finding the despatches buried, a good pile over them, with staff and flag flying, that, tired as I was, the march back to the tent was immediately commenced. This was imperative on us, for it was only just clear enough to allow of our seeing the N.W. point of Dundas Island; the tent was completely hidden by the ice. However, we went on until I began to doubt of our reaching our camp that night, without we struck our sled-track to the southward of where we had stopped, and run it up. But that was only a hope, for it was very possible that it would be completely covered over, so heavily had the snow been driving all day. To make matters worse, I could hardly see a step before me, and the men were no better, for it was that nasty, dull, gloomy weather when you cannot really distinguish distinctly a track over snow, and we were floundering about amongst hummocky ice and treacherous soft stuff, with the unpleasant prospect of having to spend the night with nothing but heaven's now gloomy canopy for a covering. To our numerous musket signals we could get no response. At last, all thought they heard the clashing of kettles, and although it was nothing more than imagination, as we afterwards found, still it cheered us on; when, most fortunately, one fellow, better sighted than the rest, got a view of the top of the tent, just peering over a lower hummock, and in half an hour we reached it, wearied and tired out, for I can safely say I never had such a walk in all my life. It was half past six when we got in, and although the thermometer was pretty low, 6 +, all my under clothing, flannel, was wet with perspiration, from anxiety more than exertion. We were glad to get our supper and into our bags, with a comfortable assurance that to-morrow would see us on our return, after having successfully accomplished what we came for.

This night we had four days provision, full allowance, left, so it was high time to think of returning; although I should have been tempted to go on one more day, had it been necessary, for we had a small quantity at Captain Penny's boat, from which we had been only six complete days. We should feel the loss of fuel more, and now it was nearly all done.

We commenced our return journey this morning at 8 o'clock. The weather was cloudy and temperature high, with a light northerly wind, dying away entirely as the day advanced. Intending to return by the eastern side of the islands, I made for Cape Collins; but after a great deal of fatigue, and the route getting worse instead of better, I was obliged to give it up, and make for the road by which we had come, with the intention of trying to get eastward

10th.
Ther. 8 a.m. 7 + .
Walk to Cape
Beecher.

Deposit the despatches.

Unsuccessful attempt to reach Sir R. Inglis Bay.

Return to tent.

Heavy walking.

Reach the tent.

Provision remaining.

11th.
Return.
Ther. in tent 21 + .
Outside 14 + . Unsuccessful attempt to get eastward of islands.

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again by the middle channel. We struck our old track, nearly obliterated by drift, just as we were shutting in the northern shores of Dundas Island, and, although we had experienced some heavy travelling, managed to get half way down the western shores of it at half past four, when we encamped among the hummocks, just leading into a smooth floe, extending for about a mile, or nearly, to the S.W. point of the island.

Ther. 8 p.m. 7 + .

Bears, seals, and walrus seen.

In our course we had passed many large holes of open water, and tried for soundings in one with 20 fathoms of line, but no bottom. Two bears were seen, one feasting on the nearly-demolished carcass of a walrus; we disturbed his repast, but could not get near enough for a shot. Not so with some other animals, for just as we had given up the chase of bruin, a large dark mass was seen lying perfectly quiescent to the westward. It was conjectured to be either seal or walrus slain by the bears, for some of the men went so far as to say they saw them quietly feasting on the carcass; however, Mr. Alston and myself started off immediately, when, on drawing near, perceived they were two immense walruses, so sound asleep, and snoring so loudly, that we might have got near enough to stab them with knives. We took a position at the back of the largest, about a dozen feet off, and deliberately fired four barrels into him. It awoke them immediately, and appeared so paralyzed that they seemed not to know what to do. One, however, greatly protected, and lying end on to the hole, with his head resting on the other's body, soon backed into the water and disappeared. The other could hardly move, and made vain efforts to get round end on, and do the same, so that we made sure of the prize, and were considering what an ample supply of fuel it would afford us; quite enough to take us to the ship, and would be most welcome. We were, however, premature in our anticipations, for the animal had moved a little, and the two replenished barrels I now poured in appeared fairly to pitch him into the water, where he sank like a stone, if not dead, wounded past all recovery, and we gazed with disappointed feelings.

Dangerous position.

It was not until now that the danger of our position was discovered, for in the excitement of the moment we did not notice that the ice all around us was rotten and watery, open in holes and immense large cracks, and I soon found myself ankle-deep in water. The sled and men were at least a mile off, and did not appear to see our signals; but, thank God, we got out of the predicament, once more on solid ice, and joined the party just before they encamped.

Ther. 8 p.m. 7 + .

Accident, Mr. Alston breaks through the ice.

Having been frustrated in getting to the eastward of the islands by the northern channel, I purposed trying the middle one; but the next day, on attempting it, our efforts were still as unavailing, for the ice was not only heavily piled, with soft snow between it, but much was open under the light crust. And Mr. Alston, in the forenoon, fancying he was stepping on firm ground, went through into the water; fortunately the surrounding surface, close too, was a little firmer, enabling the sled to stop immediately, and allow him to change.

Another accident, I break through.

This happened while we were making for the direction in which our old track lay, for from the way in which the ice was piled, and its treacherous nature, it was high time to give up the attempt, and return to that route, although bad, we knew more of than in another direction. After the accident, I would not walk ahead of the sled, my usual practice for guiding, without carrying a long pole, with which I had detected many places over which the sled could not go. At length, seeing to the west of us a small space of smooth floe, with a considerable quantity of watery and open ice intervening, I was considering which way to get to it; at last, after well sounding with the pole, rejecting many courses, I stood, as I fully expected, on the soundest part, waiting for them to come close up, when the ice went from under me, and I was fairly immersed in a very cold bath. So sudden was the shock, and so cold the water, that it took away my breath, and I had no time to lay my stick athwart, that it might catch over a larger surface to hold by, for it went down straight with me, and was of no use. Indeed, had not assistance been most providentially so near at hand, there is very little doubt of what the consequence would have been. It was only through God's mercy that the whole party did not get in with me, so rotten was the ice about. Luckily, too, the thermometer was not so low,—only at zero,—as it had been; for to stop the sled was out of the question, and might have been attended with sad results. But, being quick in

getting out of such a ticklish position on to the solid ice, I got a change before suffering more inconvenience than feeling very cold for a time.

The travelling for the next two days was very little improved, until we got into our old track, not quite obliterated, a little to the north of Cape Graham Gore, and we encamped on the evening of the 14th, to the southward of it, on the beach of the island. A fresh gale from the N.W. had sprung up in the afternoon, causing the snow to drive in such dense clouds that seeing beyond a quarter of a mile was impossible, and we could not have faced it had it been the other way. The morning of the 15th was, however, fine, with wind from the same quarter, but so moderate that the drift was very trifling, and we could see Cornwallis Island distinctly. We therefore bid good-bye to Baillie Hamilton Island, and made as direct a course as possible for Point Phillips. As the day grew, the wind increased, and setting the sail we got on at a pretty fair pace, the men stepping out cheerily, for they were getting heartily tired of the reduced allowance, and so keen of late had become their appetites, that I verily believe double allowance of pemmican would not have come amiss, although some could not eat it on first setting out. Their spirits too I had reduced, for our fuel was expended.

At half-past four we got into the land about two miles W.N.W. of Point Phillips, and pitched our tent in a heavy gale of wind from N.W., with such dense snow drift that we had great cause for congratulation in getting so well and timely across.

The next morning, the gale was at its highest, and the drift so thick that it was hardly safe to venture on the floe, but we could not lay by, so proceeded, and for the whole forenoon I do not suppose that we could see more than one hundred yards in advance at any one time. At last I was obliged to make for the land again, and get along on it the best way we could, but did not reach it before we had put a climax to our misfortunes, by breaking our only remaining sled. It occurred in extricating ourselves from some heavy ice, among which we had been led by the impossibility of seeing a sufficient distance to take a clear lead. However, there was no help for it, and it was a matter of surprise that it had not occurred before, as the lower runners were so much worn that the least thing appeared capable of breaking them. To remedy this defect now was the difficulty, at least so far as to take us to Abandon Bay, where the large sled still was, that Captain Penny's boat had been brought up on. It was now our only resource, and to reduce it to a convenient size would be rather a task, for tools we had none, further than a small axe and our knives; but I felt thankful that such means were within our reach. The wreck was immediately unloaded, turned up, and by the help of a boarding pike cut in two pieces. We succeeded in making it so far available that at six o'clock that evening we got into Abandon Bay, after a most heavy and fatiguing job; for where the accident happened was not more than five miles distant from this. At any rate it was a consolation in knowing that we had performed successfully the mission for which we had left the ship in every way, having deposited to-day the duplicate despatches at Point Phillips, and now we had the means of remedying in a great measure our misfortune. Provisions too we also had, for on the outward journey two cases of pemmican had been left, and there was bread in Captain Penny's boat. Fuel there might be sufficient in the remains of the boat sled, but doubtful if enough to take us to the ship. At all events we got a warm meal now, but it was ten o'clock before we got into our bags.

The next day was Sunday, and necessity obliged us to work. The gale not having abated, with still as much drift, it was impossible to do anything outside the tent, and from a want of tools, and severe cold, it was evening before we finished our job. A small axe, a notched knife for a saw, and the men's clasp knives, were all the implements, together with plenty of seizings. We had managed to make a machine sufficiently well for our purpose, and although unwieldy hoped it would take us to the ship.

The travelling must indeed have been very different when this boat was brought up from what it is now. On such a conveyance, and such a distance, it would take all my ship's company to accomplish it without ruination to both, I can safely say myself, that I have never travelled such a road. The boat was a 25-foot whale boat. The sled runners were of solid pine, 2 inches thick, and 1 foot 3 inches in depth, put together, the whole length 17 feet, and 5 the breadth. Six stretchers, two of which, the main ones, each 5 feet 3 inches long,

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13th and 14th.
Ther. ranging between
6- and 6+.

15th.
Ther. 8 a.m. 17- .
Noon 8- .

Crossing the South
Channel.

Reach Cornwallis
Island. Ther, 8 p.m.
7- .

Heavy Gale.

Sled breaks down.

Arrive in Abandon
Bay.

Ther. 10 p.m. 6
Wind N.W.

17th.
Wind N.W. 6.
Ther. 10 a.m. 6- .

Sled making.

Ther. 7 p.m. 8- .

Dimensions of original
sled.

April 1853. $6\frac{1}{2}$ inches broad, and 2 inches thick; the remaining ones were the same length, half the breadth, and $1\frac{1}{2}$ inches thick. On the two main stretchers were checks of 3 inches deal, extending the whole length of sled. The weight altogether was 270 lbs. We had reduced it about half.

18th.
Wind N.W.
Ther. 8 a.m. 10—.

On Monday morning the wind had considerably abated, and although blowing fresh the drift was not quite so heavy. It was still from N.W.; when, having got our new conveyance loaded up, and considering that we had every bit of wood remaining to carry, the weight was rather against a very rapid progress; however, we got sail on, and at 9 made a very fair start.

Wind N.N.W.
Ther. 8 p.m. 11—.
19th.
Ther. 8 a.m. 9—.

This travelling, from the late snow drift, had so much improved that we got over about ten miles that day, and on the afternoon of the 19th encamped off Cape Rescue, where twenty days previous I had left four of my men to await my return. They were gone, having left a notice, with some of their provisions they had cachéed, to say, that from my protracted absence they had imagined we had not been able to return by the same route, but gone down the eastern shores; they therefore left for the ship on the 18th.

8 p.m. 10—. Wind
light, North.

20th.

These men having only taken six days provision, and finding a small caché of one of Captain Penny's parties, our depôt here was much better stocked than I expected to find it. We only took just sufficient to last us to the ship, considering six days ample, with the improved travelling; and on the morning of the 20th, having closed up all snugly again, we made for the eastern shores of Wellington Channel. On the afternoon of the 22d we got into Cape Bowden, and finding our caché made there last September all safe, proceeded the next day, and reached the ship on the afternoon of Sunday, 24th, after an absence of thirty-five days, returning without a single frost bite, and no snow blindness, with the exception of a little weakness in the eyes of two of the distant party, from the glare of the sun being so powerful for the last three days. Harvey, too, was affected, but entirely his own fault, from not using the proper remedies.

Cape Bowden.

24th.

Arrive on board.
Condition of party.

The master informed me, that feeling apprehensive of my being still detained, and that if he longer delayed sending off the party to proceed next they might not have time to reach Point Phillips by the appointed date, which had been arranged before I left, and learning from Harvey, who arrived at the ship the morning of the 22d, the disasters we had met with, and time took in crossing the channel, immediately despatched Mr. Shellabear, the 2d master, with thirty-four days provisions and four dogs to Point Phillips, and endeavour to communicate with me if possible. But as I kept in shore, travelling by day, and he outside, travelling by night, we passed each other, and it being my wish now for him to go to Cape Beecher by the eastern shores, I therefore sent two men out with a hand sled, and two days provision to endeavour to recall him. They returned unsuccessful, finding him too far in advance, stating that his track led well to the westward. Under these circumstances, it will be requisite to send a party out again, unless Mr. Shellabear gets to Cape Beecher either by the islands, or keeping well to the eastward east of them. Passing to the westward will be utterly impossible. I would not have ventured back again, after I got into Cornwallis Island, on any account; and in my notice at Point Phillips I stated that it was dangerous to attempt it. The change which had been effected in the short time that had elapsed between our going and returning was very apparent, particularly at that one spot spoken of on the 11th. We passed close to it, going, on the 9th, when no symptom of open water was discoverable. It was most fortunate that I travelled so early; but I would not do it again without heavy snows had fallen during the winter, so to fill up the spaces between the hummocks, and lessen the dreadful work we experienced on first crossing the Wellington Channel. No person passing over the ground we travelled, going, would, coming back, over at least 45 miles of the same, say he had been over it before. The drift did all this, and it has also put a very different feature on "Erebus" and "Terror" Bay from what it wore from the 29th September 1852 to February 1853.

r. Shellabear sent off.

By my latitudes and bearings I make a difference in the channels, contracting them very much, and Baillie Hamilton Island I bring bodily to the eastward; its western shores too are rather different from what the chart shows. Unfortunately, my chronometer stopped from the extreme cold, so longitude I cannot say anything about more, than from bearings; but latitudes were all observed. I make the distance between Beechey Island and Cape Beecher 114 miles, in as

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straight a line as could be travelled by the route we took; not that I mean to say we could make it a straight line in our journeying by a long way, for there was too much hummocky ice in the way. I think I may say that we actually travelled 120 miles. The chart gives the distance 136 miles, the straightest line.

Going to Cape Beecher we were 109 hours on the drag ropes; returning, $91\frac{1}{4}$; and 8 hours was generally the portion of a day kept the men going. For 32 hours I do not think we averaged more than $2\frac{1}{2}$ miles during the daily travelling, or 8 hours, and $12\frac{3}{4}$ miles was the longest day's journey we made over fair floe, and occasionally wind. Time of travelling.

To the northward of Cape de Haven, as far west as we could see from Point Phillips, the land loses that steep mural cliffy appearance which the capes on the east and to the south in Wellington Channel; present neither have I seen any of the land so high. Cape Rescue is the turning point of Wellington Channel, or where the land begins to trend westward, and with Cape Grinnel on the east forms about the narrowest part. The latter point is difficult to discover without a latitude, or even then, for its position is as likely to be out as its opposite, Cape Rescue. Descriptive.

The land at the back of Cape Rescue is moderately high; 342 feet I made it by aneroid barometer. Facing to the eastward it is steep, but not like Cape de Haven, which is rocky, and much steeper. These two points may be known by the latter forming the northern boundary of a deep bay, and north of it the coast begins to lose the cliffy appearance. Point Decision is about the same height as Cape Rescue. These two points form the bay in which Helen Haven is situated.

At Point Decision the coast turns nearly west, and, with a low shingly point and Abandon Bay, form two indents, for I can hardly call them bays. This low shingle point, I think, is Point Manning of De Haven, and is on a strait between Decision and Abandon Bay, nearly half way. The whole distance I call 11 miles. Abandon Bay is rather a misnomer; it is nothing more than a straight shingle beach (coast), extending back for about half a mile with a gradual ascent, when, rising abruptly to a moderate height, connects by a gradual sweep two high bluffs rounded at the crown, and steep down to the beach. These, I expect, gave rise to its name bay; for the back land, being covered with snow, at a distance hardly shows, but throws out the two bluffs in good relief. The connecting beach is not seen until close to it.

The bearing between Point Decision and Abandon Bay is N. 40° W., and from the latter the coast turns up N. 34° W.; when, at a distance of about 4 miles, you come to what I call Point Phillips, and the coast bends more westerly, forming, with another bluff point, another such bay as Abandon Bay. From this point, which I call Phillips, I first got a view of Baillie Hamilton Island, west of Point Washington, which bears from Point Phillips nearly north 12 or 13 miles distant. Cape Washington is steep, perpendicular, and not easily mistaken. It is the extreme of the island to the S.E., and the first seen from the southward. All the southern shores of the island are steep; and Graham Gore Point on the west is a low broad point, gradually rising as it falls back to a moderately steep bank or cliff. For about a mile on the southern side of it was the only point of Baillie Hamilton Island that we could get into.

Dundas Island is high, and the N.W. point, Point Little, a steep perpendicular cliff.

At Cape Beecher the coast turns abruptly north, and the long point slopes down gradually from a steep cliff, which we first saw in latitude $76^{\circ} 0''$ N., bearing N. 28° W., about 12 miles off.

SUMMARY of DISTANCES travelled. March and April.

| | |
|--|------------------|
| Distance from ship at Beechey Island to Cape Beecher by floe | Miles. |
| travelling and western side of islands | $119\frac{3}{4}$ |
| Returning | $120\frac{1}{4}$ |
| | 240 |
| Distance to Cape Beecher from ship in a straight line | 112 |

April 1853.

I found all well on board the ship, except Mr. M'Cormick, the surgeon, who had fallen down one of the hatchways, and broken a rib, with a trifling case or two of boils. The house was finished, with the exception of painting, and a few other things which will be better for waiting for a more advanced period. The position of the ship was a little altered, as far as direction went, her head more to the northward, but she had a slight heel to starboard, and appeared more raised than when I left. The heavy ice under the bows had been cleared away, and in the line of dock ahead all the snow dug down to the solid floe, and strewed with ashes, with everything in a state of forwardness for the release of the ship as far as could be possibly expected. My chief anxiety was now for Mr. Shellabear and party, for it is not at all unlikely that he might, when on the ice about the islands, on his advance to Cape Beecher (for my notices left at the boat and Port Phillips will clearly indicate that he must get there if possible), find himself cut off from either advance or retreat; but that I will not anticipate; yet nothing can be done until such a time elapses to justify such conclusion.

As soon as the men recovered from the effects of their journey, they joined those remaining on board in the preparation for the release of the ship, which I looked upon decidedly as our hardest task; and I must confess, knowing our strength so small, misgivings of entire failure would often present themselves to my thoughts. They became more frequent as the work advanced, for the ice about the ship was particularly heavy; however, they were kept to myself, and perseverance, with a determination to leave nothing untried, I was well satisfied could only dispel them.

Part of the winter housing was removed on the 23d of April. Snow and gravel, with which the upper deck had been covered, was cleared off, and everything in a fair way for commencing with the saws when the time arrived that it would be of service. From the stem of the ship to a distance of 260 feet in a N.E. direction, which I call the dock, ashes were strewed over a breadth of 60 feet, after all the packed snow and heavy ice directly under the bows, which had been forced up, was removed, leaving almost a level surface of bare floe. From the extreme point of this dock the canal commenced turning off sharp to the southward, and stretching out towards Barrow's Straits in as direct a line as we could find, of smooth ice and clear of hummocks. This outer part we had gravelled in February, but no effect was visible yet, or for some time after were there any signs of its having at all penetrated through.

While I had been away the ice appeared to have sunk, or the ship was raised, for all above the surface looked immensely high. I was doubtful, too, whether any water was under her bottom, or that all there was a solid body of ice. This I had no means of proving yet, for the ice was set close home on the ship's side, and I did not like removing any of the banking at present, for she had taken a heel of one degree to starboard. This lift after a while, however, increased, and appeared to have the effect of loosening the ice from her bilge in some places, on the port side particularly, under the mizen chains, where also was a large hole. Down through this hole one man went, and reported when he came up that he had got as far forward as the gangway, but found no ice fast to the bottom, or water underneath.

May 1853.

The weather still too cold to make any attempt with the saws, and the occasional falls of snow drifting would cover up all the dirt and refuse we had spread, so that no signs of what had been done was at all apparent, and the work seemed to be endless. However, other duties equally indispensable were gone on with, such as caulking, which appeared to be very requisite in those parts that we had not been able to protect from frost by the banking,—finish Northumberland house,—and refitting the rigging as far as possible in the present temperature,—all of which latter duty was accomplished by the 21st, to the rattling down. It was most fortunate that we had not lost this opportunity, for about that time came on such a continuation of cold and stormy weather that it was hardly before July that we had any weather fit for working about the rigging. More weight was also taken out of the ship, and placed alongside, so that I do not think more than 100 tons remained in her altogether.

Bear seen.

On the 3d of May a bear passed under the stern, but being early in the morning none went after him. Again, on the 5th, two came into the bay from the north, and directly they got sight of the ship came on towards her. These three bears are the only living animals we have seen here this year; and it was a

sight for us, after such a long and weary detention in these most desolate of regions, for, without exception, I cannot compare any part of the world I have ever seen before to this, for its barren and desert-like solitude. Animal life, indeed! We may well speak from experience of its scarcity, not only here but the Wellington Channel, &c., which Captain Penny represents as so teeming with animal life. God help any poor fellows that have such to depend upon for their subsistence. I should wish for nothing better than to have some of those gentry at home, who talk, but not over wisely, on subjects here, and to go over the ground I have lately travelled on, the very same Captain Penny has visited, and with only their hunting to get them their daily food. Faith, they would soon sing a very different song.

May 1853.

Scarcity of animal life.

How is it that all human beings have deserted these places years and years ago? Are we not constantly falling in with traces of them; in their dwellings, bones, &c.? Only a few days ago I picked up at Point Innes, in the veritable watch tower, from under the stones, &c., a human jaw bone; and how old is it? God only knows! it is worn, broken, and bearing evident signs of long lying where I found it. The remains of dwellings also bear sufficient evidence of their age, and may we not conclude that scarcity was the cause of desertion?

Probable cause of desertion of these regions.

I may yet go over the same ground again at a later period; for it is clear that Cape Beecher must again be visited, as I hardly think Mr. Shellabear will reach it. I hope to do the journey, too, myself, and shall therefore be able to judge of the difference of seasons in these localities, so *teeming* with animal life.

Chance of visiting Cape Beecher again.

But, to return to the bears: they must have been very hungry, for on getting on the floe, off the narrow ridge of Beechey Island, they came on towards us at a swinging pace, and by the time we got our dogs on board, and guns ready to receive them, they were nearly two thirds of the way to the ship. Walking directly to the dirt heap and a small cart, both well within musket range, they soon got the contents of some of the guns. A rush was made by dogs and all hands, when a general chase ensued, finally ending in the capture of both a female and full grown cub. They were soon skinned, and hung up to the triangles, much to the gratification, I have no doubt, if we could have understood them, of our dogs, for not one of the men would touch the flesh of bruin. On asking a petty officer who was with me in the boats from the "Plover," how it was no one had tried the bears, as the officers had done, he replied, "Oh, sir, our provisions are good and we are satisfied." Now this very fellow had thought the flesh of the black bear, also the barren ground bear, (the latter like the polar bear in his feeding,) very good, so I was rather surprised at the answer. However, when I came to consider the hard and leather-like dried deers' meat and indifferent pemmican, it vanished; although the flesh of this young bear I considered better than the other.

Bears killed.

Another bear was captured on the 10th of May, which is the amount of our hunting in these parts in that line this year.

On the 16th May the weather was very fine but cloudy, and there was evident signs of thaw going on, for on the starboard side of the ship where the sun had full power her black sides were beginning to show out bright and glossy, from the many drains of snow water pouring down it; she also heels more that way (starboard), but no water appears to be under her, or does any yet come over the ice with the increasing tide, except just at the bows.

Thawing.

On the 17th we commenced digging under the stern, and to clear away the ice close about. After removing all that had been forced up, and laid the 12 feet mark bare on the stern post, the water flowed in with the last quarters flood, and impeded our work; nevertheless it was found after a time that it had the good effect on the ice of rotting it away gradually close to the ship.

Digging at embankment astern, &c.

Through a hole we had opened at the N.E. end of the dock we found the ice to be 5 ft. 8 in. in thickness, but this we knew only to be for a short space; nearer, and all about the ship, it was heavy, and lying on the ground, forced together by pressure, and greatly increased during the winter.

Thickness of ice.

On the 18th, at high water, the tide rose nearly up to the 12 feet mark on the stern post, and from the ship rising up to only $1\frac{3}{4}$ degrees heel from the two she had of late gone to I was in hopes the water would soon work its way forward, and the tides, now rising, was in our favour.

Mr. Alston, mate, I sent away to-day (18th) to examine Gascoine Inlet as a winter harbour. His report on his return was favourable, as far as he could

Gascoine Inlet as a winter quarter preferable to this.

- May 1853. judge. Of course it was full of ice ; but I have always considered it a far preferable spot to this ; in fact, if we do get off safely, and I receive no further instructions from Sir Edward, and am to remain out another winter, there I shall place the ship, unless the movement of the ice is very different this year from what it was last. That, however, it is impossible to form an idea on at such an early moment.
- Return of party from Wellington Channel. On the 21st Mr. Shellabear returned, and, as I expected, he had been unsuccessful in his attempt to reach Cape Beecher by the western side of the islands (Baillie Hamilton and Dundas) ; he had therefore tried the eastern, and was also foiled ; when, after remaining five days over the allotted time at Point Phillips, he returned. The crew were now all on board, and, with the exception of three men on the sick list, and one or two unfit for working on the ice, all was in readiness to commence with the saws.
- Commence sawing. On the 23d we commenced cutting at the head or N.E. point of the dock, but even then, from our deficiency of strength for working both saw and par-buckle together, and lowness of temperature glueing the pieces cut so firmly fast again, that our progress was very slow ; I therefore discontinued it for a time, and began to dig down the embankment alongside. We commenced aft, and on getting as far forward as the main chains and down to the bilge not a drop of water had made its way along beyond that large place we had opened under the stern, and where the tide was showing up to the 12 ft. 2 in. mark.
- Digging at embankment. The whole of the banking on the starboard side was at length removed, except a small quantity of about 20 feet by 18 over for support, in the event of nothing being under her, but not the slightest symptom of water to half way between the fore and main chains was at all apparent ; and on further examination, digging away with ice chissels, &c., the ice was supposed to be close down to the ground. A pole which we passed in two places down, and touched the keel, came up as dry as it went. Thus was it more apparent that no water was under her, which I certainly expected would be found with these tides. The vessel also appeared to be more raised by the level surface of the ice, but still it was almost impossible to say for certainty, for such heavy and irregular masses were formed about her. By the removal of the banking we were enabled to caulk well down on her bilge, but it, as well as all parts that had been protected by the piled stuff, required little more than hardening home.
- Banking removed. On the 26th, close under the port counter, and not more than five feet from the stern post, a small hole was discovered in the ice, through which we could see the gravel ; the lead was immediately dropped in, and we found at high water 13 ft. 8 in., whereas on the stern post there was only 12 ft. 2 in. Now, as long as we could get any soundings last fall, after the ship was driven on shore, the latter place showed the most water ; it is therefore pretty clear that the ship is entirely resting in a complete cradle of ice, and instead of its having sunk she is raised by it at least 18 inches off the ground ; thus her high appearance ; also, that there was no water in this cradle, or could get in while the ice was fast to her bottom, for what we chipped from her bilge with the chisels showed every mark and indentation as if placed for the very purpose of getting the form of her bottom.
- Difference of depths in small space. Ship cradled in ice. The small hole under the counter was in a sort of well, which, after our digging, the action of the water had increased to considerable size ; therefore, to get it (the water) further along and to the gangway, where the portion of the banking had been left for support, a trench was dug close by the bilge into which the tide might flow, and acting with spread ashes, under sometimes a warm sun, a visible change was soon apparent in the ice becoming honeycombed, and wasting gradually but slowly away. The banking on the port side was removed, leaving an equal portion there too (as on the starboard side), but she soon showed symptoms of leaving it, by getting over to three degrees of heel to starboard. She being raised off the ground I did not think so much of, as I considered the heat she would throw off and her weight would soon work down the ice. My chief object was to get her over on her beam ends, and down as easily as possible : my reason for keeping those portions of the banking at the gangways. Sail was set with every breeze, in hopes it would loosen her in her icy bed.
- Greater heel. On the 28th the thermometer was up to 42+, and thawing was going on very rapidly, making many pools of water on the ice, especially in the line of dock, where several cracks were opening, through which the tide would rise above the
- Ther. high. Cracks in the ice, &c. 28th.

floe, and lay on it for several hours, thus doing us good service, shewn by its wearing deep hollows, in which the water would always remain, and frequently exhibit a thin coating of ice.

May 1853.

At high water this morning the depth in the small hole was 13 ft. 10 in., whereas at the stern post it was still 12 ft. 2 in., so it is very evident that she is off the ground, but whether so at all times of tide I cannot be certain of. Or can it be possible that the tides lift her and the ice close about her altogether? Not at all improbable, for a large crack very near, and the whole length of the ship on the starboard side, has lately opened wide. All this, however, cannot be fully determined until the remaining portions of the banking are removed; just enough to support her in her present upright position, should there not be ice enough under the bilge. Therefore, to be on the safe side, I shall let it remain until a better tide offers, and then only remove it at the last quarter of the flood, so that she may have the whole of it to ease her down.

No increase of water at stern post.

On the 30th of May I was most agreeably surprised by the arrival of a party from Her Majesty's ship "Resolute," also two officers, Lieutenant Creswell and Mr. Wynniatt, mate, from the "Investigator," Commander M'Clure, which ship had so far completed the long sought for north-west passage as to be now within 170 miles of Captain Kellett's winter quarters at Melville Island.

Party from "Resolute."

"Investigator" found.

In their present position (new land they have discovered, and named Baring Island), Mercy Bay, on the north shores of Baring Island, they have been detained since September 1851, which circumstance was discovered last autumn by one of the "Resolute's" travelling parties picking up at Winter Harbour a notice which was left by the "Investigator's" travellers in 1851.

Mr. Roche, mate of the "Resolute," was in charge of the party, consisting of Mr. Chandler, boatswain, and ten men from his own ship, not exactly invalids, but complaining, and to await here the opportunity for passage to England.

Mr. Roche.

These men were truly an accession to our strength, and although some were frequently in the sick list, all, I can fairly say, did us good service. Mr. Roche was charged with despatches for Sir E. Belcher; and as my parties had not been able to communicate with him, nor found any notices in their travels to indicate his whereabouts, I saw no hope of forwarding them, except to Cape Beecher by the next party. Under these circumstances, I determined on sending to Captain Kellett intelligence of this ship's position. Mr. Roche volunteered for this service. Therefore, knowing that one who had been over the ground would be much better than a stranger, having no officer here to send, and Lieutenant Creswell's favourable report, I prepared a light equipment, all our dogs (five in number), and on the 4th of June sent him off, with Thompson, Mr. Penny's driver, and 14 days' provisions, which, with the large cachés on the route, I deemed sufficient for the purpose.

June 1853.

4th.
Sent Mr. Roche to "Resolute."

On Monday we again began to work with the saws, and, with the accession to our strength, were able to use the parbuckle at the same time, thus clearing out as we cut.

6th.
Commence again with saws.

The parbuckles first used were rope, but from the constant chafe and cutting by the ice chain was substituted, and answered very much better. On the parbuckle we had the fish tackle, and a single luff. The ice as it fell back was received on two rough spars, shifting ways, and launched to the rear, when very soon both sides of the dock presented a numerous collection of large blocks of ice, many of which we had to break up and sledge away to make room for others. As we approached the ship the ice became much heavier, consequently the work slower, when, to assist, powder was brought into play.

Parbuckles.

The line of dock for 260 feet was directly ahead; and the greatest obstruction in it was the heavy floe piece spoken of last year, now touching the stem, extending the whole breadth of the dock, 60 feet, and as much more along its length. It was aground at all tides, in fact so was the ice for some distance every way, beyond that which we had weighted ourselves last fall for keeping the ship in her upright position. That to starboard, lying over where the small bower anchor was, although not on the ground so heavy that neither it and about twenty fathoms of chain did I ever expect to recover.

Dock.

Heavy ice.

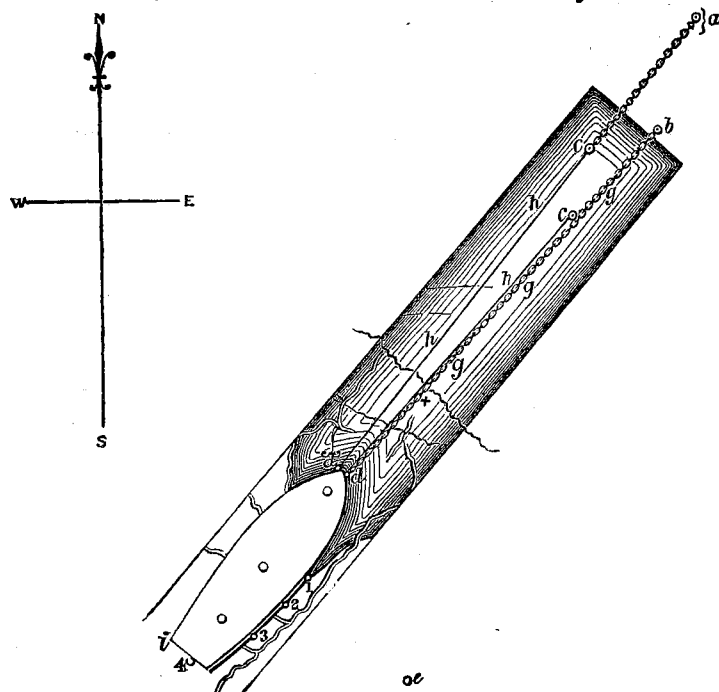
The purchases this time were greater than those of last year. In the first place, instead of the chain necklace about the ship, one of the 6-inch whale line hawsers was passed three times round her, and on it rove two 16-inch double blocks. The best bower anchor was buried in the ice at the head of

Purchases, &c.

June 1853.

the dock, with just sufficient of the chain to reach the ship, pass through the hawse hole, and round the windlass. A little to the left of the best bower, about 60 feet further to the northward of it, the stream anchor was buried, backed with the largest kedge, and a large chain strop, part of stream chain, so as to lay a little within the first swivel of the best bower chain; here, to this strop, was lashed a 15-inch treble block. To the first shackle of the best bower chain another 15-inch treble block was lashed. Two whale lines were now rove; a 5-inch for the starboard, and a 4-inch for the port purchase; standing parts fast to large toggles in the spare hawse holes, falls led through the working ones, and brought to the windlass and capstan.

Scale One inch to One hundred feet.



Reference.

- a. Stream anchor, backed with a kedge.
- b. Best bower anchor.
- c. c. Outer purchase blocks.
- d. d. Inner purchase blocks.
- e. Small bower anchor (position).
- g. g. g. Best bower chain.
- h. h. h. Purchases.
- i. Hole under counter.

oe

Extreme of the heavy floe piece in the dock.

Cracks in the ice before cleared out.

1. 2' 3. 4. The last 4 lb. charges (position).
+ First 20 lb. charge.

| Last saw cut.

The shaded part shows the open water before the last charges were fired.

What made the work now so heavy was the large floe piece left by the gale which drove us on shore last year; so greatly had it increased during the winter that in that part nearest the ship it was on the ground at all times of tide, and at least 17 feet in thickness. The saws had very little effect on it, for we could not work them to advantage, as they touched the ground in the downward cut. In this piece there were several cracks, and one in the lowest part, where the water came through, and lay the greatest part of the tide, slowly affecting the ice by rotting and wearing it away; but it was very bad for the men when the sawing came on those parts, as the greatest part of the time they had to stand in the water. Now the twenty-pound cylinders were tried, the first by placing it within about three feet of what was now the outer edge, and, as the immediate part was on the ground, the powder could not be got underneath, it was therefore well jammed in with small ice and fired, but it certainly had not the effect which I hoped for; in fact the mass altogether too heavy at present. Chipping with axes and chisels was then resorted to, and the next heavy charge nearer the outer edge had a much better effect, but it took 140 lbs. of powder to rend up the whole piece.

Effects of exposure on single pieces in and out of the water.

The ice was now all sawn and broken up close to the stem, a small lock piece across the forefoot only remaining, and a great quantity had been parbuckled out and strewn thickly on both sides of the dock, requiring some little manœuvring among it to get to the edge of the cuttings. The sun, too, was making a visible impression (decreasing) on these exposed pieces, also on that lying detached in the water, which when packed close up to the N.E. part of the dock left a considerable space clear ahead of the ship, in fact, the only open water to be seen anywhere within a visible distance, and not even a sign of ice

moving, nor opening out, either in Wellington Channel or Barrow's Strait, up to this time, the middle of June, could be detected.

June 1855.

With the aid of a few 4 lb. charges we had shaken the ice very much under the stem, also on either bow, scaling off a good portion of the upper surface, when there appeared only to be holding her in the cradle the lock across the forefoot from the nine feet mark down, which as the tide got low would fall back so that the eight was distinctly seen. Now, at this particular spot, we could only work effectually with saws and axes at the last quarter ebb or first of the flood; so I determined on trying more of the 4 lb. charges, and blow it out; accordingly the holes were dug, and they were fired, bursting with such good effect that they not only blew out the lock but shattered much ice about her bilge aft to the starboard fore chains, besides several cracks nearly to the gangway.

Further obstruction.

It was now the 23d, and much more work appeared yet to be before us before we could possibly hope to get the ship afloat,—certainly not before the next springs; and as it was now three days after the full of the moon the tides would be taking off. Lately I had observed at the highest tides not more than 11 ft. 10 in. indicated on the stern post, a decrease of four inches from what has formerly been shown there, whereas in the small hole under the port counter there was still the same, 13 ft. 8 in. This I was at a loss to account for, hardly thinking that the ice so close to the ship had been sufficiently lightened or so detached from the main floe as to force up with the tides and lift the ship with it, although from other circumstances something of the sort was evidently the case. One of these circumstances was the apparent straining of the hull visible only at certain times of tide, and observed not only by myself but the master. As the tide rose the ship now rose with it from the three to only one half a degree of heel to starboard at high water, and lost those appearances chiefly at the port gangway and starboard bow, but she looked as if trimmed well by the head. On considering these circumstances, it appeared to me that the ship from aft forward to the gangways was held and supported by the ice always, all before that only getting sufficient support when the tide was up; hence the cause of the appearance of straining, and more evident at the low water on the gangway.

23d.

Symptoms of straining.

To find out how far this was really the case, and the cause of the decrease in depth at the stern post, whereas under the counter the soundings were the same, I had a hole dug in the ice close to the stern post, in which was placed a graduated pole resting fairly on the ground. In the cabin a spirit level was secured and adjusted, both noted at the low-water mark, and closely watched with the rising tide. When the tide got up to the usual mark, 11 ft. 10 in., on the stern post, it stood, showing at the same time a like depth on the tide pole, where it went on increasing until high water, giving then the same soundings as in the small hole under the port counter. The level in the cabin, too, after the tide had reached the 11 ft. 10 in. mark, began to waver, gradually moving to the other end, where at high water the bubble became stationary, thus clearly indicating that the difference of depth was caused by the ice lifting the ship fairly off the ground, acting on her like an immense camel, and, as it was only on the starboard side the ice had been so reduced and cracked, as the tide increased it lifted her upright.

Means for ascertaining the cause of difference of depth, &c.

Floating power of ice.

The remaining banking at the gangways was now removed; and I have no doubt that, could we have cleared the long ragged crack which had opened fore and aft on the starboard side, and enlarged the whole dock considerably, we might have hauled all out together, and shook the ice off in the deep water. We had now satisfactorily proved that on that side from a little before the gangway right aft all ice was fast to her bottom, and as the tide fell she would heel to starboard, and her weight close home this long crack. I do not mean that we could not clear this crack. It was the time it would take, and as that to us was of so much consequence I adopted a more expeditious measure, and which proved every way effectual.

Further proceedings.

Two saws were manned, one to commence from forward, the other from aft, and a straight clear cut made through the ice within this large crack, crossing also two others lately made nearly at right angles to the ship's side. The line of cutting was within three feet of the vessel, and a series of holes were dug in it through to the ground; when, as the whole mass floated up with the tide, three four-pound charges were ignited in the foremost ones, and exploded with such success that as far as the gangway, the ice was so shattered that by the

Progress.

June 1853.

evening of the 25th we had cleared it all out, leaving a narrow space of open water alongside of sufficient size to allow of the ship moving on end with a good high tide, and clear of those detainers abaft. I had reason to think also that no ice was sticking to her bottom from the gangways forward.

Further intentions.

I was now considering how far prudent it would be to remove any more of the remaining ice with the spring tides so distant—well on in July; however, as the present ones, although taking off, were still good at night, and there being yet four holes in the cut, I determined on trying with the next high water whether the charges placed so to blow off in quick succession might not only loosen the remaining ice from her bottom but shatter the whole remaining bed, which would indeed be a great point gained. It was perhaps a desperate remedy, but ours was a desperate case, and there was no saying when we should move her to anything like certainty, for now the work was becoming discouragingly slow and tedious, and we might not possibly get her off while such masses stuck to her bottom until the whole body of ice moved out of the bay and took her with it. A circumstance most decidedly to be avoided, for from last year's experience we have no reason to think that it will be otherwise.

State of crew.

I could not say that I felt very sanguine of success in the present state of the tides, and I was doubtful too whether the proximity of so many charges exploding so quickly after each other might not injure the ship. However, there would be nearly 18 inches of water under her at the first shock, as well as a great deal about her which would tend to deaden the effect; and it was well worth the trial, if only to get her more speedily on her beam ends. Another circumstance too was, that the men were beginning to feel the constant effect of working in water, and standing about with wet feet in so low a temperature, for the sea boots supplied were miserably unfit for what they were intended, and the assistant surgeon had also reported men at various times unfit for work on the ice.

26th.

It was high water this morning at 2.35, every hand was therefore on deck at 2 o'clock. Sail immediately set to a light breeze from E.S.E.; purchases manned, and hove taut; when abreast of the starboard gangway, close to the ship, in No. 1. hole (see diagram), a 4 lb. charge was placed, and others held in readiness. At this time there was 14 feet six inches water at the stem, but only the 11 ft. 10 in. mark covered on the stern post, the ship nearly upright, and very much by the head, showing that she was off the ground abaft. No. 1. was ignited, and its explosion most anxiously watched for, which was followed by so good a result, no other than causing the ship to tremble, and breaking up a good portion of the ice, that I had the remaining canisters in directly, keeping the purchases up the whole time to as taut a strain as they would bear. No. 2. was in the whole half way along the main chains, No. 3. the mizen chains, and No. 4. abaft, and close up to the stern post, with their fuzes ignited, being so cut that their explosion might follow each other so quickly that the commotion or wave created might be kept up so long as possible. The bursting of the charges was followed by most gratifying results, in the rending asunder the icy grasp by which the ship had so long been held, that she appeared to rise as if relieved, then settling down, and with a sally to starboard crushing with her own weight the small ice, and forcing huge slab-like pieces on end out of the water, as if mounting up her side, and with a taut strain on the purchases by the men kept jogging at them, that she sprung ahead, and the slack so quickly hove in, with hurraing, and shouting "She is going," that by 4 o'clock we had got her 42 feet on end. The ice was now the obstruction, jammed close up to the N.E. part of the dock, which before we could in any way remove her heel was again on the ground. However, as we had been afloat for quite half an hour, and with the pleasant assurance of knowing that release was in our power, that the ship had sufficient support on the starboard side (the way she was heeling) to prevent her falling on her beam ends as the tide fell, and it being Sunday, I let all remain quiet for the present.

Cradle breaks up, and ship moves ahead.

Distance gained.

On examining those large pieces that had been broken and forced out by explosion and ship's weight, they showed convincing signs of where they had been so long adhering, by bearing on their inner portions a perfect smooth and moulded form, showing the black marks and seam-like impressions they had taken from the ship's bottom.

With the afternoon's tide of the same day, after getting a few pieces of ice out, we made another effort to get the ship ahead, but there was not water sufficient

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to float her. In fact it is only with the night tides now, after removal of more of the floe pieces, that we can complete what we have so successively begun.

Monday morning the 27th, at high water, we got the ship ahead 21 feet; when, the ice (loose) again stopping us, we had to clear it out, and pass some of it astern, before we could make another move; however, on the afternoon of the 30th her stem fairly butted the head of the dock, and she could lay afloat at all tides, there being $3\frac{1}{2}$ fathoms under her at low water. Thus after having lying nine long months on the ground, and the greatest part of that time held powerless in what you may call a complete ice berg, have we got our ship once more free. It was a subject for rejoicing and to be thankful for, for it has indeed been a time of uncertainty and wearing anxiety. How all have got over it so well, God only knows, and it is to Him that all thanks and praise are due for bringing us safely through such a time of trial. I trust never to be subjected to such again.

27th.

Frequently, as the winter advanced, and we were getting her upright, with comfortable assurances of the stability of our work on her holding up for some time at 3 or 4 degrees after the tide had left her, when all of a sudden would come a tremulous motion, and down she would go with a heavy crash, upsetting all that we had taken so much trouble to build up, so that it had to be gone over again. This too happening sometimes in the night when lying in bed, after a hard day's toil, with anxiety preventing the much-coveted slumber, a fancied security lulls you off into a troubled dream, from which you are suddenly awoken by a feeling that she is falling down. How convulsively have I grasped the lee board of my bed, in unutterable anguish and doubt as to whether we should get her up again, for if she had only bilged, and the water got in, she would soon have become a mountain of ice, and there is no saying what we should have done. The walls of the house, then, as they stood, would have been our only refuge, where we might have got through the winter; but it would have been a fearful trial for some.

Doubts.

Reflections.

This we may say has been a circumstance unparalleled in Arctic navigation; and when it is considered that the "North Star" is the largest ship that has ever wintered in these regions, and with so small a crew, 41 in all, none can say that we have an easy or idle time of it, nor "holding on the slack," as some of our kind friends have most facetiously termed our part in the expedition.

The ship's draught of water, now we had got her afloat, was found to be 14ft. 8in. forward and 14ft. 2in. abaft, so, if we had not kept the strain on the purchases we did, and up to it, as she moved on the explosions, I doubt if we should have got her off so soon, for 13ft. 10in. was the greatest depth we ever had at the stern post, and as far forward as the gangway, when it began to deepen.

Ship's draught of water.

My first object, after getting the stores on board which were lying on the ice alongside, besides the spare rudder (put together during the winter) shipped, was to ascertain what damage she had sustained in her bottom. This could only be done by sweeping; and the hawser meeting no obstruction in many places fore and aft along the keel, more than from a few pieces of ice still sticking to her, soon worked off, and her making such little water, that I concluded she had received no material injury. This was indeed most satisfactory; for from the time she got on shore up to January, the crashing which took place when she fell, the splitting and grinding noises heard in every part of the ship going on under her bottom, was sometimes alarming.

Further proceedings.

Sweep the bottom. No damage ascertained.

Our losses have been very little; but one thing I never expect to get; that is, the small bower anchor we were riding by when the gale came on; also twenty fathoms of the chain, for the ice lying over it is hummocky and heavy; and I see no hope of its recovery, without the ice, when it drives out, as it did last year, does not take the buoy, which I mean to have put on the chain, along with it. At all events efforts are now making for its recovery.

Probable loss.

The weather throughout the month of April was fine, with only one gale of very great severity, which lasted for nearly three days, on one of which the wind was continuous throughout with heavy snow drift, the other two lulling occasionally. The wind was N.W.W., and W.S.W., 7 and 8 the strength. Winds between N.N., W., and S.S.W. have been the most frequent this month, and generally during the breezes, snow thick and heavy, besides the drift. The lowest temperature at the ship was 15.6.— But it was lower with me

Weather during the quarter, April.

travelling in the Wellington Channel, down to 22.—, on the first of the month; whereas on that day at Beechey Island it only fell to 10—.

May.

The month of May has certainly not been a pleasant one, except for a few days about the middle of it, which was the only good opportunity of refitting the rigging, &c.; even then we could not complete it, for it came on so cold and raw that everything became stiff and rigid. This weather was accompanied with much snow and sleet, especially on the last days of the month. Winds from the westward have been the prevailing. Those from south to east generally light; once above 6, but only for a short time; hardly ever beyond 4. On one occasion a strong breeze from N.W. 8 and 7, but only for a short time.

Wild Fowl, &c.

On the 22d May a flock of duck were seen winging their way to the northward, flying very low, and a day or two after two or three glaucous gulls were hovering about the south cliffs of Beechey Island. One or two seals came into the dock directly we got the water open at the head of it, and one was shot. We never saw any after so near. One previous was seen in the fire hole. On the 28th the thermometer was up to 42+ in a light S.E. wind with thick snow. This temperature did not continue long. June set in with thick snowy weather, continuing heavy for the first four days, during which time the wind was from all quarters, never steady at one for any length of time. E.S.E. the strongest (8). After this the weather got milder, improving daily, and thawing going on rapidly, making the walking on the snow very heavy, and water showing on the ice, especially where we had gravelled. Dovekies too began to make their appearance, flying past the ship, and we occasionally got a few. The winds from every quarter throughout the month, except S.W., seldom or ever exceeding 4 in strength.

June.

Temperature for the Quarter, and Mean of each Month.

| | | Maximum. | Minimum. | Mean. |
|-------|-----|----------|----------|--------|
| April | - - | 31.+ | 15.— | 1.83.+ |
| May | - - | 45.+ | 4.— | 19.+ |
| June | - - | 52.+ | 25.+ | 36.8.+ |

July 1853.

SECOND JOURNEY TO CAPE BEECHER AND BACK between 11th July and 11th August 1853.

Preparations.

I was now able to leave the ship for the performance of that journey I had before contemplated, and which was so necessary, as no account or traces yet had been found of Sir Edward Belcher's division. Preparations were therefore made; and considering how likely it was that from the state in which I had found the ice last April much open water would be met with, and a boat required, the gutta percha one left by the "Prince Albert" was forthwith repaired, and a solid sled constructed to carry her on. The sled was made of 3 in. pine, its length 17 feet, depth 2 feet 6 inches, and breadth 5 feet, weighing, with boats, oars, masts, &c., 385 lbs. The weight of the boat was 670 lbs., provisions, gear, &c. 1,683 lbs., making the whole amount 2,738 lbs., or 274 lbs. for each of the ten men I took with me. An officer, Mr. Shellabeer, second master, was also of the party, mustering altogether twelve each, victualled for twenty-one days, besides that already en caché.

Boat sled, provisions, &c.

Intentions.

My intention on reaching Captain Penny's boat at Abandon Bay was to launch her, Mr. Shellabeer and five of the men to proceed along the coast to the westward, while I with the remainder visited Cape Beecher; and write again, either there or Port Phillips, as circumstances might direct. I also should visit Houston, Stewart, and Baring Islands, if possible.

Leave for Cape Beecher.

I deferred leaving as long as I could, for there was much water on the ice, particularly in Union Bay, and I was in hopes that the springs coming on would be the means of draining it off; but they having such little effect I could delay no longer, and on the evening of the 11th July I sat out on our wet journey; and to avoid the glare of the sun, and have the full benefit of his heat for drying our wet clothes, boots, &c., we travelled at night.

There was a great deal of water on the ice, causing it to look like an archipelago of small islands in many places. Sometimes by making a circuit we

A tracing of the coast line of Wellington Channel showing the route pursued by Commander Pullen, in his second journey to Cape Beecher, &c. July and August /53.

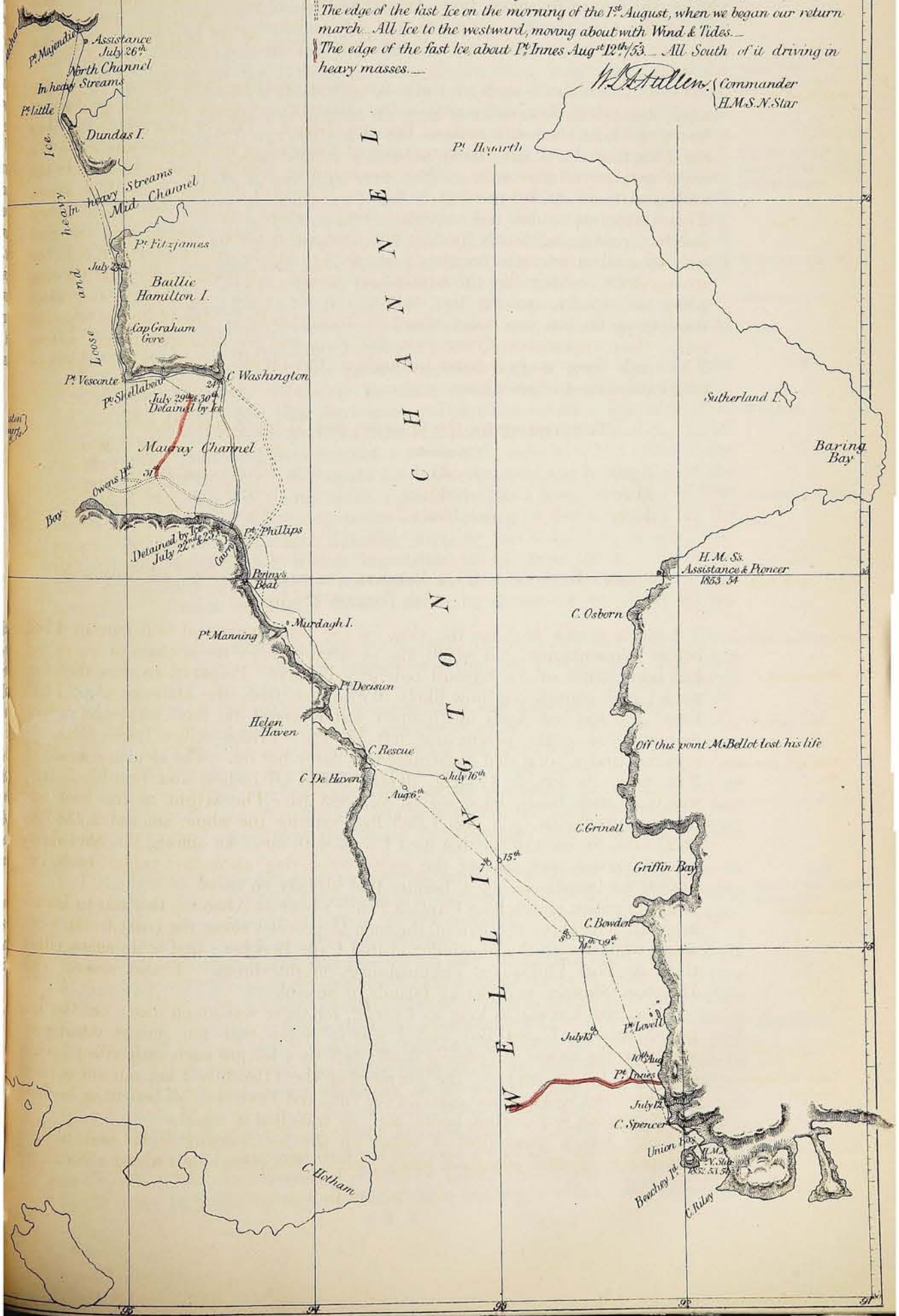
— Going ——— Returning. — The red line alongside the track line shows how far the Boat was launched. — The extent of the space of open water into which the Boat was launched on the morning of the 31st July. —

|| The edge of the fast Ice in the Mauray Channel on the morning of the 27th July, all Ice to the westward of this, driving to the W. & N.W. and we crossed to Baillie Hamilton I.

|| The edge of the fast Ice on the morning of the 1st August, when we began our return march. All Ice to the westward, moving about with Wind & Tides. —

|| The edge of the fast Ice about P^t Innes Aug^r 12th /53. — All South of it driving in heavy masses. —

W. D. Pullen, (Commander
H.M.S. Star



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managed to avoid several of the larger pools, but it added greatly to our daily journeys. However, we made up for it by getting pretty dry spots to encamp on, and, which I consider a most essential point to be gained, comfortable and refreshing rest.

We met with several large holes, quite through the ice, and tried for soundings in most of them, with forty fathoms of line, the whole length, but could not get bottom. In one about four miles off Cape Bowden, the ice was not more than two feet in thickness, but bore the appearance of having worn away very much, as well as the surface ice, showing quite different from what it did last April. Others again we saw four and six feet thick.

On the morning of the 17th at 1h. 15m. after having wandered some time from the direct course in a thick fog, we got into Cape Rescue, and encamped. It was Sunday; I did not therefore go on until the afternoon of the next day, in consequence of which I was enabled to get observations for fixing the position of the point. The latitude differs somewhat from what I got in April; but I can account for that; it was then very cold for observing; now comfortable, and you could arrive at accuracy; but I defy any man, however good an observer he may be, to be certain of his sights when the temperature is so low that you feel yourself fairly freezing. I have tried it often, with the metal of the instrument guarded, but have seldom escaped without feeling it, or got good results. 34.— was the lowest temperature I ever observed with.

The caché of provisions we left here last April was opened for examination; and much of the bread was found wet. It was picked out, and the good dried as much as possible before replacing it again.

It was 2. 30. P.M. before we moved on, and with a good floe at 5.20 were off Point Decision. In the cracks, where open water was showing here, we saw dovekeys for the first time since leaving Point Innes, and a few were shot. Moving on, the wind came up fresh from S.E., and drove the sled along under sail at a pretty good rate, over ice not very smooth, certainly, but quite at the rate of five miles an hour. We could not, however, continue it long, for off the low Point Manning we found much open water, and long stretches of thin rotten ice, which obliged us to make wide detours, to avoid getting in the water. Numerous ducks and dovekeys were in this water, but so shy, particularly the former, that it was impossible to get near them. Seals too were occasionally seen. They also gave us a wide berth, and were very watchful. I cannot say that I should like to be dependent on either for my daily meal.

On Tuesday afternoon, the 19th, we reached Abandon Bay in a heavy down-pour of rain; in fact it had been showery for the last twelve hours, and wind veering from S.E. to S.S.E., blowing strong occasionally. The thermometer was down to 34. +; so with our wet garments it was sufficiently uncomfortable.

The boat I found full of water, occasioned chiefly by the snow thawing which was in her. She was accordingly baled out and cleared, and everything spread so that it might dry the first opportunity. All powder in the tin cases was useless, and the clothes worn out cast-off garments, &c. The case of pemmican Mr. Goodsir had buried was now found, but nothing else, as I had expected, having understood that some fuel (grease) had also been cachéd there.

I thought it better to move on, and ascertain how far we should have to drag the boat over ice, before I ventured to disturb her. Accordingly, after passing over much uneven floe, at 1h. 10 m. of the morning of the 20th we encamped on the low shingle beach about Point Phillips. We were some time getting on shore, for it was high water, and the ice all along the beach afloat, lying some distance off, which, together with the leaky state of the boat, from the severe jolting over so rough a road, we could not put much in her at a time, therefore had to make many trips. While the tents were pitching I got a view of the ice to the westward, and was fully convinced that we could make no further move with the sled; and the loose ice too being close home to that fast, there must be some move in it before we could get on by water. The boat was therefore hauled up ready for repairing, which she certainly much needed. It was now raining very heavily, but quite calm. However, at 11 it cleared up, and I went to the top of the highest land, and got a good view of the further intended route to Cape Beecher, viz., westward of Baillie Hamilton and Dundas Islands, and for at least 10 miles to the westward there was open water, with only a few

Reach Cape
Ther. 4 a.m. 41 +.Lat. 76° 16' 13" N.
Long. 93° 42' 29" W
of Cape Rescue.

Ther. 3.15 a.m. 36 +.

Wind southerly.

18th.

Wild fowl.

Much open water.

Ther. 2.30 p.m. 43 +.

Penny's boat.

20th.
Reach Point Phillips,
and encamp.

State of ice.

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loose pieces of ice driving about (with the light westerly wind) between Cornwallis Island and the southern shores of the former. It was also clear to the westward of Baillie Hamilton, but not to the eastward.

Point Phillips.
Lat. $75^{\circ} 33' 7''$ N.
Long. $94^{\circ} 22' 32''$ W.
Variation $114^{\circ} 20'$ W.
Ther. 3 p.m. 53. +.
Mid. 33. +.

From Cape Washington, the S.E. point of Baillie Hamilton Island, almost in a straight line directly across to about half a mile N.W. of where we encamped, was the edge of the fast ice; but for some distance within this boundary, or to the eastward, it appeared very rotten, and would soon break away. I hastened back to the camp, and had the boat been fit would have started immediately; but it was impossible, for all the patching we had given her before starting had so cracked and separated by the shaking that she was just like a sieve; so there could be nothing done until she was finished, and we were getting on as fast as our imperfect means and want of firewood would allow. The grease lamps were not sufficient to heat the irons. In the mean while I got the latitude, and a set of equal altitudes for time, which, with others on my return, enabled me pretty correctly to fix the position of Point Phillips.

21st.

The boat was not finished until late on the 21st, and as the wind has come from the N.W. lately the whole channel was full of ice, looking again as if it would never move. Under these circumstances I determined on not making use of Captain Penny's boat, but proceed in the gutta percha one alone for Cape Beecher, taking five men and Mr. Shellabear; the rest to remain here until I returned. I did not expect to be absent more than six days, notwithstanding the unpromising aspect of things, fully hoping that a shift of wind would soon open a passage for us to cross to Baillie Hamilton; tides too might act favourably, for one of the "Lady Franklin's" parties speak of the flood coming strong from the westward; we may then infer that the ebb will be to the westward. I cannot myself speak from experience; but having found they rise sufficiently high to allow of our proceeding by tracking; inside or between the beech and floe, I decided on taking advantage of it to get westing, and seize the first chance for crossing this southern channel. After leaving orders with the petty officer in charge to explore the country, and endeavour to pick up some game to assist their provisions (failing which, and I not returning in time, to replenish from the pemmican and bread in Abandon Bay, only 4 miles off), at 10.30 p.m. we moved on by tracking inside the heavy floe ice.

22d.

Ther. 4 a.m. 33. +.

At half-past one the next morning we were brought to a standstill, for the N.W. wind had driven the ice so completely in on the shore, and filled up the channel, that we could not get either one way or the other; a thick fog came on too, so that we had nothing left us but to encamp, having only gained about a couple of miles. At 4 h. the fog cleared off, and we saw that unless the wind fell or changed there was no knowing how long we might be detained. Towards noon there was decidedly an improvement, for the wind moderated, but the ice was yet too heavy to move, and was also close packed; the thermometer at the same time rising to 40. +, with snow falling soon after, I was in hopes a change would follow. At midnight the wind was light from N.N.W., and forty minutes after we got the boat in the water, and were gradually gaining westing by narrow lanes of water, threading our way among heavy hummocks and floe-ice close to the shore. We had rough work of it, and at 4 h. the ice was closing in on the shore. However, we got quite far enough to the westward, but to attempt crossing would have been certain destruction; we therefore hauled the boat up, and pitched the tent. The tide too was on the ebb, and setting strong to the westward, the ice passing quite at the rate of $2\frac{1}{2}$ miles an hour, with a light northerly wind, so that by half ebb I expected we might have a clear passage, and get across. In this I was disappointed, for, although there was an open space of water to the eastward at 8 h. this morning, and leading apparently across, the fog was so thick that I did not like to venture. The wind was now light from the westward. At 10 h. the tide had evidently turned, for it soon showed a rise; moreover the ice was driving as fast eastward as it was at an earlier period west, closing up all open water, and there was no possibility of moving yet. The thermometer was getting up now, and stood at 51. 2 +, with a light wind from the E.N.E., which gradually veered until 8 p.m., when it settled at south, with rain, and continued all night.

Ther. noon 40. +.

23d.

Obstructions to our advance.

Wind changes.

24th.

Ice opens out, and we cross the South Channel.

On Sunday morning the wind was still southerly, and the ice driving fast to the westward, with the ebb tide, and off shore with the wind. At 5 it was well off shore, and opening out to the eastward, but packing in on the southern shores of Baillie Hamilton Island. Our breakfast was soon ready, and every

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preparation made for a start; when 6.40 p.m., having so much open water, notwithstanding the rain and thick haze, we shoved off, and made sail to a moderate S.E. breeze for Cape Washington. We found the passage clear, and the weather brightening up; we could see either shores. The ice we met in detached pieces was going fast to the W.N.W., with the ebb tide, and of course those hummocks showing a larger surface faster than the floe, having the assistance of the wind, at all events the speed of none I should say came up to three knots.

At 9h.32m. we landed under the high bluff of Cape Washington, having run a distance of about 11 miles in a N. by E. course true. I landed close to the heavy pack, still fast, and could see from some of the highest hummocks as well as the land that large pieces in the channel were streaming off, and following the broken-up floe to the westward. All along the southern shores, as well as the eastern of the island, the ice was still heavily packed, and on the latter it has never moved this season; and being anxious to make the most of the open water I shoved off again. The tide, however, was on the change, and before we could get through to the open water the loose stuff driving in on the shore closed in on us so rapidly that we had barely time to haul up on a floe-piece to save the boat from being crushed. All was now closing up, except that well out in the channel, so we again made for the shore; and it was not until after much hard labour, hauling over ice and making portages, that we succeeded in reaching it, and encamped close to the western part of the high bluff of Cape Washington. It was forty minutes after 10 h. when we got on shore, the rain pouring heavily down, and continued steadily so until midnight. Feeling desirous of examining into the state of the ice on the eastern shores of the island, whether it might not be possible to get to Cape Beecher or return by that route, I walked along the beach in that direction, passing close under the high bluff of Cape Washington, the cliffs seeming to be alive with a rookery of kittawekes. From the extreme point I gained about 3 miles along the shores from the cape. Saw nothing to convince me that the route was practicable, for the ice was heavy and hummocky; no symptoms of open water, therefore not available for either boat or sled travelling. It did not exhibit the slightest indication of having or would move in any reasonable time, and it was forced so well in on the shores that not even inside it could be found water for such a light boat as ours. I had great reason to think that I had been most fortunate in not succeeding last April in getting into that route, as I attempted, on my return from Cape Beecher.

Return to the shore.

On my return to the tent, saw that all water was closed up again by the ice driving fast to the eastward, and packing close in on the southern shores of Baillie Hamilton Island, leaving no hope of our being able to get further on this day, we therefore remained in camp until a quarter to three on Monday morning, when (with the high tide), finding water sufficient inside the ice to float our boat, we moved on with a tracking line, pulling and poling occasionally as circumstances allowed. Sometimes we had to launch over the ice, and were stopped frequently for hours together. At length, by taking every advantage also of the tide and ice opening out, at 10 p.m. the same night we landed on a low point a short distance south of Point Fitzjames, and encamped. In this run we were greatly assisted by the wind after getting round, and about a couple of miles beyond Point Vesconte, where we had the last launch over the inshore ice.

Ther. 6 p.m. 35 +
Wind S.E.
25th.
Move on to the west
ward.

Progress.

Inside the moving masses further north we could generally get along, and the water being smooth, with a fair wind, our progress was proportionally rapid. The tide on the ebb was going with us, but so close in shore as we kept we did not feel its full strength. It had taken a northerly direction after passing Baillie Hamilton Island, and all the ice now in sight, except the grounded masses inshore, was in full motion for the Queen's Channel at not a greater rate than $2\frac{1}{2}$ miles per hour.

The next morning, at 6h. 40m. we shoved off again for Cape Beecher, crossed the channel between Baillie Hamilton and Dundas Islands (middle channel) through much stream ice, kept close along the western shores of the latter island, and at 11 h. 35 m. landed at Point Little for lunch. On stepping out of the boat I turned towards Cape Beecher, when my attention was attracted by the appearance of ships, but thinking it occasioned by the mirage throwing up and distorting the heavy hummocks I had previously found on that spot, I

26th.
Move on.

July 1853.

"Assistance" and
"Pioneer" seen.

walked along the shores to the eastward, to endeavour to shoot some dovekies I saw, to add to our stock, when the objects presented the same appearance. I returned immediately to the boat, when with the glass saw at once that it was ships, and distinguishing a steamer concluded them to be the "Assistance" towed by her tender the "Pioneer." Lunch was no more thought of, with an exclamation of pleasure every man pulled off his outer frock, we shoved off, and they bent to their oars with a right good will.

The distance across this northern channel was seven miles, much ice was streaming to the N.W. in long narrow lanes, through which we fortunately found patches of open water to allow of our passing, but all our firing could not attract the attention of the ships, nor did they see us until we got well into the clear space of open water about two thirds of the way across, when they stopped, and at 12h. 30m. I had the pleasure of shaking hands with Sir Edward Belcher and all his officers on board their ship "Assistance," now fast to the land floe off Point Majendie.

This was a most opportune circumstance, more than we or they at all expected, and satisfactory to me in being able to communicate personally with the head of the expedition, after a separation of better than eleven months. Two or three hours later we should have missed them, for they were on their way to Beechey Island by the eastern route, and there was yet much open water in that direction.

Despatches, &c. at
Cape Beecher.

I learnt that their parties had first visited Cape Beecher on the 24th April, but only found the cask of newspapers I had buried there on the 10th. The despatches, &c. in a Normandy pippin tin, and placed close alongside the cask, had been overlooked, notwithstanding my notice intimating that such had been left, consequently the officer returned without them, but being sent back he succeeded in discovering them.

In that second trip despatches had been buried where I had left mine, for my party when it was visited again. The "Assistance," however, on passing the point now, on her return, found them still remaining en caché, therefore took them on board, with the intention of carrying them herself to Beechey Island. It was then I first saw them from Dundas Island.

From Sir Edward I learnt that much new land had been discovered, but no traces whatever of the missing ones; he also told me that he was going to Beechey Island by the eastern route, and should now only stop to get his despatches ready for me, it being my intention to return as I came, so to pick up my men left at Point Phillips.

Opinion given.

Receive orders.

Leave "Assistance"
on return.

He had at first intended keeping me with him, considering the eastern route the most practicable, and much easier for myself and party to return to Beechey Island by his ship. On this point, however, I differed, not thinking it likely that they would get down before us, in consequence of the state in which I found the ice to the eastward of the island. This opinion I gave Sir Edward, and also that I considered, from what I had observed, that passing down the western shores of the islands was the most likely way, remarking that "I do not think you will get down otherwise." My suggestion was not taken. Therefore, after receiving orders to proceed to England, &c., with the crew of the "Investigator," on their arrival from Melville Island, should there be no vessel from England at Beechey Island when I got there, all despatches intrusted to me relating to our proceedings since last letters were sent home, I shoved off on my return, with the heartfelt hope of soon seeing home once again.

Position of Point
Majendie.

Most of the people in both ships confidently expected to be at Beechey Island before us. I could not give any of them such hope, and I received directions that should we be within sight of each other on the way I was to join. They got under steam, the "Pioneer" towing the "Assistance," and I shoved off; they to pass to the eastward of the islands and for the eastern shores of Wellington Channel; I for the same route we had come. I pulled in for Point Majendie, and landed there, not only to get observations but build cairns and deposit notices of the visit. This detained me until past noon, as I did not wish to leave before. I got some sort of sights, indifferent as they were in consequence of the thick weather; however, their results were, latitude $76^{\circ} 12' 47''$, and longitude $95^{\circ} 12' 9''$ W., with Point Little, or the N.W. point of Dundas

Island, bearing S. 15° 10' W. (true). The position of Cape Beecher was latitude 76° 13' 30" N., longitude 95° 38' W.

July 1853.
Position of Cape
Beecher
Returning.

I now commenced my return, leaving Point Majendie about half-past twelve, under oars. We crossed the channel with little or no wind, and ice still drifting about in heavy streams, through which we had no great difficulty in finding a way. Passed close down the western shores of Dundas Island, crossed the middle channel, where there was also much driving ice, and that night, at 7h. 40m., landed on Baillie Hamilton Island at the same spot (close by Point Fitzjames) that we had encamped on before. The ice was still in the same state, driving about with the wind and tide, leaving in the north and middle channel wide spaces of clear water, but to the west of the islands it was pretty close in heavy masses, and at various distances off shore. There was however, inside, water, and room enough for any navigable purpose.

The next morning, Thursday, there was a thick and heavy wetting fog hanging about, obscuring everything; quite calm, with thermometer standing at 39.+. We could not, however, stop for it to clear, for the men at Point Phillips would soon be getting short of provisions, (I had replenished from "Assistance and with anything of a lead and such calm weather I knew we could reach them by midnight at the furthest. At a quarter to 6 A.M. we shoved off, threading our way cautiously among the heavy masses, when at 8h. 30m. it cleared off greatly, and we could make a better advance. At 10 A.M. I landed at Cape Vesconte, and half way up the hill got a good view of the channel for some distance across, but the fog was not sufficiently cleared to allow of our seeing Cornwallis Land. At any rate there were long leads of water to the S.E., and being very anxious to get across as soon as possible I determined on making the attempt. The wind at the time was light from N.W., so at 10h. 40m. we shoved off, under both sail and oars, and a fair prospect of making a good run. Soon, however, the fog, instead of going on clearing, was again coming thicker, and I do not suppose we had got more than four miles off the land when we suddenly found the boat encircled with heavy driving ice, and were compelled to haul up on the best floe piece as fast as possible. In a very short time every visible space of water, as far as the eye could see, was closed up, with that unpleasant sound of grinding and crashing as the pieces met going on around us at a fearful rate, worse from being hid, thus unable to conjecture how soon it might come upon our frail boat. At length the fog cleared, and we fully saw our position; not any immediate danger certainly, but still enough to show you how requisite it was to be active and keep your senses about you. The channel was completely filled from shore to shore, and the island shores were the nearest, not more than four miles distant, but the masses between us and it were so heavy and in constant motion that to walk to it, much more get the boat along, now our only resource, was impossible. Wind and tide could only open us a passage, and the former not exceeding a moderate breeze, or it would be the worse for us; and in this jeopardy were we kept moving about, only to get on a smooth floe as the pack drifted and damaged our several localities, until 7h. 30m. of the evening of the 30th, when detected to the southward from a high hummock a long stretch of smooth floe apparently terminating in open water. The wind at this time was from south, and had been blowing lightly all day, which I do not doubt was making water on the southern shores, and the ebb tide now running, the ice would be opening out and spreading. That, however, I did not wait for, but determined on making a push for that we now saw, and forthwith began to launch the boat. We passed over a good deal of heavy ice; forced through small pools full of brash and small pieces; when at 11h. we reached the smooth floe; pushed on most vigorously, and at forty-five minutes after one on the morning of the 31st I had the satisfaction of again getting the boat in her own element, on a broad sheet of open water four or five miles from Cornwallis Island, and six to the westward of Point Phillips. After such work we could not expect our boat to have escaped scathless; fortunately it was nothing more than what we could remedy by constant baling, for the ice with the fresh southerly breeze was now driving fast to the N.W., and increasing our distance every moment, until we were off it; when on making sail we ran along the land to the S.E., and at four o'clock reached Point Phillips, where I found my men all well, but getting very anxious at our protracted absence. They had made use of the bread in Penny's

28th.

Critical position.

Detention.

Launch over the ice.

31st.
Reach the open water.

Point Phillips.

- July 1853. boat, but had not been successful in getting game; in fact they had not seen any.
- State of ice, &c. I found the ice broken away from the main floe about three miles further to the eastward than when I arrived here on the morning of the 20th, and for a considerable distance within the outer edge the floe appeared very rotten, evincing signs of a speedy disruption on this southern shore. To the north and N.E. it was as heavy as ever. Within a very irregular arc of a circle, touching Cornwallis Land about a mile S.E. of Point Phillips and Baillie Hamilton Island a mile or so north of Cape Washington, all to the westward of that by noon was a clear and open sea.
- Gutta Percha Boat. It took us nearly all day to repair the boat, which, by-the-bye, I must say is the best that could possibly be had for this purpose. We could not have got on with any other (say a whale boat) so well, or in so short a time; besides, her peculiar material insuring lightness, that she was easily handled, the crew of five men hauling her up on the ice in a much shorter time than double the number could have done with one in common use; and the distance she was launched was accomplished in half the time; she was not unlike a snake, pliant and light, and so giving to the irregularities of the surface that the men were comparatively little fatigued. The requiring repair so constantly was entirely from not having the proper material or means for putting it on. Much of the sound gutta percha had frequent hard rubs and rough contact with lumps of ice, but showed no other signs of injury generally than a slight indentation. I would strongly recommend them for this service, or in fact any other. She not only pulls and sails well, but is stiff under canvas, bow and stern alike, with a good flat floor.
- Length over all 23 0
Keel - - 20 0
Breadth, extreme 6 4
Depth - - 2 4
- August 1st, 1853. I got observations again here, which gave me data for fixing the position, and which I have noted on the 20th. The temperature, while travelling this month, was as follows:—maximum 54.+, minimum 30.5+, mean 38.8+.
- Deceptive appearance. This morning was about the finest we have had on the journey, and we were moving betimes, preparing for our return, and all hoping for a final departure from such frozen scenes as were around us, for, turn which ever way you will, there is the same convincing reminder of what part of the world you are in. At 2.30 A.M. we were up and moving about; when, at 3h, an object to the northward attracted my attention, and seemed as if coming fast towards us through the ice, bearing also the exact resemblance of a boat pulling. A look with the glass did not undeceive me, when I concluded immediately that it must be a boat from the "Assistance," coming in with something that had perhaps been forgotten. To make sure, I shoved off immediately, and, having nothing in my boat but the crew, we rapidly neared the object, and discovered it to be (standing alone) a large black hummock of ice. I got on the ice near it, and as far to the north as the eye could reach there was no sign of anything or indication of a speedy disruption of this ice. I therefore returned, loaded the boat, and at 4 h. 30 m. shoved off with the sled in tow; pulled up for the firm floe, hauled the sled up, got the boat on it and lashed, and commenced our return march to the ship.
- Sled in use again. The breeze was light from W.S.W., and we could make sail, but were soon obliged to take it in, for, getting amongst lanes of water and thin rotten ice, it was impossible to keep the course I intended, namely, direct for Cape Bowden. At length the floe got so bad and unsafe, with the sled breaking through, and all getting their share of wetting, that I was obliged to make in for the shore. This rotten ice extended as far as we could see towards Cape Bowden, over a very wide surface; and I feel confident that a steamer could have forced her way through it, with an occasional application of powder to shatter the heavy pieces. The water on the ice was most plentiful, and we had much difficulty in getting to the inshore ice of Abandon Bay, before again proceeding on our course, now by the shore, &c.
- Bad state of ice. Before reaching Point Manning we came to a very large space of open water, and were obliged to launch the boat to get along. Close off the point I now saw a low shingly spit, which must be the small island named by the Americans Murdagh Island, when they were driven up this channel, and is the furthest point they reached. In our charts it is erroneously placed off the bay formed by Points Rescue and Decision, and looked for there in my first journey to and from Cape Beecher, but not finding it concluded that it was hid by floe. It is now only partially uncovered, having still much heavy ice piled on top of it.
- Murdagh Isle.

The Point Manning, too, was perfectly distinguishable now, its description answering so well that I could not mistake Point Decision for it, as I had done on my former journey. It was then covered with snow; now bare, and everything seen plainly.

August 1853.

We rounded the point under oars, and for a long time got along inside the heavy ice at high water by tracking; after which we hauled up on the floe, and proceeded with sled, and fifteen minutes before one on the morning of Thursday the 4th we landed at Cape Rescue. The ice was a mile off this latter point at the ebb tides, but returning again with the flood; and on either side for a considerable way was open water, with loose ice floating about in it. At Point Decision it was also in the same state; and, having encamped there on the morning of the 3d, I seized the opportunity of getting a set of sights for time, which, with the latitude obtained last April, fixes its position.

4th.
Ther. 3 p.m. 33° 8 +.
Point Decision.
Lat. 75° 21' 24" N.
Long. 93° 51' 46" W.

On examining the cairn and provisions deposited at Cape Rescue, found the bears had broken in, and committed sad havock amongst the bread. I therefore moved the stores to another spot close up under the hill, on a line of compass bearing N. 34° 30' W. Here there were plenty of large stones to build with. At the original spot it was nothing but gravel, where now two cairns were raised merely to attract notice, and containing the bearing of the provisions.

Cairns at Cape Rescue.

Ther. 6 p.m. 36. +.

(COPY of NOTICE).

" Cape Rescue, July 17, 1853.

" Captain Pullen arrived here early this morning on his way to Cape Beecher, having left the "North Star" in Erebus and Terror Bay on the 11th, with a party of ten men and an officer, with boat and sled. Proceeded on the 18th.

Notice in cairn.

" The above party arrived here on their return on the morning of the 4th August, having met the "Assistance" and "Pioneer" off Point Majendie. Sir E. Belcher intended passing down the eastern shores of Wellington Channel to Beechey Island.

" On a line N. 34° 30' W. by compass, underneath the second heap from this, and close under the rugged part of the hill, is deposited 70 lbs. of pemmican, 50 lbs. of bread, and some grease, all removed from this, bears having broken in on a former occasion. The cairn on the beach also directs to the provisions."

Between this cairn and the one with the provisions. Underneath, directly on the line of bearing, was a large heap of gravel serving as a line of direction. The cairn on the beach was close by where the tents stood, and where we had landed; a tin was placed in it, directing to the provisions; and in case in either cairn it should be lost, several empty tins were about each with the bearings, and the words marked on them "Look for provisions."

Cairn on beach.

Strong winds, accompanied with rain and snow, would not admit of our leaving this until Saturday morning, during which detention the spaces of open water about the point became more enlarged, or more ice broke off from the floe, thus wasting away the quicker.

6th.
Ther. 8 a.m. 36. +.
Wind N.W.

It was 10 A.M when we shoved off, and the flood tide making was driving all the loose ice in on the shore, and opening out the loose stuff, causing much loss of time and difficulty in getting along with the sled, dangerous also until we got on to the sound floe; but there was no avoiding it, and to get on with sled or boat alone was impossible. Neither was the progress or state of travelling much improved when we got on the sound floe, for the surface water has so increased that to get along a distance of even 30 feet dry travelling was a rarity, and having to walk in the heavy sea boots was dreadfully fatiguing. They also were totally unfit for what they were intended, badly made, and of bad material, just like brown paper. Our feet constantly wet; and when the water got over the tops,—a frequent occurrence,—the cold was so intense that I was always obliged to stop, off boots, and wring out my stockings; and this was generally an occurrence, even under ordinary circumstances, of twice a day. At length on the noon of the 11th we reached the edge of the fast ice off Point Innes.

State of ice.

Ther. 32. + and 36. +.

Reach the extreme of fast ice.

The open water was in long lanes, stretching apparently across the channel to Cornwallis Island, and the heavy floe pieces driving about in it, closing home, and opening out with movements of tide and influence of wind. We

11th.

August 1853. were just in time to reach the water open, and were enabled to get round Cape Spencer by boat, and on to the fast floe in Union Bay, where, getting her once more on her carriage, we reached the ship at 5 h. 30 m. that afternoon, after absence of thirty-one days, with all the party in perfect health, but rather tired, having had throughout a most fatiguing and wet journey. Her Majesty's steam sloop "Phoenix," Commander Inglefield, and "Breadalbane," transport, were lying at the floe edge.

Arrive on board.

Captain Inglefield arrives.

Concluding remarks. From the appearance of the ice in Wellington Channel, all of a heavy character, no cracks in it, showing little signs of disruption other than a quantity of water in pools, so generally covered with young ice that I have sometimes found hard to break in walking among it, the advanced period of the season, and much ice in Barrow's Strait, leads me to think that Wellington Channel will not clear out completely this season; and the ice in several places measured five and six feet in thickness, through smooth floe only.

This, however, is impossible to be certain of, for there is no knowing what a strong wind may effect, or when one may come on. Tides too have their share in it, and the best, I think, great at the full and change, with anything of a breeze. At all events, from what I have seen I consider that the western route as far as Cape Rescue is the preferable, and the most likely one to get earliest to Beechey Island, compared to the eastern shores. A more advanced position may be obtained by a ship, and the large space of rotten ice, so far as Cape Rescue, with steam at command, offers but little obstruction; then cut into the heavy ice inside the line between Cape Rescue and Point Decision, to await a further opportunity, perhaps not far off. A strong breeze from either S.E. or N.W. might probably clear it out at the time of spring tides.

Tides, &c. In the Mauray Channel both ebb and flood follow the direction of the land. To the westward of the islands ebb to and flood from the Queen's Channel or Polar Sea, perhaps Davis' Strait, through Jones' and Smith's Sounds, &c. In the strength of tides, &c. I cannot vouch for more than $2\frac{1}{2}$ knots in moderate weather; certainly not over 3 with a breeze in same direction. Heavy pieces of ice, having a large surface above water, with a fair wind and tide, certainly will go fast, which may perhaps account for Captain Penny's imagining they are so strong about these islands.

Weather, &c. While detained so long on the ice between Baillie Hamilton and Cornwallis Islands, the tide appeared to have but little to do with the movements of it. It looked more like the wind acting on the high hummocky stuff, similar to a number of sails spread purposely to catch it.

The weather throughout was fine, occasionally, however, a heavy shower of rain, but never lasting very long.

Winds were from all quarters, the strongest generally S.E., but never such as to cause detention, unless accompanied with thick snow or fog. Sunshiny days were few and far between; but the temperature two or three times was what we might call oppressive for travelling, the thermometer showing 53° . The minimum temperature was 29° ; the general range 32° to 36° .

SUMMARY of DISTANCES travelled.—July and August, 1853.

| | |
|--|------------------------------------|
| Distance travelled from ship at Beechey Island to Cape | Miles. |
| Beecher by floe - - - - - | 121 $\frac{1}{2}$ |
| Returning - - - - - | 118 |
| Whole Distance - - - - - | <u>239$\frac{1}{2}$</u> |
| Distances to Cape Beecher in straight line - - - - - | <u>112</u> |

LATITUDES and LONGITUDES, &c., astronomically obtained.

| | Latitude. | Longitude. | Variation. |
|------------------|-------------|-------------|--------------|
| | ° ' " | ° ' " | ° ' " |
| Cape Rescue - | 75 16 13 N. | 93 42 29 W. | — |
| Point Decision - | 75 21 24 | 93 51 46 | — |
| Penny's Boat - | 75 30 12 | — | — |
| Point Phillips - | 75 33 7 | 94 22 32 | 144 20 0. W. |
| Point Majendie - | 76 12 47 | 95 12 9 | — |
| Cape Beecher - | 76 13 30 | 95 38 0 | — |

W. J. S. PULLEN, Commander,
H.M.'s. Ship "North Star."

August 1853.

The ice had only eased off in Barrow Straits on the 1st of August 1853, making a wide lane of open water at the floe edge, a short distance outside a line from the south cliffs of Beechey Island to Cape Riley. Two casks with notices were sent adrift directly, being the first we have dispatched this year.

The "Phoenix" and transport arrived on the 8th, barely finding open water sufficient to get along close on the northern shores. They had got into Lancaster Sound on the 27th July, and were obliged to go into Dundas Harbour, Croker Bay, to await the breaking up of the ice; and it was not until the 6th August that they could put to sea again, under steam; so the chances were against a sailing vessel getting to Beechey Island so soon.

On the 9th, both the "Phoenix" and transport were able to move to Cape Riley, and discharging went on expeditiously, inasmuch as the "Breadalbane" could lie alongside the rocks. Barrows Straits was pretty clear then, streams of ice only driving about with tide and wind, the latter from N.N.W. and N.W., light; however, the wind came in fresh on the 10th from S.E. and set the ice again in motion, moving to the westward, in on the northern shores, and drove the two vessels from their berth. They regained the floe edge again, about a mile east of Beechey Island, and were getting the stores, &c on shore to the house when I arrived on the 11th. The ice then in Barrows Straits was driving about in heavy masses, but a few lanes of open water were to be seen to the S.E. Both the new arrivals had already had a taste of the dangers of these regions; enough to warn them that they were not lying at Spithead. Each had received a slight nip.

The transport had brought out stores and provisions for the squadron, and all hands were therefore busily getting them on shore. There was every prospect of its being a very long job, for they were at least two miles from the house, and a little more from us; and having to sledge everything over the ice, with plenty of water in large pools on it, and the winding course to be pursued, increased the distance. The bread too, packed in nothing but the common bread bag, was liable to get wet and damaged.

Commander Inglefield was away leaving his ship two days after he arrived, having gone up Wellington Channel for the purpose of meeting me, and getting the sooner any intelligence I might be in possession of respecting Sir Edward Belcher's movements. Mr. Alston, mate of the "North Star," had gone with him. It is therefore probable that he would make for Cape Rescue direct, where I had left a notice stating where the "Assistance" was likely to be found, the course she was pursuing, also where and when I parted from her (27th July). Commander Inglefield, on reaching Cape Rescue, I thought might go on to Point Hogarth; but when I learnt that he had taken with him two boats, a whale boat and dingey, and only four men, I knew he could not get far with them. He might possibly go on with the dingey, and I had some idea of sending a party out to endeavour to overtake him, but on second thoughts considered it more advisable to send on at once to Sir Edward, more particularly as Commander Inglefield had not taken with him all the despatches.

As I had no officer to send with this party, I requested Mr. Elliot, the 1st Lieutenant, and in command of "Phoenix" pro tem., to furnish an officer; but having none acquainted with the ice travelling, he suggested that M. Bellot, the French Lieutenant now in the steamer, would undertake the service. Knowing this officer as I did, and his knowledge gained of these regions while in the "Prince Albert," I considered he would be the most fitting person for the office; but being a foreigner I felt a delicacy in sending him, or giving him orders. However, he came to me some little time after, and readily volunteered his services, when a party was forthwith prepared. They were ready by the evening of the 12th. M. Bellot came on board, when giving him merely a letter for his guidance, urging the necessity of keeping the eastern shores of Wellington Channel close aboard, at 10h. that night he started for Point Hogarth, with four men and a small sled, lightly equipped, taking all the despatches brought out by "Phoenix."

Amongst other reports I received from Mr. Pullen, master, was the recovery of the small bower anchor and part of the chain, all of which I had given up as lost. The anchor was now hanging safely at the bows, so that the position in which we had been placed last year and throughout so long a period has not been attended with any loss of stores, &c., or, as far as we can yet see or find

"Phoenix," &c.

Commander Inglefield's movements.

Lieut. Bellot, French Navy, sent off in charge of Despatches.

See B 2. No. 65 (Enclosure).

Recovery of S.B. Anchor.

August 1853.

See tenor of orders
from Sir E. Belcher,
July 26, 1850.

Draught of water aft
15 ft. 7 in., forward
15 ft. 2 in.

Position of "Phœnix."

Ice moves in the bay.

Direction of move.
Probable effect of
wind on ice, &c.

out, any damage to the ship. In fact she is in as good a condition now, for any service for which she may be required, as when we left England.

Returning home I think we shall hardly realize this year, for it now comes to that paragraph in my orders received from the senior officer, that should a ship arrive from England you will retain your post. There is a ship here. She will therefore do what I had been ordered to perform, namely, take home the crew of "Investigator," on their arrival from Melville Island, &c.; but by what I learn of Commander Inglefield's intentions respecting his stay, he will get away as soon as he possibly can, expecting the "Breadalbane" to be discharged before the 1st September. This is the period fixed upon for my departure. Of course then I cannot go, without either the "Phœnix" gets away, and a vessel from the westward reaches this after she is gone. The latter as prospects go at present, I deem very improbable; the former not likely to get away before the 1st, as I hardly think the "Breadalbane" will be cleared by that time; at all events there is but little hope of our seeing home this year. Everything, however, will be ready. The ship is well advanced in the canal, and we only require the getting on board from Northumberland House a few more provisions, as all had been previously landed, but 9 months for my own crew (41), while I was away, as I had ordered, never thinking that I should meet the "Assistance," and be ordered home. This we can complete when the men have done with the transport, for all are now busily engaged discharging her.

On the morning of the 12th I went to the floe edge, and on board H.M. steam sloop "Phœnix," and saw that they were not lying in a convenient position for discharging, or was there a better one to be got in the present state of the ice. It was still moving about, but fortunately keeping a short space outside them. They were certainly in no immediate danger; but I must say I would rather have seen them in dock, and could not but help expressing surprise to Lieutenant Elliot that they had not cut in on arrival. He then gave the reason of having been to Cape Riley, and that they were getting on much faster there, landing stores; and, considering it myself, under existing circumstances, the best place, told him he had better get there when possible. Now, however, it was out of the question, and in the obstruction to it consisted their safety in their present position. To the eastward of them, and stretching far out beyond Cape Riley, was a tongue of heavy bay ice, which protected them from any driving to the westward, and being within a line from the S.W. point of Beechey Island to Cape Riley any ice driving out of Wellington Channel and eastward as well as from Barrow Straits would pass outside, assisted off by the ebb tides of the bay.

On the evening of the 14th the ice made a slight movement in the bay, and the next morning several wide spaces of open water were observed on its northern and eastern shores.

The wind when the ice first moved was 1 in strength from E. by S., but it gradually got up to 4, and at midnight, a stiff breeze, 6, lasting until 4 A.M. the next morning, when it fell again to a moderate breeze.

This move in the ice was, if I may so say, lateral, or across the bay, for it closed our canal, greatly reducing its breadth fortunately it stopped before it came home to our bilge, but a hundred yards astern it was close too.

A strong north or N.W. wind would soon drive the ice off the northern shores of Barrow Straits, and not at all unlikely out of this bay, and we should certainly go with it. To shake it off in the bay or hold against it would be an impossibility, but outside, with plenty of room, and a moderate breeze from same quarter, between north and south round by west, I should feel under no apprehension of not regaining the anchorage, or getting into Gascoine Inlet. The dangers would be in going out; as I apprehend that as the ice moves southerly out of the upper part of the bay, from its shape is set over to the westward, and likely to jam you in on the shoal ground under the south cliffs of Beechey Island. Second, a shift of wind to south or S.E., after outside, before you had got clear of the hamper, would be liable to detain you in it; perhaps get a good nip; even a calm would be bad, for then you have the whole influence of the tide, without knowing exactly its set. This is the time when a steamer has the advantage; and now even, with the ice only easing off from the mouth of the bay, one might work her way easterly, as we can see from the summit of the island leads in that direction. To or from the westward I see no hope of anything being able to go or come.

The winds most frequent now, and which do the greatest damage, are from quarters between east and south; and the ice outside is not only heavy, but in continued motion, wind and tide both acting on it, so that the scene outside is ever changing, but never clearing.

August 1853.
Prevalent winds,
general state of ice.

How different from what it was last year; then all open water; now all crowded with ice. I fear much it will be a very late season, and it certainly looks very doubtful indeed whether we shall get any intelligence from Melville Island by travellers, &c.,—much more by ship.

On the 16th the ice outside eased off from the mouth of the bay, taking a great portion of the long tongue piece intervening between the two vessels at the floe edge and Cape Riley. They were therefore enabled to get to it, and discharge, taking a berth outside close to the rocks a short way east of the extreme point.

16th.
"Phoenix" and
"Breadalbane" shift
their berth.

Commander Inglefield returned on the afternoon of the same day, and on reporting myself to him, I learned that he had only reached Cape Rescue, and on opening my documents left on the 5th of August knew where to look for Sir E. Belcher. Further onward, however, he did not think it prudent to go, in consequence of the quantity of open water and bad state of the ice in every direction, therefore made the best of his way back to his ship. The route pursued, after crossing from Cape Spencer to the west shores of Wellington Channel by boat, was along the shore, walking from a little north of Barlow Inlet to Cape Rescue. Commander Inglefield stated that he saw no chance of the ice clearing out of the Wellington Channel this season.

Commander Ingle-
field's return.

Although the present position of the two vessels is not a very snug one, there is no immediate danger, but at the first move of the ice they must get away from it. At present, with the wind northerly, it keeps clear, passing outside. I would rather see them in dock with us, for neither appear to be the sort of craft for this service. The "Phoenix," in the first place, is too long and unwieldy; and to unship her screw is a work of hours instead of minutes. One is already damaged, and her false stern post shaky. The transport appears to want strengthening, and I expect the ice in a run would walk through her like brown paper.

Opinion as to the fit-
ness of the two vessels
for this service.

They did not retain their position long, for on the morning of the 17th a moderate breeze from West and S.W., the ice was closing in on the point, and moving rapidly westward. They, however, appeared to be gainers by it, the "Breadalbane" at least, for she got inside or north of the point, and secured to some of the large grounded floe pieces in a very snug berth as long as the bay ice held fast; the "Phoenix" at the floe edge, about a cable's length to the westward of her old position, with much heavy ice about her. Well within the bay the ice was opening out among the heavy hummocky stuff, all the floe moving away. Off Northumberland House two or three loads of provisions had been deposited among some of these heavy masses before the vessels went into Cape Riley, therefore we were now obliged to send for all our crew from the discharging vessel to get them on board. They had only been landed there in consequence of so much water making along shore and in the direction to the "North Star." Boats therefore were in use to remove them.

17th.
"Phoenix" and
"Breadalbane" move
again.

The wind on the evening of this day came round to S.S.E., but by midnight was blowing a perfect gale from S.E. 8 to 9 in strength in fearfully heavy squalls. God help the two outside vessels; we could do nothing for them, not even see them, for the dense fog obscured everything. When at 2h. the next morning it broke away for a short time, and we got a view of both vessels, the transport snug and in safety, but the steamer in a very nasty berth, for the ice appeared very much pressed up about her, and nipping severely. Fog again shut them out, and suspense was again renewed, soon more particularly drawn to our own ship, and it was most providential that we had got the men aboard in time.

18th.
Heavy gale.

The ship was well secured with hawsers and ice anchors, and all was going on well, when at 4.20 A.M., in very heavy squalls, one of the anchors on the port side sprung completely out of its bed, and two of the starboard warps parting, the ship drove astern to the N.W. for about 200 yards, when, bringing up diagonally across the canal, and healing with the blast, that such a crashing grinding noise ensued that I really thought she was on shore again. Thank God it was not the case, for on getting on deck it was some comfort to find yet six fathoms of water under her, and all caused by the hawsers parting;

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when in driving astern one of the port warps acting as a spring she broke into the ice, and finally brought up, completely jammed. On looking over the stern there were strong symptoms of being more damage done than we had bargained for, for the rudder appeared so surrounded with ice, and lying almost flat across the stern, that I thought it was gone, our new one too, which would have made matters worse, as we should have had a long job to replace it; happily, however, it turned out nothing of great consequence, for on getting the ship once more on end, with her head to the southward down the canal, when the breeze moderated, the back piece was only found to be a little split. At 8 the gale had broke, the fog cleared away, and we could see both the "Phoenix" and Transport, the latter still in her berth inside Cape Riley, and not apparently having moved; the steamer surrounded with heavy packed up ice, but showed no indication of injury. At 11h. 30m. she signalled "in the pack," and the weather moderating so much in the afternoon that I sent a party to endeavour to reach her, and ascertain what, or if any, damage had been received. In the evening her medical officers were able to come up to us, to examine the state of our men brought forward as unfit to remain out longer, when I learnt that the vessel had been severely nipped, but was all right now.

Gale breaks.

Union bay clears.

See letter, 17th Aug. and reply.

At 9h. this morning it was seen that Union Bay was perfectly clear of ice. On the morning of the 17th I received from Commander Inglefield a letter, requesting my opinion as to how I should act if in his place, under the orders he had received from the Admiralty, and with reference to the general order I had handed him from Sir E. Belcher to the respective captains, &c. In reply, I said that under existing circumstances I should carry out the Admiralty orders, considering that they were so imperative, the backwardness of the season and state of ice, so likely to detain a ship, even a steamer with a full complement of a sloop of war, that it was the most advisable thing to do. At the same time I did not think the "Breadalbane" would be cleared of her cargo at the rate the work had yet progressed, until the commencement of September, the time Sir Edward Belcher had appointed for being here.

Other circumstances too I had to consider in this answer. In the first place, the risk of having surh a large number of men (157) quartered on us here; moreover they were not supplied with the necessary fit out for a winter, and they could only be supplied from what the "Phoenix" brought out, which would render nugatory the purpose for which she came; secondly, should she remain to the very last, then go away, and get caught outside, like the Americans, the chances were very much against their getting so well out of it as their schooners, for the steamer's size is very much against her amongst ice.

I think there is still but a very slight probability anything reaching this from the westward there can be no cause of detention on that account, for Sir Edward's orders are the only point to be considered, and its being under one of those peculiar cases where you must be guided by circumstances.

19th.
Walk to "Phoenix."

On the 19th the wind was moderate from South and N.S.W. I therefore walked to the "Phoenix" at Cape Riley. As the ice in the outer part of the bay was adrift, I was obliged to take a small boat (dingey); when leaving at 10 o'clock it was past noon before I could reach the steamer, after much launching over floe pieces, and forcing through brash ice, and narrow lanes of water. She was lying nearly in about the same position they had taken on the morning of the 17th, now surrounded by an accumulation of heavy masses, so broken up that there was hardly a piece of ten yards over, making quite a labour to climb over it to get on board. Apparently she had received no injury, although many heavy nips. The tide was now on the ebb, the ice opening out, and clearing from the vessel; and from the very great change I saw coming down that the last breeze had made in the floe well into the bay, it was not at all improbable that with the ebb after the next high water, the loose stuff would move out, in fact perhaps the whole in Erebus Bay.

Probability of ice
breaking out of the
bay.

Reasons, &c.

My reason for thus thinking was the broken-up state of the ice generally in the bay, and the forthcoming high water (after midnight), the highest of the present springs, would so loosen all remaining hold it had of the shore that with the following ebb I saw not how it could be otherwise. It was also likely that we should all go with it; and the transport, from being in the S.E. part of

the bay, with the westerly wind, although light, was in the worst position. However, at present there was no help for it, but I mentioned it all to Commander Inglefield; and there being many openings to the westward, besides all the ice about the S.E. shores of the island in detached pieces, under steam he might well force through it, and get in very close to the "North Star." The fires were immediately brought forward, and hanging the rudder commenced, which latter operation took so much time that before they were finally ready to make the move all egress was stopped by the ice not wholly closing in about her but to the westward. She had drifted too with the ebb tide, and only eventually succeeded in hauling in to the grounded masses lining the rocky shores eastward of Cape Riley.

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Fruitless attempt to take a better position.

Here, about 11 o'clock, I left her to walk back to my own ship, requesting Commander Inglefield (senior officer) to allow the men exchanging with our invalids, &c. to accompany me, and take their clothes, in the boat I had brought down with me in the morning. The "North Star" was then distant from the "Phoenix" about 3 miles; accordingly we all started (passing the "Breadalbane," still within Cape Riley), when; after getting not more than half a mile on the ice, I found it so much broken and forced up into heavy hummocky masses that it was impossible to get a light boat, much more a loaded one, along with any degree of safety; I therefore sent them back to await a more favourable opportunity; proceeding myself with two men to carry a plank for crossing places we could not vault over.

Leave "Phoenix" with men.

Send men back.

Towards midnight we were getting pretty well up towards Beechey Island, and a mile to the southward of the ship on a large floe piece, separated all round, and which we had been able to cross to by paddling a smaller piece with the plank. To get across this, and on to the masses grounded close in under the island, we could easily walk up to the ship; but unfortunately on reaching its opposite edge we found such a wide open channel that we were cut off entirely from the fast ice, and our frail island driving out to sea. We retraced our steps, but it was useless, for the ice had so opened out in every direction that we could find no separation narrow enough to bridge with our plank, only ten feet in length. The greatest part of the time coming up from the "Phoenix" there had been thick foggy weather, hardly cleared yet, making it very probable that we might not be seen from the "North Star." However, after trying in vain for some time to get hold of a loose piece to ferry one at least to the fast ice, and shouting most lustily, happily I saw a flag hoisted on board, soon followed by a boat launching over the ice, and coming to our assistance. They reached us, and we joyfully left our watery island, pulling close up to the ship through a large and wide space of open water, arriving on board at 30 minutes after midnight of the 19th, from a most unpleasant position; and I learnt that the quartermaster had just caught a glimpse of us as the fog broke, while we were wandering round the detached floe-piece.

Critical position.

Boat sent to our assistance.

Arrive on board.

From the state of the ice over which I had this night walked, I felt convinced there would be a move out directly the ebb tide made strong enough. The wind was from W.S.W., only a moderate breeze, certainly; but during the whole afternoon it had been blowing fresh from W.N.W. and N.W., and the ice seemed much loosened about all the shores.

Close in on the S.E. shores of Beechey Island, and half a cable within where the "Mary" yacht lay, were several pools of open water, so that it was possible to get her afloat once more, and the first time since she was hauled up on the 23d August 1852.

At 1 on the morning of the 20th the transport made the signal that she was driving out with the ice. We could render her no assistance, for it was impossible for men with boat or alone to get to her, and we might soon require all hands for our own preservation, for the critical time was fast approaching, in fact begun, by the ice driving south-easterly in the bay, and opening out as it got room outside. At 2 A.M. the effect of the tide was fully felt, for all began to move bodily out, and taking us with it. We did not, however, go far, as that portion between the ship and the island shore was suddenly arrested, after which no further move on the western side of the bay, north of the cliffs of Beechey Island, took place this day.

20th.
Transport driving out.

Ice in the bay moving, and the ship with it.

Suddenly stopped.

At 8 A.M. the wind was in from S.S.W., blowing strong, and the transport was well out in the strait to the S.E., apparently retaining her position. At 9 the wind had fallen considerably, when the "Phoenix" was seen to steam out towards the

Transport brought in again by the "Phoenix."

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“Breadalbane,” take her in tow, and bring her into the land, making fast again by the heavy grounded masses, and close to the rocks east of Cape Riley, where she went on discharging her stores again.

Preparation.

All our boats were now got alongside, and hoisted up ready for a move; and the weather clearing up and getting fine, all the invalids, &c. were got in readiness to go on board the *Phœnix*.

At 1h. 20m. P.M. two men were seen walking along the northern shores of the bay, and making many ineffectual attempts to get on to the ice, much separated from the beach by this last driving. A boat was immediately sent away for them, and we discovered with our glasses that it was William Harvey, boatswain's mate, and William Madden, A.B., two of the four men who had left the ship with Lieutenant Bellôt on the night of the 12th with the despatches for Sir E. Belcher in Wellington Channel. From not seeing the remainder of the party, I concluded that some of them must be very much knocked up, and not able to get on, thinking that theirs had only been a case of abandon the sled by reason of the state of the ice, influenced doubtless by the gale on the night of the 17th. All conjectures were soon, however, settled, when at 2 h. 30 m. they arrived on board, and I heard the distressing intelligence that poor Lieutenant Bellôt was drowned. The two men were dreadfully foot-sore and weary, and it was not until after they had got a little refreshment, and somewhat recovered from their depression, that I got the account of what had occurred, which I give as near in their own words, a substance of their account, separately taken, and must come to the sad conviction that the gallant little Frenchman had met a watery grave.

Melancholy news of Lieut. Bellôt.

Accident from breaking up of the ice in Wellington Channel, Lieut. Bellôt drowned.

This melancholy event occurred in the gale of wind which came on on the night of the 17th. They had got as far up as Cape Grinnell, without any difficulty, travelling always within a very short distance of the land, when they came to a large space of open water, besides many cracks about. As the wind was increasing, M. Bellôt determined to make for the land by the india rubber boat, when she was accordingly put into the water, Harvey and Madden taking the first turn. They took with them the end of a small line, so that on landing they bent on another, thus having one either way to haul backwards and forwards, and went on rapidly landing their things. Everything was soon on shore; all, to the sled, tent, and its gear; when Maden hailed, “The ice is going off, Sir; you had better get in as fast as possible.” Lieutenant Bellôt however desired them to let go their line, when he hauled the boat on the ice, put her on the sled with remaining gear, and endeavoured to get to windward, with the hope, I suppose, of finding some ice more sheltered and yet fast, or to make up for drift in getting on shore. In consequence of the strength of wind, they could not do it, for it was quite as much as they could do to stand against it, and it was seen that they were endeavouring to keep on good sound ice.

The whole body of ice was now driving rapidly off the land with the S.E. gale, and the two men on shore, finding they could do nothing to assist those going with it, got on the highest land, and watched them for the next two hours, or until hidden by distance and thick snowy weather. In the vicinity of this place they remained for about six hours, in hopes that the others might by some means get on shore. None however appearing, and hope dying out, they cachéd everything which they got on shore and could not carry, shouldered the letter bags, and commenced to walk back to the ship.

It must have been some time on Friday night that they reached Cape Bowden, opened the caché there for refreshment, then lay down under a large hummock on the beach, to rest and sleep, previous to resuming their journey. It was barely light on Saturday morning when they roused up again, and seeing some one approaching from the road they had come, hailed, and were answered by Hook. Johnson soon followed, when they learnt that poor Bellôt was drowned, and in the following manner:

Johnson and Hook reach Cape Bowden.

After making the ineffectual attempt to get on shore, they selected the best floe piece, and commenced among some hummocks to make a sort of shelter against the bitter blast. There they sat down to wait events, not doubting but that they should reach the shore again when the gale was over. After a little while Lieutenant Bellôt walked round the hummock, perhaps to look out, but being absent longer than Johnston liked, he got uneasy, and went to look for him, but he was not to be found. Looking about, he saw the stick M. Bellôt

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always carried when walking, on another piece of floe ice, separated from where he stood by water, as if washed up by the sea, then beating most furiously from the effect of wind. He (Johnson) hailed repeatedly, but receiving no answer, came to the conclusion that his officer had fallen into the water, and was drowned. Hook and himself now prepared for further efforts for reaching the shore, and as both knew there were provisions on the western shore, and where (having been at Cape Rescue) with the ice driving N.W. they made as direct as possible for Point De Haven. It could not have been long before they found themselves off it; but there was so much water between the floe and the beach, with no means of crossing it, that they were disappointed in getting anything to eat. They now turned back for the eastern shores, and reaching a large grounded berg piece, off what had been pointed out to them as Point Hogarth, they got on it, and waited for six hours watching for an opportunity to get on shore. A piece of floe at length passing inside was checked by its extreme ends taking the beach and the berg, thus they got on shore, when almost immediately the large piece of ice floated off.

Melancholy news ;
Lieut. Bellôt drowned.

This must have been Thursday night, late; and having had nothing to eat since their first meal on Wednesday evening, together with the hard run they must have had to accomplish the distance in so short a time, they could be no less than greatly fatigued. A long distance too was yet before them ere they could satisfy their hunger, so they commenced their return journey, and from the water being so close in they had frequently to climb cliffs, and get inland to get on. Finding no provision where Harvey and Madden landed, they eventually reached Cape Bowden, so worn with fatigue and hunger that they could come on no further, until somewhat recruited.

Harvey and Madden here left them early on Saturday morning, and gave me this account, together with all the despatches I had sent by them, and which poor Bellôt got on shore by the very first opportunity.

A walking party was sent off immediately under the command of Mr. Shellabear, second master, to assist the two remaining men; but as they kept close along by the beach, whilst the relievers passed over the ridge of Cape Spencer and within Point Innis, they missed each other; however, Johnston and Hook arrived on board on Sunday 21st, about noon.

The account Johnston gave was the same; in fact that already related was the substance of what he told Harvey on reaching Cape Bowden; but I give additional particulars elicited by questions, &c.

M. Bellôt's reason for telling the man on shore to let go the line was in consequence of so much small loose ice drifting between the shore and the floe they were on that he was fearful of injuring the boat, also expecting to get on shore further to windward.

Among the hummocks where they got shelter, M. Bellôt talked to them of the snow houses they built when he was travelling with Mr. Kennedy of the "Prince Albert," encouraging them to try here, and showing them the way, &c.

While sitting down to rest, Johnston remarked, in the course of a conversation on their position, that he was not afraid; he knew how the American schooners had been driven about in the pack, and got all free again. Poor Bellôt replying, "Yes; he who trusteth in the Lord no harm shall come to him."

Bellôt had not left them more than four minutes when Johnstone went to look for him, and saw only his stick. He considers that the strength of the wind was more than he could resist, and was blown into the water by it, where, from his dress, heavy sea boots, together cramped, sitting so long wet and cold, he could have but had little power to help himself, and must have sunk immediately. The temperature with us during that gale was ranging from 33. to 34.+ on our upper deck; much less I expect with him so exposed. Johnstone himself, a large and heavy man, was frequently obliged to lay down to prevent the wind blowing him along.

On finding no hope of Lieutenant Bellôt's safety, he returned to Hook, and told him what he thought had happened, also remarking that "Now we must do something for ourselves. I am not afraid, for I know the Lord will sustain us; thus doing everything to cheer up his companion." When, as before related, they crossed the channel to Point De Haven, returned, and most providentially got on shore on the eastern side of the channel.

This is the substance of what the men related, and such is the confidence I have in Johnston's veracity that it is with much pleasure that I can speak of

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Melancholy news ;
Lieut. Bellôt drowned.

him as a good and deserving man. There is a moral worth about him seldom met with in men of his class, and I have noticed it on journeys as well as other times. I thought at first it was all cant ; but I judged wrongly, and am most happy to say was deceived.

All the men but one agreed at there being no danger in travelling as they were up to the very last. This exception (Madden) says that he thought it was dangerous, but did not mention it. Now Hook is the man that I should have said would have been the first alarmed, for I really think that had not a man like Johnston been with him he would have sunk under it all. The distance alone that they went over from the time they were driven off, Wednesday night to Saturday morning, was no less than 54 miles, and to such a critical position when driving on the ice they could not shut their eyes. They must indeed have run hard to accomplish it in so short a time ; and then having 18 miles more to travel after reaching Cape Bowden, we cannot wonder at their worn and haggard look when they reached the ship. Their getting on shore again was really providential, for as they say (on landing), turning to look at from what they came, it was fast driving into the Polar Sea ; an occurrence truly to make a lasting impression on the most careless and indifferent of men.

I think what M. Bellôt took for Point Hogarth was really Cape Osborn, for the distance was too great to get over in so short a space of time, had it been the former ; besides, from Point Hogarth they would have been driven upon the northern shore of Wellington Channel, without a chance of getting to Point De Haven on ice. The distance across the channel to De Haven from the vicinity of Cape Osborn is about $14\frac{1}{2}$ miles. Supposing them to have been drifted five miles before they started, and back again to where they landed 19, which they must have fully gone to avoid cracks, hummocks, &c. ; on to Cape Bowden 20 more ; and thence to the ship 18 ; in all $71\frac{1}{2}$ miles.

His last remark.

Poor Bellôt's last remark to Johnston was rather singular, and characteristic of his idea of his duty. " Nothing makes me more happy than to think that I am not on shore, for, considering it to be the last duty of an officer to be at the post of danger, I would rather die here, on the floe, than be there, on the shore, to be saved."

Deeply unfortunate as is such an occurrence, yet it affords me a melancholy gratification in knowing that confidence was not misplaced in the gallant Frenchman ; and the men speak of him in the highest terms. He was well appreciated by all on board this ship ; and it was not the first time that we knew of his zeal and devotion in the cause we are engaged in. I feel his loss most acutely, and received a shock that time only can dispel. He was a character that any one might feel a pride in being associated with.

Send invalids, &c. to
"Phoenix."

The afternoon of the 20th was beautifully fine still weather. I therefore took advantage of it, and sent all men from the " Resolute," as well as 17 of our own, to " Phoenix," for passage to England. A few of these 17 were invalids, and the remaining ones wishing to return home I thought it better to let them go. However, we got an equal number in exchange, so that we have the standing part of a new ship's company, when I include Mr. M'Cormick, surgeon, and Alston, mate. Lieutenant Cresswell and Mr. Wynniatt, mate of the " Investigator," were also transferred to the " Phoenix." In lieu of Mr. Alston I got another mate, Mr. Jenkins ; and Mr. Osborne, a supernumerary midshipman, for Arctic service, completed all arrangements.

Letter to Commander
Inglefield.

I had made the signal to Commander Inglefield, acquainting him of the melancholy event just recorded, and sent the evidence of Harvey and Madden by Lieutenant Cresswell ; also a letter requesting his opinion as to how far it was advisable to sent off another party to again attempt reaching the " Assistance."

"Phoenix" and
"Breadalbane" shift
berth.

In the evening the " Phoenix " and transport shifted their berth further westward, both getting within Cape Riley ; but the steamer was obliged to haul out again, and lay at the floe edge further west.

21st.

Shortly after midnight of the 20th the ice in the bay began to drive, taking us with it. It did not again go far, and we were once more secure for a time. Not so the " Phoenix " and transport, for they were increasing their distance from Cape Riley, apparently driving westward, in ice which appeared heavy and closely packed. In the bay there were still a few lanes of open water, and much of its northern shore was free ; the wind at the time was light from the eastward. At 2h. 15m. we lost sight of both " Phoenix " and transport outside of

Beechey Island. At 3 h. 30 m. observed steamer coming to the eastward again under steam, but she was soon stopped by the heavy ice. The "Breadalbane" was nowhere to be seen. I therefore concluded that she was in some snug berth; perhaps got into Union Bay; in which I felt rather confirmed in seeing about noon two men walking along the northern shores of the bay, thinking immediately they were from her, perhaps some of those men that were coming to us in exchange who I had sent back to the transport after the unsuccessful attempt to get up from Cape Riley on the night of the 19th. I should have been very glad at seeing them all on board, for, having sent our men away, we were miserably short, and with the ice making such frequent moves I felt very anxious. It was soon discovered that they were Johnston and Hook, the two remaining men of Lieutenant Bellôt's party. A boat was immediately sent for them, and we soon had them on board safe. Their account follows after that of the two first arrivals; and I also learnt that they had not seen Mr. Shellabear. On the point of telegraphing to the "Phoenix" the arrival and accounts of these men, corroborative of the others, a signal was seen flying at her mast head, which gave us the astounding news of the entire loss of "Breadalbane." On inquiry; no loss of life.

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Men seen on the north shores.

"Breadalbane" lost.

During the greater part of the afternoon the "Phoenix" was seen working her saws, as if endeavouring to cut into a large floe piece, but apparently with little effect. Towards evening the ice opened, and she could steam in towards Cape Riley, taking a berth a short way east of the point. At 10 that night I got a report from the summit of Beechey Island, by one of the ice quartermasters, that the ice was driving south; and one of the "Breadalbane's" boats was visible in the pack.

State of ice from Beechey Isle.

The four men just returned from this last unfortunate trip in Wellington Channel, appearing so worn from fatigue, lost all spirits, and in the list, with small probability of their being well for some time, that I asked them if they wished to go home. All but Johnston replied in the affirmative. So, on the first opportunity of communicating with Commander Inglefield, I requested men to replace them, which will make, with those already gone, twenty working hands. It will be for us a supply of fresh blood for another campaign, and not before wanted, for the physical capabilities of the old hands appears not to have improved since leaving England. However, I must say they have done their work, and that it has been quite enough to try them in such a climate. From its very nature, the necessity was greater for keeping them constantly at it, or we should never have accomplished the release of the ship. It can therefore hardly be wondered at that they should so dread the thought of another winter; for I dare say they could see well enough that there was but small chance of their own ship going home this year.

Harvey, Madden, and Hook exchanged.

At 2 h. 30 m. on Monday morning Mr. Shellabear returned, and having missed the party, he went on to within about 3 miles of Cape Bowden before turning back. He reported the ice in Wellington Channel as being all adrift, driving fast to the southward, leaving large open spaces of water in every direction. No signs either of "Assistance" or "Pioneer."

22d.
Mr. Shellabear returns.

Early in the morning the ice was opening out at the mouth of the bay, when at 7h. the "Phoenix" was endeavouring to work in amongst it, and by dint of perseverance was successful, taking up a berth at the floe edge now well within the line from Cape Riley to the southern cliffs of the island, and not far to the S.E. from the "North Star."

"Phoenix" gets into fast floe.

The morning's report of the state of the ice from the summit of the island was,—Wellington Channel clear on its eastern shores, and ice driving S.W. also in Barrow's Straits; in fact we can see more open water now than we have ever before had this season.

All the men in lieu of those we had discharged came on board to-day from the "Phoenix," greatly to my relief; and Lieutenant Cresswell, who accompanied them, delivered a verbal reply to my letter to Commander Inglefield of the 20th instant; saying, that he did not consider it prudent to send off another party for the purpose of endeavouring to communicate with Sir Edward Belcher.

Men from "Phoenix."

The wind at 6 P.M. was backing to the north, and freshening. The evening report from the summit of Beechey Island was, that the ice was clearing out of Wellington Channel as fast as possible, and drifting to the S.E. The outer part of the bay showed a great space of open water, all the loose stuff having

State of ice.

August 1853.

driven out and off shore with that in Barrow Straits. At midnight all the ice in the bay was stationary.

Particulars, &c.

The particulars of the "Breadalbane" foundering were startling enough. Everything had gone down in her, except the men on board. Crushed, sinking, and completely overwhelmed in the short space of 15 minutes; and that too almost in a calm, for the wind was only 2 in strength from east. It was most providential that no lives were lost; many, I believe, had a narrow escape, only roused out of their hammocks in the forecabin as the ice was crashing through her bows. Some of the men coming to us had been sufferers in worldly effects, as well as others belonging to the "Phoenix." One officer lost everything; just time to get out of the vessel. The loss to the Government was a quantity of provisions and coals for the Arctic squadron, besides 100 tons belonging to the "Phoenix," leaving her with not more than four days to take her to Disco before she can get more. Many of the magnetic instruments were also on board. Our loss was a dingey, the shattered wreck thrown away by Mr. Kennedy of the "Prince Albert" as useless, and repaired by our carpenter.

Thus nearly within hail has this sudden and overwhelming occurrence passed, and almost before our eyes. It was most fortunate for all that there was no wind, and the "Phoenix" so near. We could not have got near them; and it is wonderful to me that the steamer escaped; it was indeed a very narrow one. In a moment, without any warning, was the destroyer on them, without any possible effort of theirs to avoid it.

Such may have been the fate of the ships of those gallant fellows we have so vainly looked for, and not at all unlikely out of this bay. Impressions of these sorts are recorded in my journal last February, and they come again with redoubled force after more experience. I see nothing to prevent such an occurrence; if not here, in a worse place, or further from land. With all our searching up to this very time, we find no traces of documents, and Sir E. Belcher's parties find none where they have been.

Opinions, &c.

Our finding no document here does certainly look to me as if none was ever meant to be left; not intending to go beyond this on an onward move. People may talk as they will, and we may go on searching and searching, still they will not be satisfied, until more lives are risked, perhaps lost.

I have heard it affirmed that the cairn on top of the island on its southern part may have been searched in such a manner that possibly a document was overlooked, thrown out, fallen over the cliff, and deposited in the debris below. I hardly know what to think of the person's sense, for such a thing is impossible. In the first place, the centre of the cairn is 100 feet within the beginning, if I may so call it, of the cliff, over a gravelly surface, with a gradual descent to three feet at the outer part; thence, actually to the edge of the cliff, 56 feet, rough and uneven, with the like descent. Now supposing anything had been thrown out of this cairn, it must have been very small to have blown over this distance. In fact I think nothing else but a single piece of paper could such a thing happen to. Nor could a person stand at the cairn, and throw his shovel-full of stuff he might have gathered up to the edge of the cliff.

Tides, &c.

As to the direction of the tides, I cannot yet come to a conclusion, for with such a body of ice closing all waters up it is impossible to find out. Thus much, however, I can say, that the ebb comes strong from Union Bay, through the narrow passage between the eastern point of Beechey Island and the main, thence on a south course through Erebus Bay to Barrow Straits. Its greatest strength is felt on the west part of the bay, which is the reason for the ice along the S.E. shores of Beechey Island clearing out first, or as far into the bay as where the "Mary" Yacht is now lying. It was clear there when we arrived in August 1852, and also this year before the eastern shore, and for a distance from half to one cable's length off. Now on the eastern shores of the bay it does not clear out, except just about Cape Riley for a very limited space, and on the eastern light of the bay the rush of water from the lagoons, fed chiefly by the melting snow, makes an inroad in the floe. Into these lagoons the tide flows also, and with the high tides and falling comes out pretty rapidly; yet with all that, on the S.E. shores of the island the ice goes first.

Now the ice usually moves with the springs at the ebb tide, which, rushing through the narrow channel from Union Bay, forces the whole bodily south, going out all right until that part on the eastern shore of the bay brings up at

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Cape Riley, surges over to the western side on Beechey Island shore, and if it cannot get room holds fast. Three times have we driven up to this date, and that is the way in which the ice has been checked, together with a narrow strip of the main floe between us and the island, held fast by the heavy grounded masses in it. It was nearly separated in the first instance by our sawing to get out. The canal was then wide. Now by these moves it is very much narrower; nearly home to our sides as we lay, but astern for about a cable's length close met.

Now I have often thought, since these moves in the ice, how easily a ship might, while hauling out of her winter berth through a canal, be caught by one of these moves, and set bodily in on the shoal water under the shores of Beechey Island. I do not think she would get off again in a hurry. This, however, I shall look on as one of those cases Sir Edward Belcher has directed my attention to in one of the letters he gave me off Cape Majendie in July last; but I have thought more of it since the "Breadalbane" was lost, not a single vestige of which unfortunate vessel was to be seen a few hours after she went down, but her long boat out in the pack to the S.W. of Beechey Island.

For the next two days the wind was continuous from quarters between west and north, blowing sometimes fresh, and changes were constantly going on in the state of the ice both in Wellington Channel and Barrow Straits. The last accounts from the summit of the island, 11 A.M. 24th, was, that both channels were clear, but much ice was about Cape Hotham, and long lanes of water from it to the south and S.E.

23d and 24th.

During the fresh breezes the ice would sometimes move in the bay, break off at the outer edges, and drive out to sea, and we could communicate by boat with the "Phoenix" through our canal right out.

The despatches were now being all collected and sealed up for transmission, for Commander Inglefield had intimated to me his intention of leaving directly; when, at 11h. 30m. on the morning of the 24th, he went to the summit of Beechey Island with one of our ice quartermasters. Unfortunately it came on so thick before he got up that he could not see any distance; however, he had been kept acquainted, either verbally or by signal, with the various reports received from our look-outs. On his return he told me he should leave this afternoon, as soon as all the letters were closed. When I remarked that, having so much open water in Wellington Channel, Sir Edward Belcher might possibly be here in a day or two; also that he (Commander Inglefield) would be likely to meet ice from the head of Baffin's Bay thus early, which, if caught in, might be of serious consequence, with so few coals on board. But he seemed resolved to go, which I trust will prove to be about the best thing that could have been done, for although now the sea looks clear there is no knowing how long it will remain so, from the immense quantity of ice in these regions. It may be the only chance; and from the great bodies of snow still in the country it is very probable there will be an early close to all navigation. To be caught with no less than 157 people on board would be ruination. I therefore closed up all despatches, went on board with them at 3 P.M., and the "Phoenix" steamed out of the bay, all very glad, I've no doubt, at leaving such inhospitable regions, for throughout their sojourn here they must have had no small share of anxiety. I cannot but help saying that I was as much pleased myself, for I have been in a constant state of fever about her as well as my own ship; but it is the cause of a disappointment to many, for the hopes of seeing home this year must no more be thought of.

Close despatches.

"Phoenix" leaves.

Off Cape Riley I left them, with an open sea to the eastward, and calm weather, bidding fair for a good run out of Lancaster Sound, and on my return landed at the point. I had taken with me two casks containing notices, which they would put overboard on getting a little more off the land. The provisions and coals landed appeared sufficient for any work we might yet have to do in these regions; for I think we may conclude that all search is over, as far as Wellington Channel is concerned.

The result of the labours of the Melville Island division remains yet to be seen, from which I think we are as far off as ever, and altogether I fear they will have much difficulty in getting back with the ships. The poor "Investigator's" crew will feel the disappointment much in not getting up to go home by the steamer or other vessel.

- August 1853.
25th. Wind light from the south and S.E. by E. during the day, bringing the ice all back again, and Barrow Straits crowding fast; however, it is not yet sufficient to stop the steamer.
- Gale.
27th. Up to this time no appearance of Sir E. Belcher or any of his boats, and I begin to feel anxious, for there has been so much water of late in the Wellington Channel, as far up as we could see, that I cannot imagine anything but accident to cause detention. I therefore determined on sending a boat off to Point Hogarth. One was therefore prepared; but a gale coming on from S.E. at midnight I was obliged to give it up. This gale was sometimes up to 9 in strength, accompanied with snow and thick misty weather, which clearing on Saturday morning, when the gale broke, we saw that every space of open water visible on the 25th was now covered. The outer part of the bay was completely full of heavy hummocky pack-ice; and God only knows what would have been the fate of the "Phoenix" had she been lying where she was three days ago, and I hope she is safe out of Lancaster Sound. Heavy nips are but a short distance from us; but most fortunately there are some heavy floe-pieces as fenders, and the inshore ice apparently so firmly held by the grounded masses among it that we are all right for a time. Wellington Channel and Barrow Straits are closed, as far as we can see. Union Bay is open, and for a winter quarters I consider it a far better place than this. Two ships might lay in the small bight on its northern shore in 4 fathoms water, almost touching the beach, and land-locked. They would have to moor, head and stern, until the ice made, and we have always seen this bay clear first.
- Barrow's Straits and Wellington Channel closed.
Union Bay preferable to this. For the next two days there was no change in the ice anywhere,—all heavily packed, until midnight of the 29th, when a few lanes opened out in Barrow Straits. The wind has generally been from E. by S. and S.E. by S. no very great strength. Once I was in hopes that a N.W. wind had commenced, but it only continued for a couple of hours, very light, then calm. The ice then began to drive into Union Bay, set in by the tide from Wellington Channel, heavy and hummocky, except in the one sheltered spot, and the shoal water; the latter kept clear by the ice being of too great a draught.
- Union Bay closed again. Early on the morning of the 30th the wind was from N.W., freshening up until noon, when it was blowing 6 in strength. It soon made a move in the ice, for at 8 A.M. it was easing off in the bay and Barrow Straits, and driving fast to the eastward; but Wellington Channel was still closed.
- Strong breeze. A party was sent on shore to-day, to dig amongst some sawdust, but nothing found. A head-board was placed by the graves, "To the memory of the gallant but ill-fated Lieutenant Bellôt of the French Navy."
- Head-board to memory of Lieut. Bellôt. Union Bay was now completely full of heavy ice, and at 4 P.M. that in Wellington Channel was moving eastward, packing heavily on its shores. At 6 P.M. the wind was still blowing strong from the N.W., when at 6 h. 30 m. the ice in this bay made a move, closed in our canal, and gave us a heavy nip, heeling the ship at least 3 degrees to starboard. Hawsers were run out, and ice anchors immediately set, for the purpose of heaving out, if possible, for the floe-edge was clear, and I was in hopes we should get there before another move, and dock in; when, if all did drive out, we might the more readily get clear, and under canvass. We could not effect it, for the nip was too heavily on us. It did not however increase; but it was not until we blew off several charges (4 lbs.) the ship was released. At 9 h. the ice close about eased a little, but moving was out of the question, for all egress was blocked by a surge of the outer portion bodily to the westward, close up to those heavy grounded berg-like pieces which were driven in by the gale that drove us on shore last September. These pieces line the S.E. shores of the island, extending nearly in to abreast of Northumberland House, and are from two to three hundred feet off shore, some of them lying in half a fathom of water inside, and three out close to. It was fortunate that we did not move, and get out that far. At midnight the gale was 8 in strength; ice stationary in the bay.
- Ice moves in the bay.
Heavy nip on the ship. All the despatches that we had on board from England for the other ships of the squadron were landed to-day, and placed in the house, in the event of our being driven out, and any one coming here before we got back, &c. On overhauling the biscuit landed by the "Breadalbane," no less than 896 pounds were found damaged, and obliged to be surveyed. The temperature for this month
- 31st.
Land despatches.

has been pretty high; that, however, did not last long; one day only. August 1853.
Maximum 44 +, minimum 25.5 +, mean 34. +.

Wind still fresh from W.N.W. and N. by W. throughout the day, but at midnight it moderated. As the ice was stationary in the bay, and open water to allow of a boat getting to Cape Riley, one was sent there, to bring up all tallow landed by the "Phoenix," as the bears might find means of breaking into the casks. We were obliged to launch some distance, though, before we could get her into the water. September 1st.
Send a boat to Cape Riley.

The ice in Wellington Channel was still heavily packed on the western shores, but the eastern being free, and continuing so, Mr. Shellabear, the second master, was sent off with the whale-boat on the 2d to endeavour to communicate with the "Assistance." The 2d was the day fixed on for the "North Star" sailing for England, Sir E. Belcher saying in his orders to me that he should either be here himself or send before that time, with his last despatches. I have therefore reason to think something serious has been the cause of his detention; for so far, as we have been able to see into and up the Wellington Channel, there have been times when a ship could get on in perfect safety. Send a boat up Wellington Channel.

On the 3d the young ice was making in all the still water, almost strong enough to bear walking on; and as the ice had completely shut us in by the last move from all communication with any open water that might be made by the ice drifting, and the fast floe edge being about a mile south us, I commenced cutting a canal from it up to the ship, so to ensure our getting out, should the bay not clear, or we be required to return to England. 3d.
Sawing a third canal.

On the 4th snow and sleet was falling fast in the morning, and young ice strong enough to bear. In Barrow Straits the pack was apparently driving to the S.E., but in the afternoon it was coming fast into the bay, and from the summit of Beechey Island Wellington Channel was seen to be closely packed. Wind S.W. in the evening. 4th.

Early on the morning of the 5th there was a light air from E.S.E. and S.E., with the ice driving fast to the north and west. Wellington Channel closely packed, with the exception of a few lanes towards Cape Hotham. In the afternoon some heavy hummocky ice was seen drifting eastward, close across the mouth of the bay. I conjecture that it came out of Wellington Channel, for I have seen much of it there, and only in certain spots; none in Barrow Straits. Wind in the evening N.W. 5th.

On the 6th the wind was light from north; calm occasionally. The Barrow Strait ice is close into the bay floe edge, well within the line from the southern cliffs of Beechey Island to Cape Riley, and so much young ice has made lately, with all the old inside fast to the shore, that I do not think there will be any more moves in the bay this year. There are yet a few spots open at the head of the bay, with very deep water; but in our canal, what we cut out one day we generally find so hard frozen next morning that we can walk on it. 6th.

In the afternoon the wind came in from S.W., light, but towards evening it became squally, and much snow falling. From the top of Beechey Island a few lanes of open water were seen on the western shores of Wellington Channel.

Early on the morning of the 7th the wind suddenly shifted to N.W.; blew strong with heavy squalls, and it appeared to make no impression on the bay ice. Much snow having fallen last night, everything begins to assume quite a wintry appearance. Both Wellington Channel and Barrow's Straits are full of ice. The thermometer down to 17. +. 7th.

From so much ice now accumulated in Wellington Channel, I fear that this second effort to get to Sir Edward Belcher will not succeed. I fully expect to see Mr. Shellabear back every day without his boat, for I strongly suspect he will have to abandon her. I trust nothing worse will occur. We have already had sad mishaps, and I hope there will be no more. Doubts about the boat reaching the "Assistance."

On the 8th of September the wind still blew strong from N.W. No hope of anything from either Wellington Channel or Melville Island, for the ice has completely closed over all open water, except a narrow and short lane towards Cape Hotham. In Barrow Straits also there were a few lanes, and clear at the floe edge; I therefore took the opportunity of sending two casks adrift, containing notices. These I expect will be the last for the year. The temperature of the sea was 28.+. The wind at the floe edge was from west while in the bay, 8th.

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and at the ship fresh from N.W. Towards night it was snowing occasionally, with heavy squalls.

Closing of the season.

It is pretty evident that winter is fairly set in, and the season has not only been a bad one, but very backward. How different from the last year, for it was at this same time we had open water; now every space is closed up with ice. The saving to open the nip gets on very slowly, with such a low temperature; the young ice so quickly forms that it is impossible to keep open water without constant watching, and breaking up the thin crust. Wellington Channel appears to be a sealed book; and God only knows what has become of the "Assistance" and "Pioneer." The "Intrepid" too I have given up long ago. Even if she did arrive now there would be very great difficulty in getting through Lancaster Sound. We may indeed safely say that we are booked for another winter. Disappointed as we may feel, yet I trust it is all for the best. One thing I hope I may count on as certain, and that is, freedom from the terrible anxiety endured last year.

9th.
Mr. Shellabear returns.

On the morning of the 9th, much to my relief, Mr. Shellabear and his party arrived, and, as I thought, have had to abandon their boat. He had got as far as the entrance of Griffin Bay, when the ice became so heavy that he could not proceed, therefore returned to Cape Bowden, where the boat was hauled up and left. From this they walked back to the ship by the land, for the ice was so broken up and loose that there was no travelling on it. No signs of either "Assistance" or the Pioneer; nor any hope of their getting down this year. Mr. Shellabear had found fragments of the "Breadalbane" at two places in the Wellington Channel; first at Point Innis the day he left, and the second a few miles to the south of Cape Bowden.

Fragments of "Breadalbane."

10th.
Give up sawing ice.

On Saturday I gave up cutting any more, for it was impossible to keep water open; and the time was gone by that it would be safe for any vessel to leave this for England. Not the slightest hope can now be entertained of a vessel getting here from any quarter; a boat possibly might, but it would be a hard and dangerous job for those concerned in the work. All our ice gear was gathered up, and preparations made for the winter.

View from summit of Beechey Isle and Cape Spenser.

On Sunday I was on the summit of Beechey Island, and on Monday at Cape Spenser. I could see from either much open water on the western shores of Wellington Channel; but everywhere else was closed. From the ridge within a mile or two of Cape Spenser I got a good view to the northward at the back of the high land of Point Innis. I could not only see Cape Bowden, but far beyond it, where the ice appeared to be stretching completely across the channel. In the narrow open lead on the east side of Wellington Channel much heavy ice was driving up and down with the tide.

Union Bay.

How different is the appearance of Union Bay from what it was last year, after the ice formed, in the fall. It then froze over smooth and like a carpet; now it is full of heavy hummocky ice, except in the small bight on its northern shores. It has never been out since driven in on the 30th ultimo from Wellington Channel by the N.W. wind, and I expect never will, until next year. I anticipate heavy travelling over it by-and-by.

Erebus Bay.

Erebus Bay, too, wears a different aspect. All the heavy ice driven in last year is now so worn down and filled in with drift and snow so smooth that you can hardly recognize it for the same. We shall be able to move about this time with something like ease in comparison with last year; in fact the contrast is so great that we anticipate a more comfortable ship this forthcoming winter; but there is one thing we cannot escape, which is, that weary, dull, monotony, from being so long shut up in darkness. No one knows what it is but those who have spent more than one winter in Arctic regions.

16th.
Arrival of Commander Osborn.

On Friday morning a travelling party was seen coming towards us from Union Bay, which we immediately concluded to be from Wellington Channel, and very soon I had the pleasure of welcoming on board Lieutenant, now Commander, Osborn, of the "Pioneer," tender to Her Majesty's ship "Assistance," and learnt that the vessels were detained by ice to the northward of Cape Osborn, say about 50 miles from this.

News from Wellington Channel.

Commander Osborn handed me despatches for England, but they were too late, also letters addressed to the senior officer here, which was myself, wherein I learnt to my surprise that Sir E. Belcher was doubtful of my being alive.

The cause for this was, that on reaching their present position they discovered on a floe piece of ice the india rubber boat poor Bellot had with him, also a

chart and several other things seen in my possession when I was with them in July. Hence the supposition; and Commander Osborn was sent on to take my place, should it be the case. Thank God it was only a supposition. But for His merciful protection in many instances it would have been reality.

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Sir Edward yet hopes to get free, and speaks of October as being a month for navigating these seas. In that I cannot agree with him, for even now I consider that it would be a most hazardous thing to attempt to get out of Barrow Straits or Lancaster Sound. Last year, fine as it was, I should have been very sorry to have attempted it after the 20th.

As Commander Osborn's orders were to get back as soon as possible if all right, and wishing to get further instructions from the senior officer in the altered state of affairs, I determined on paying him a visit. A sled and party was therefore prepared, and on Saturday at noon we left the "North Star."

17th.
Proceed into the Wel-
lington Channel.
Strong Wind.
18th.
Change in the sea.

This first night we stopped on the low point from Cape Spencer, and pitched the tents in heavy snow, with a hard gale from N.N.W. It continued throughout the night, and a very great change was seen in the ice next morning. As far as the eye could stretch to the S.W. was an open sea; the outer part of Union Bay was clear, the bases of the cliffs on the western shores of Beechey Island were washed by the sea, and well to the south nothing could be seen but loose driving ice in the open water. We moved on, and found much difficulty in getting along about Point Innes, for the ice close in to the cliffs was so broken up in large hummocks, quite afloat, that our only road lay over the glacier, and that so steep that a single false step would have precipitated all over the cliffs of at least 150 feet perpendicular height. However, we surmounted all difficulty, but it was very slow work. Got down on the floe to the north among heavy grounded masses, and on the afternoon of the 19th encamped about three miles on the south side of Cape Bowden. The wind had now been blowing constantly from north and N.W. since Saturday night, making great havoc among the ice. This night, Monday, it blew again very hard; when on Tuesday morning there was so much open water in Wellington Channel that I thought it not improbable that the northern shores of Barrow's Straits might yet clear sufficient to allow boats, if not ships, to get from the westward. This determined me on going back, as in the event of such arrivals my presence would be required; and as to Commander Osborn, considering that he had got over the worst part of the journey, I gave him all the despatches from England, together with a letter from myself to Sir Edward Belcher, and left him, and on the afternoon of the 21st got on board the "North Star" again.

Much open water.

19th.

20th.

Return to ship.

From the master I learnt that they had had a great deal of windy weather, chiefly from N.N.W.; thereby much open water seen both in Wellington Channel and Barrow Straits, in fact almost as clear as the day the "Phoenix" left. Now, however, in Wellington Channel, I could see from the high land back of Point Innes the line of ice distinctly to the southward and S.W.; and the wind on the 24th being at south, and constantly from quarters between it and east, never exceeding a moderate breeze, sometimes calm, with a low temperature for the remainder of the month of September, all navigation was stopped, and travelling too, either from or to the westward. The water was close up to the base of the Cape Spencer cliffs, so that a boat was obliged to be sent to bring the men on board. Barrow's Straits was also closing again fast; so I sent off on the morning of the 23d, to the "Assistance," Mr. Shellabear and a party, with these further particulars of the state of the ice after this continuation of a strong wind. Furthermore, proposing myself to travel to the "Assistance" at a later period, I intend to leave the ship on the first of October.

Send a party to
"Assistance."

Mr. Shellabear's party took with them a bale of blankets, also some fresh meat (sooms) which we had received from the "Phoenix," and which would be quite as acceptable to the crews of the two ships in Wellington Channel as they were to us. Commander Osborn had taken all the remaining mutton, &c., and I intended to take more sooms, with parcels from England, that they might not feel so much the disappointment of the unexpected detention in their unenviable position.

The temperature this month has seldom been above the freezing point, and never below zero. Much snow has fallen in the latter part of it, from which, being so soft, and often thawing or getting sludgy, water flowing through the cracks, the travelling is most fatiguing. Hardly any wild fowl have been

October,

seen, and those few going to the southward. Bears we have seen none of late. A solitary wolf was prowling about the ship for a few days in September. So much for animal life.

Temperature for the Month.

Maximum 33.5+. Minimum 3.7+. Mean 18.0+.

October came in with a hard gale from S.E. and heavy snow. From this quarter the wind, however, did not last long, moderating on the afternoon of the first day, and flying round to S.W., thence W.S.W. and N.W., snowing still, until Sunday the 2d in the morning, when it was north, fresh, and pretty steady. At noon it flew to N.N.E., and blew a perfect storm, 9 in strength, moderating on Monday night; when the next morning I commenced my journey.

JOURNEY along the EASTERN SHORES of WELLINGTON CHANNEL to Her Majesty's Ship "Assistance" and back between 4th and 22d October 1853.

4th. I left the ship at half-past 8 A.M., with a light breeze from W.S.W.; got through Union Bay with much difficulty, when off Cape Spencer saw a large space of smooth floe, where we hoped our pace would be greatly improved. Leave for the "Assistance."
Break through the ice. This was covered with much drift snow, so that we did not know of its treacherous nature until the sled and several of the men were scrambling in the water. An old floe piece, luckily, being close too, all got out again, and on it safe, with nothing more than a good wetting, not only of themselves but much of the provisions, clothes, &c. This we could not dry again, and, not being more than three miles from the ship, I returned to her, with the view of replacing our supplies, getting clothes dried, and resuming the journey on the following day.
Return to ship.

5th. Wednesday was a thick misty day, with a light southerly wind, and as it was running too much a risk to attempt the ice about Cape Spencer yet, I determined on going over the ridge. I therefore left the ship at $\frac{1}{2}$ past 8 A.M., taking with me two officers and ten men, besides the dogs and regular crew, to assist in getting up the steep and almost perpendicular ascent to the summit of the ridge. We got pretty well to the foot of it, although there was a great deal of bare gravel to get over, when the most difficult part commenced. Stand upright or walk we could not; it was a complete climbing adventure; and, what was more, the best place we could find, to get on. Fortunately there was a great quantity of snow on the gravel. We were three hours at the least at regular standing pulls, and had only accomplished two thirds of the way up when we were obliged to encamp. I say standing pulls; but it was not; it was a sitting pull, for every man was obliged to take that position to prevent himself going head foremost to the very bottom. We mustered 18 men, 2 officers, and self; 8 were the regular crew, besides the dogs, now of no service whatever. The weight was not so very heavy, for we carried only a week's provisions, which, together with tent gear, &c., bedding, spare clothes (a change), bale of blankets, bag of sooms, and two boxes, weighed not more than 1,600 pounds. The bale of blankets we were obliged to drop; and it was only by many fleets that we got up that far at last. As it was necessary that the men returning to the ship should have daylight, I sent them off in time, with orders to return in the morning; when we got fairly over the ridge by noon the next day.
Difficulties of road.

6th. The height of this ridge averages at least 600 feet, and very steep to on either side. I should be sorrow to have that part of the journey to go over again. If the deep valley, partly through which we went, was clear the whole way, it would save no less than three miles of the distance to Cape Bowden.
Get over the ridge.

7th. The extra men I took on so far as the beach, a quarter of the way between Cape Spencer and Point Innes, before sending them back; and that night I encamped about a mile on the S.E. side of the point.
Ice about Point Innes.

The ice about this point was in a very similar state to what I found it on the 18th of last month. I therefore kept further back on the high land, thus avoiding part of the glacier; but, having so much gravel to drag over, we could only take half a load at a time, which made it slow and tedious. It was, however, accomplished; when getting on a good floe we made up for it.

At Point Lowell I deposited some extra provisions we had; when, shortly after leaving it, I met Mr. Shellabear returning from the "Assistance." He was accompanied by Lieutenant Cheyne and Mr. Grove, mate, both of the senior officer's ship; the latter in charge of the sled party taking the former gentleman's things to "North Star" sent by Sir Edward for service. Mr. Ricards also, assistant surgeon of "Pioneer," was appointed surgeon vice M'Cormick, gone home in "Phoenix;" and Mr. Toms, assistant surgeon, at present in "North Star," by this latter arrangement was to return to his own ship (the "Assistance") with Mr. Grove.

October 1853.
8th.
Caché.
Meet Mr. Shellabear,
second master, and
the officers, &c.

Scrawling a few lines to the commanding officer of "North Star" to have these orders carried out, we parted company. The next morning I passed Cape Bowden, traversed Griffin Bay, keeping well into its bight in consequence of the heavy ice, passed the low point off which poor Bellôt was drowned, and on Monday evening encamped on the southern shores of a deep bay, 7 or 8 miles to the southward of Cape Osborn.

10th.

We had now been just six days from the ship, and being victualled only for that time, besides what we had caché at Point Lovell, we had barely enough remaining for to-morrow. All this we should have avoided had we not deposited the provision on the road; but who could foresee our having such a route to travel over. If it had been anything decent we should have been at the "Assistance" to-night; and at any rate, if we get no worse road, early to-morrow morning.

It was blowing a fresh breeze from E.S.E. when we stopped to encamp, which by midnight had increased to a moderate gale. The next morning it was blowing a strong gale from S.E., with such a dense snow-drift that at times I could not see more than 100 feet in any direction. However, I had taken a good view of the opposite shores of the bay last evening, and finding that the onward sledge tracks were not obliterated, and having only provision enough for the day, I decided on pushing on.

The tent was immediately struck, sledge packed, and we started, travelling for the first mile over a good level floe, and no difficulty in following the track. As we drew out into the middle of the bay, from somewhat under the shelter of the high land on the southern shores, we felt the full force of the gale; and getting soon after among the heavy hummocky ice, where much drift was accumulated, the track was entirely effaced. The northern shores could not be seen. When, after travelling about amongst the snow drift and heavy ice, not able to face the bitter blast, hardly stand up against it, and labouring to no purpose, I resolved on pitching the tent. The smoothest part at hand was accordingly selected; but it was not until the tent had been frequently torn from the grasp of the men that they succeeded in getting it up in a sort of way. At any rate it was a shelter all were glad to get under, and the gale strengthening drove the snow about in such fearful quantities, and accumulating about our frail covering, that I began to think we should find ourselves closed in a sort of living tomb. A boarding-pike at one end broke through, and down came the tent, together with the space within so gradually contracting that throughout the whole of the twenty hours thus imprisoned we were continually backing the snow off as it encroached, to keep room sufficient to lay down in. Stand we could not, nor could we get the tent up again, and keep it so; and what was worse, the thought of the ice breaking away was constantly presenting itself to my mind, when another calamity, nay worse than that of the 17th of August, would have certainly been our lot, for no earthly power could have aided us,—a circumstance that might have happened if the wind had only held to the E.S.E. instead of S.E., for I could at times feel a trembling of the ice from the sea surging underneath. The anxiety of this night was almost unbearable; but, God be thanked, it had an end; the daylight came, and at 8 o'clock the gale had so moderated that we were able to get out and look about us, when there was no doubt of who was our protector that terrible night.

Gale and snow drift.

Uncomfortable position.

Gale breaks.
12th.

The tent was down altogether in a very short time, and we made the best of our way to the shore, from which we could more fully see how critical had been our position. All the smooth ice we had passed over yesterday was gone, replaced by an angry and troubled sea, which washed the very bases of the cliffs and shore we left behind us yesterday morning, and not more than a hundred yards from where our tent stood the ice was all broken away, and the

October 1853.

sea lashing the outer parts of that remaining with such unabated fury that it was heaving and surging, evincing evident proofs of a rapid disruption.

We could not get more than half a mile this day, for the gale was yet fresh, and so much drift that I was compelled to encamp. However, the next day it moderated. We moved on, occasionally passing along sloping banks of hard packed snow on the sea face of some steep cliffs, a few having their bases so washed with water, from the ice driving away in the gale, that there was no alternative. Cape Osborn stopped us completely, for it was so smooth and slippery over its steep glacier facing, that I and one of the men, even with the boarding-pikes, had great difficulty in getting over it. The sled was therefore halted. The men desired to encamp. I went on; when, after a walk of three miles, I got sight of the "Assistance" and "Pioneer." They must have seen me much about the same time, for when I got nearly abreast a boat was waiting, at 4.30 P.M. of the 13th I was safely on board.

Reach the "Assistance."

Reporting myself to Sir E. Belcher, I told him where I had left my party, and in want of provisions; when a boat was sent for them immediately, for there was open water all along the shore to where they were, and about 11h. the same night they arrived.

I now learnt that the "Assistance" had not made much of a move towards Beechey Island after I left them in July last, when the gale of the 17th of August, which broke up the ice, drove them to the N.W. They had been placed in a perilous position, which they happily escaped, and got safely into a small harbour, east of Cape Majendie, and named it Port Refuge. This they were not able to leave until the 31st of August, by cutting out, but with a fair prospect of soon being at Beechey Island, being the next day (1st September) in open water, under all sail, and running seven knots. Ice though is met with when you least expect it, and so it was with them; for on the evening of the very same day they received a final check, and not much more than a distance of 50 miles from that place on which their hopes were centered.

A few days after the ice opened out, but it would only allow them to warp close in towards the land; when something dark was discovered on the ice, reported from the crow's nest as a coal bag and officer's cap, which on close inspection turned out to be poor Bellot's india rubber boat, &c.

They knew nothing then of the sad story attending it, and many therefore were the conjectures as to the cause of its being where they found it, and in such a condition. Time only could unravel the mystery; and, strange too, near about this tell-tale of something ominous were they obliged to secure again to the heavy grounded masses of ice in 6 fathoms water, 3 miles N.E. of Cape Osborn, and about 100 yards off shore. Here I found them; having on the morning of the day I got on board only regained it, after having been driven off by this last gale. The "Assistance" had her lower yards and topmasts down.

14th.

An instantaneous move from this, with so much open water, they might possibly get into the bay to the southward of Cape Osborn, which I represented to Sir Edward; but the next morning it was not practicable, so much ice had made during the night; and on looking round this, their present position, although very open, I considered could hardly be bettered without running great risk, unless you could make sure of getting fairly into Griffin or Union bays. This I also reported by letter, at the senior officer's request; and, as he had not his despatches or orders ready for me, I remained until Monday.

See B^o 80, 1850.

As it was now pretty evident that no ship could get to Beechey Island this season, either from this or from the westward, it was most desirable to communicate with Captain Kellett the first possible opportunity for travelling next spring (1854). I volunteered for the service; when directions to that effect were given; also that the crew of the "North Star" were to lay out caches of provision along the southern shores of Cornwallis Island, &c. Orders, too, were given me for Captain Kellett; and on Monday afternoon I said good-bye once more to the Wellington Channel division of the expedition, and commenced my return journey.

Orders, &c.

Commence returning to "North Star."

I completed from the "Assistance" six days provision, besides a quantity for caché at some convenient spot on the route. Mr. Loney, the master, was to accompany me until he met Mr. Groves returning from the "North Star."

From the time occupied in getting on shore on Monday the 17th, half ice, half water, we only made a short distance with the remaining daylight, encamp-

ing that night on the northern side of Cape Osborn. The water seen here on the 13th was now covered with a thin surface of ice, over which we got in two trips; each time the sledge drawn by the dogs at a quick pace; the men, all but the driver and one hand, spreading out, so that the weight was over a larger surface. By this means we got over many similar places, and the ice bent and shook fairly under us, sometimes only bearing; but from a new surface constantly presenting by the quick and rapid movement, the sledge only got into the water once, although it would bubble up in the tracks as it passed on.

October 1853,
18th.

The second day of leaving the "Assistance" we reached, in the afternoon, the deep bay south of Cape Osborn, and saw Mr. Grove and his party crossing on their return. We encamped together, and taking from him the next morning an extra case of pemmican, to avoid the necessity of opening any caches on the route, we each resumed our travelling; and Mr. Loney returned to his ship.

Meet Mr. Grove, 19th.

The afternoon of this same day I cached the provisions brought for the purpose from the "Assistance" on the low broad point off which Lieutenant Bellôt was drowned; moved on, and on Saturday evening got on board the ship.

Reach the ship, 22d.

We were able this time to travel on the ice, on rounding both Point Innes and Cape Spencer, but it was very bad at the former. All will, however, improve throughout the winter, levelled off with snow drift, &c.; and as there are three cachés on the route, we only being five days on the return, I fully expect the first spring travellers will easily get over the distance between us and the "Assistance" in four.

Travelling, &c.

I found all well on board, and those officers and men lately joined settling down comfortably in their new habitation. From the master I learnt that the ice both in Wellington Channel and Barrow Strait had been moving about occasionally, but no signs or hope of any arrivals. On the night of the last gale, the wind being from S.E., was therefore blowing into the bay, driving the ice in Barrow Strait to the northward, and pressing it closely home on the ship, giving her a very heavy nip, and heel over from two or three degrees. When the gale moderated, the pressure was eased off by cutting and blasting; housing got over, and winter preparation commenced.

Effect of last gale on ice in the bay and ship.

SUMMARY of Distances travelled, October 1853.

| | Miles. |
|---|-----------------|
| Distance travelled from ship at Beechey Island along the eastern shore of Wellington Channel to H.M. ship "Assistance" in latitude 75° 31' N. | 53 |
| Returning | 52 |
| | <hr/> 105 <hr/> |

DISTANCES travelled in Wellington Channel in 1853.

| | Miles. |
|--------------------|------------------|
| In March and April | 240 |
| July and August | 239½ |
| October | 105 |
| | <hr/> 584½ <hr/> |

On the 25th a tide register was commenced; and as it would be very desirable to have one going throughout the winter that could be noted without that exposure which would attend one away from the ship, I brought her into play, so that nothing more had to be done, after the affair was adjusted, but the person on watch at certain periods note to what a telltale indicated. I had talked with Sir Edward Belcher about one, and got some good hints, besides seeing the machine he had in use last winter; but merely from its taking time to get into working trim, and our carpenter's crew consisting only of a carpenter's mate, with plenty else for him to do, I adopted the most simple plan, and from what I saw through a week's trial have every reason to think that it will answer the purpose.

25th.
Tide register.

October 1853.
Descriptive of tide
pole.

The ship was lying in 6 fms. at low water, with her head N.E. by E. true, and hard frozen in, with no appearance of the ice again moving. A little beyond the main chains on either side small anchors were dropped through large holes in the ice, having a three-inch well-stretched whale line bent on to each; the line then reeves through blocks attached to outriggers in the chains, so as to have the weights directly plumb to the main rigging nearly to the futtock shrouds, in and down abaft the mainmast, to within three feet of the deck, when two 56 lb. weights were hitched on; these weights traverse on a fixed iron rod abaft the mast, and a graduated board so placed that as the whole body of the ice and ship rises and falls, the telltale fast to the weights gives the number of inches or feet, ebb or flow, as the case may be, in certain portions of time. The greatest difficulty was in keeping the holes in the ice clear. Performed three or four times a day, and as the temperature got lower it was done oftener. That the rope may not be nipped, a pole was lashed up and down so that its ends are always above and below each surface.

Weather.

Up to the end of the month the weather was fine, with little or no wind. No visible movement in the ice has anywhere been detected, but many pools of open water, and apparently disconnected floes (except by brash and small stuff), were seen, so that no attempt could be made to cross the Wellington Channel.

The ice appears to be generally small; none of that heavy hummocky stuff like last year visible in any direction, for which reason I think, if there are no more moves, and plenty of snow falling, our travelling will be good next spring.

The temperature for the month.

Maximum 24.5+. Minimum 11.5. Mean 6.92+.

November and
December.

As long as daylight lasted, and weather allowed of our going from the ship, no opportunity was lost of noting particularly the movements of the ice, both in Barrow's Strait and Wellington Channel, and throughout the whole time I saw no chance of crossing the latter channel to Cape Hotham without running too great a risk.

The last view we got of the ice was on the 1st of December, but then only for a short distance, say two or three miles. Previous to this there was very frequently moves; but the ice is all of such a very light character, and clear of large hummocks, that we could get no conspicuous part or piece to fix on for marks to ascertain if and in what direction it drove during the hours of darkness.

Gales.

The first November gale came on on the morning of the 3d, when it veered to N.W. by N., and blew itself out twenty-four hours after. This I expected would cause a move in the ice; accordingly I went first to Cape Riley, thence about two miles along the coast to the eastward; and as far as I could see towards Lancaster Sound and southward there was only occasionally a piece of hummocky ice interspersed over a large surface of what to appearance bid fair to be a beautiful level floe, for, with the exception of these few hummocky pieces, all in those directions was smooth young ice. All the old stuff appeared driven to the westward, apparently not passing east of a line directly south from Erebus Bay, and as far across the strait as I could see. In Wellington Channel very little move was detected.

Move in the ice.

On the mornings of the 22d and 29th of November there was evidently a move in the ice somewhere, for we could hear distinctly from the ship a grinding crushing noise apparently as if at the mouth of the bay. It must have been tide alone that caused this noise, for there was little wind either time to affect the ice. On the first occasion it was at the last quarter ebb, on decreasing tides; the second, the last of the flood on the increasing tides.

Move in the ice.

The weather altogether, throughout both November and December, has been fine, and although the thermometer (same) has shown a lower temperature than last year, particularly in November, we have found the ship more comfortable. This may be attributed to her having water instead of ice under her.

Winds and weather,
&c.

The winds most prevalent have been between north and west, 10 the strongest, but never lasting any very great length of time. A few strong breezes from south and S.E. have also visited us, but not such a continuation from these quarters as last year. In fact its opposite appears to have taken its

ARCTIC SEA
BARROW STRAIT

EREBUS BAY

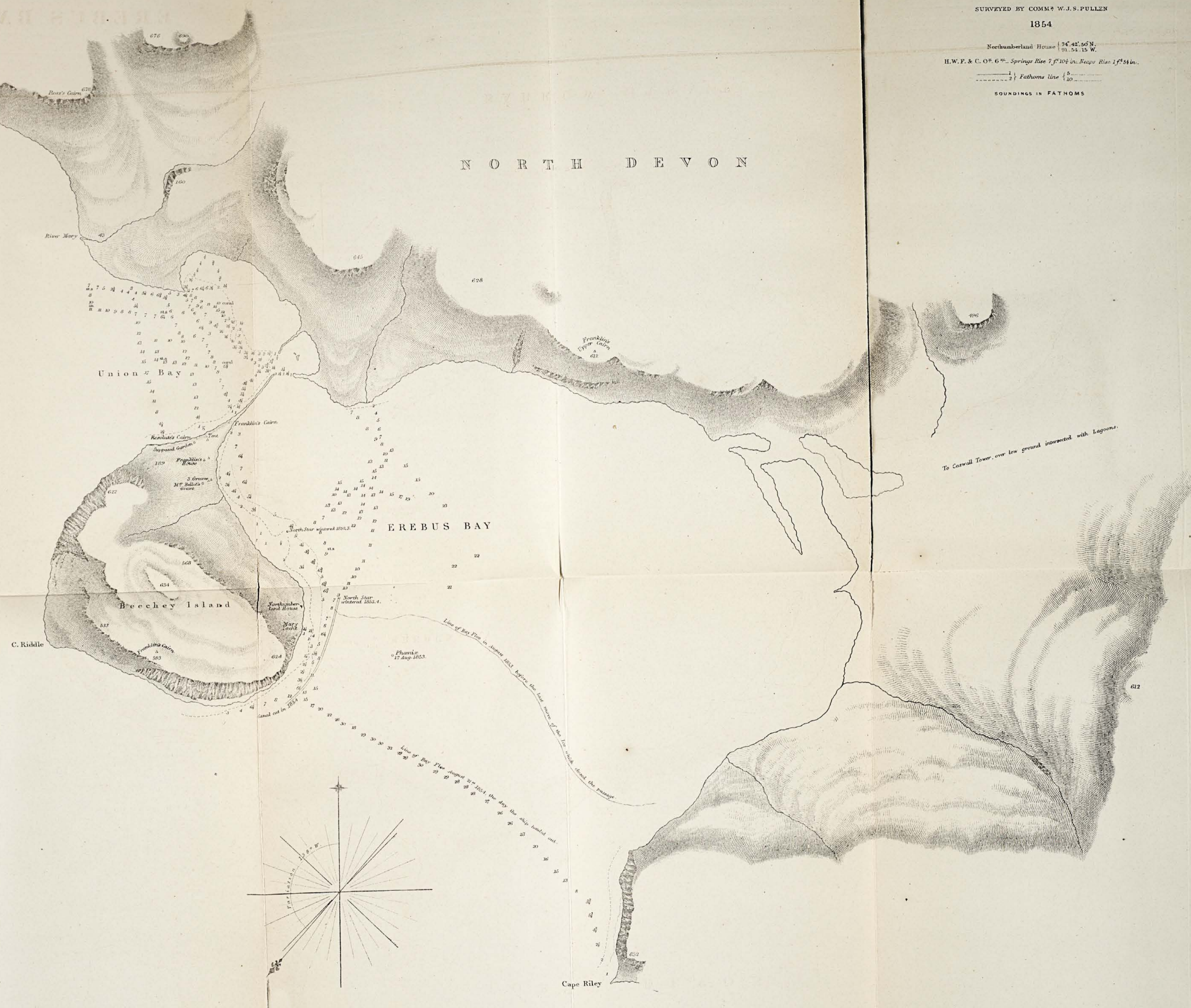
SURVEYED BY COMM^r W.J.S. PULLEN
1854

Northumberland House 74° 42' 56" N.
01. 54. 15 W.
H.W.F. & C. O^r 6th Springs Rise 7 f 10⁴ in. Neaps Rise 1 f 5⁴ in.

1 Fathoms line 1/10
2 Fathoms line 1/20
SOUNDINGS IN FATHOMS

WELLINGTON
CHANNEL

NORTH DEVON



Cables 20 1 Sea Mile

turn. But supposing we had gone home we might have stated with perfect truth S.E., &c. winds were the prevailing ones.

The year was closed with a very high temperature, the thermometer at midnight of the 31st being up to 19.5+, with a strong E.S.E. wind, rising too as the wind increased until 10 the next morning, when it stood at 25+, with the wind 7 in strength. Both wind and thermometer then commenced falling.

Temperatures.

| | | | | | |
|---------------------|-------|---------|------|------|--------|
| November, Maximum | 8.0+ | Minimum | 38.0 | Mean | 16.53. |
| December, ,, | 20.0+ | ,, | 43.0 | ,, | 24.91. |

W. J. S. PULLEN, Commander,
H.M. Ship "North Star."

Commander Pullen's Journal, "North Star," January to October 1854.

The second gale in January commenced on the 4th from N.W., and throughout the month there has been a constant succession of them, and fresh breezes, which has made it a most bitter cold time. In one gale, 8 in strength, the thermometer was down to 42.,—or 74. below the freezing point.

January 1854.

Although the temperature has never reached so low as it did last year, yet the cold has been most keenly felt, and from the mildness of the two last months of the old year I was in hopes we should have got over the winter without keeping the Sylvester stove going all night, especially as our coals are very low,—barely enough to last through March. But it would not do. We held on as long as possible; and it was not until actually driven to it that the fire was kept up all night. Still it makes little difference, for the cold has so penetrated everywhere that there is no driving it out. Drafts from every crevice; ice forming where it never did before; and I hear many complaints of how cold it is. Such is the effect of wind with a low temperature.

We have not been able to get away from the ship to walk, for a long time, sometimes outside; and the daylight, too, seems not so strong as it was last year, through any part of time since it fairly commenced. Last year I was at Cape Riley on the 15th of January, and from the 24th we were digging over the already searched places on the island. This year we could no more attempt it than we could fly.

Temperature of the Month.

Maximum 25.+ . Minimum 49.5—. Mean 32.36—.

February came in blowing, and continued until the afternoon of the 4th, when the wind hauling round to S.E. soon effected a change, but the thermometer still keeps low.

February 1854.

On the 6th we got sight of the sun just above the horizon from the floe. Parties had been to the summit of the island once or twice previously, but in consequence of the thick weather they had the walk only for their pains.

Sun seen.

On the 14th, the thermometer getting up a little, the Sylvester stove was discontinued through the night, yet in the latter part of the month it was very cold, the wind penetrating everywhere. In fact I have felt the last gale more than I like to acknowledge, and the ship was colder than ever I have known her before. Happily the gale did not last long.

Night fires discontinued.

On the 6th I walked to Cape Riley, seizing the opportunity of a beautiful day, and no wind; when, although the temperature may be so low, still the cold is never so keenly felt as when with wind at a much higher temperature. At this time the thermometer was 47.—, or 79. below freezing point, yet it was no drawback to a thorough enjoyment of the walk, after being so long confined to the regular quarter deck pace alongside. This visit was chiefly to see how

State of ice in Barrow Straits.

February 1854.

far the ice had changed in appearance, &c. since last November in Barrow Straits; but, from the shortness of the daylight, I could not get beyond the point, and the distance I could see, for want of good light, was so short that I could not form a very good idea of it. However, on the 22d I was again in the same direction, and able to extend my walk to that point east of Cape Riley from which I had seen so much smooth level floe in November. It was very different now; all broken, and piled in hummocks similar to that part of the strait further westward, either driven from these, or caused by the pressure. All along the shore too there is a visible change.

Arrangements for travelling.

Every preparation has been going on of late to get the parties ready for the travelling, so that all might go off with me at the earliest opportunity. All was ready by the 25th, and four sledges loaded up; three with at least forty days provision; two carrying, besides, 100 rations each for depôt; the 4th the provisioning one, carrying 200 rations, with only twenty days' provision for her crew, but to return to the ship for more after leaving her load at Assistance Harbour. The two sledges with 100 rations each would accompany me westward; one as far as Allison's Creek, and the other Cape Capel; make their caches, then return towards the ship; when, on meeting No. 4. sledge, relieve it of the additional supply, which was to be deposited in equal portions at Cape Rosse and Assistance Bay. By this means I expected to get over at least 700 rations, and establish a chain of depôts for any parties coming from the westward. Any further supply would be completed by Captain Richards, who was coming to "North Star" with a large party.

Arrivals.

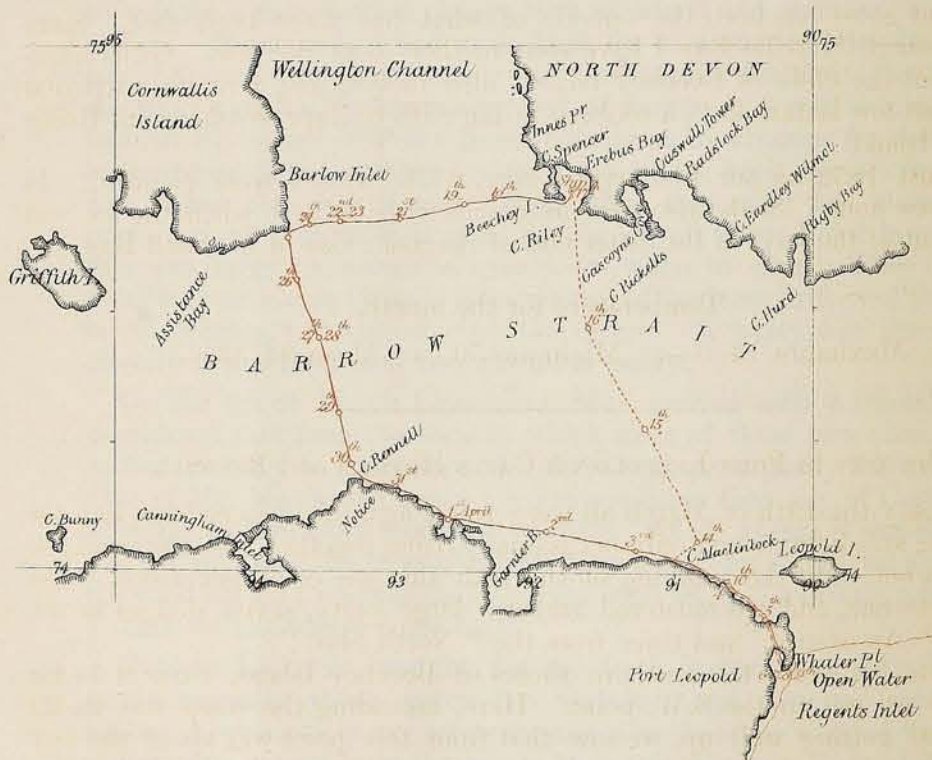
On the afternoon of this same day (25th) a gale came on from north and N.N.W., and lasted until Sunday evening, when it broke. Monday the 27th coming in fine, and the temperature getting up to 18., I was in hopes the weather would continue fine, and we might get away on the day I had fixed on, viz., the 27th; but the wind in the afternoon began to puff up, and the snow drift was thickening. At 3 o'clock it was 6 in strength; when I determined to wait for a more settled change both of winds and weather, and temperature got up. Fortunately I had so decided, for at a quarter after 4h., much to my astonishment, who should arrive but Commander Richards, just in time too, for the wind was steadily increasing, and at midnight it was blowing a gale. He had left his sledge off Point Innes, coming on in advance for assistance; but in consequence of the weather no one could go out until the afternoon of the next day, when the gale abated. Soon after this relief had started, the sledge crews arrived without their gear, having left all about Point Innes, for the weather was rather too severe to remain out when so near. They had passed the relief without seeing them, in consequence of the dense drift; and they too returned in the evening, not able to find the sledge. A party was therefore sent out directly it was clear, and brought all in safely.

On the 4th of March Lieutenant May arrived with a second party; and I considered that from the state in which some of these men came in that it was rather too early to commence the travelling, particularly for extended parties. One of Mr. May's men was in a worse condition than any of Captain Richards's, although he had more moderate weather. At all events it was most fortunate I did not get away, for it would have been worse for us, as we should have had the wind abeam; whereas they had the wind aft, and a certain refuge to come to. I think we must have come back.

Captain Richards brought for me fresh instructions from Sir E. Belcher, countermanding those given last October, and directing me on a different route. Alterations in my arrangements were therefore obliged to be made. Provisions, &c. got off from the house, to supply Captain Richards's party; and all was bustle and activity.

In this month two foxes were caught; one in a trap, the other on the upper deck by one of the dogs. They have been very scarce this season; for the last, at this date, we had more than doubled the number. Our game lists are indeed very low at either time; certainly not sufficient to say that this place is teeming with animal life.

A TRACING
 OF THE COAST LINE OF PARTS OF
NORTH DEVON, CORNWALLIS ISLAND
AND NORTH SOMERSET,
SHEWING THE ROUTE OF COMMANDER PULLEN
 WITH A SLEDGE PARTY,
FROM H.M. SHIP "NORTH STAR"³⁰
IN EREBUS BAY,
across
WELLINGTON CHANNEL, BARROW STRAIT,
TO PORT LEOPOLD
 THENCE BACK TO THE SHIP, IN MARCH AND APRIL, 1854.
Distance travelled 190 Miles.



GAME LIST, &c.

February 1854.

| Animals, Birds, &c. | Seen. | Killed. | Remarks, &c. |
|--------------------------------------|--------------|---------------|--|
| Bears - - | 3 in number | None - - | On the eastern side of Erebus Bay in August 1852. Between the time of arrival in August 1852 and latter end of September 1852. |
| Dovekies - | Not known - | 600 - - | |
| Ptarmigan - | 12 in number | 7 in number | In September and October 1852. One caught by a dog in December 1852, and one seen in July 1853. |
| Foxes - - | 27 in number | 26 in number | |
| Account up to the end of March 1853. | | | |
| Bears - - | 5 in number | 3 in number | Shot in May 1853 in Erebus Bay. |
| Dovekies - | Not known - | 410 in number | |
| Hares - - | 13 in number | 13 in number | Shot between June and September 1853. |
| Ptarmigan - | Not known - | 6 killed - | |
| Geese - - | Do. - - | 4 killed - | Shot in the latter part of 1853. |
| Ducks - - | Do. - - | 28 killed - | |
| Foxes - - | 11 in number | 11 in number | Shot between June and September 1853. |
| | | | |
| | | | Caught in traps between November 1853 and February 1854, except one caught by a dog on upper deck. |

Average weight of a dovekie is 10 oz., ptarmigan $1\frac{1}{2}$ lb., geese $4\frac{1}{2}$, ducks $3\frac{1}{2}$, fox 6 lbs.

In this list I do not include what was seen by the travelling parties. Even that will not increase them greatly. In all my journeys up to this very time I have only seen 4 bears, 6 walrus, 5 hares, about 20 seals, and about 5 narwhal in the Wellington Channel. Dovekies and ducks, and a few brent geese I saw there in July and August 1852, were rather a difficult matter to count, but so wild that we could not spare time to get at them. At all events 50 dovekies and a brent goose has been the outside of what has there been shot. Since coming through Melville Bay I have seen neither loom nor auk. Gulls plentifully about the cliffs of Beechey Island, also molymoks; tern no particular locality; but few kittawekes; a rookery in the cliffs of Cape Washington, Baillie Hamilton Island.

In August 1852, on our first arrival here, white whales were plentiful. In 1853 we saw none. Seals also were numerous in 1852, just when the ice was breaking out of the bay, in the latter end of August; also in Maxwell Bay.

Temperature for the month.

Maximum 14.0— Minimum 50.— Mean 34.33.—

JOURNEY TO PORT LEOPOLD viâ CAPES HOTHAM and RENNELL.

On Monday the 13th of March all were ready again for proceeding; but the temperature still kept down; only occasionally rising together with the wind; so that it was not until the morning of the 16th that we could get away. The weather was fine, and we mustered rather a large party, seven sledges in all, four from "Assistance," and three from the "North Star." March 1854.
Commence journey.

Our route lay along the southern shores of Beechey Island, close in to the cliffs, until we got to the S.W. point. Here, ascending the steep way to the summit, and getting well up, we saw that from this point was about the best lead, and less obstructed by hummocks to strike off to the floe ice, but rather in a devious direction from the direct course to Cape Hotham. We had no choice, and soon found that bad was the best, for we had not got among the hummocks long before one of the "Assistance's" sledges broke down. The carpenters, however, soon put it to rights, and before we had finished lunch we were all ready to proceed.

As we got on, our prospects certainly did not improve, the road getting worse and worse, so that we were obliged to keep men ahead clearing, and take each sledge on with a double crew. At length my sledge broke down, and I hardly got back to it, being ahead at the time, when another of the "North Star's" was Bad route.
Sledges break down.

March 1854.

reported as broken. Both were completely unloaded, and on examining into the defects found they would be more effectually repaired on board the ship than by the carpenters working in such an exposed locality and at such a low temperature; and as the ship was not far off I turned back, Captain Richards in the meantime going on with all his party. Mr. Shellabear, 2d master, and in command of the second broken sledge, accompanied me, leaving the equipment, tents, &c., and four men, to await our return.

Return to ship.

About 3 h. 30 m., we reached the ship, and commenced the repairs at once; when at 4 h. 30 m. Mr. Jenkins (mate) came back with his sledge in a worse condition than either of the two former ones, reporting that two of "Assistance's" had met a similar fate; but having so many carpenters they were able to repair them. All ours were taken in hand, and one so far completed next morning that about 8 h. 30 m. it was sent off in charge of Mr. Shellabear. The two others were finished, and on Saturday the 18th I was enabled to proceed again.

Sledges repaired, and proceed.

Bear killed.

On my way to the tents I met some of the men coming in with a bear they had killed, and which had very unceremoniously turned them out of one before he was shot. It is about the largest I have seen.

I had now reduced the loads on each sledge; in fact it was a case of necessity, for really they were so weighted, averaging no less than 260 lbs. the man, that I hardly expected we should get along without more accidents, for the route before us did not look promising. It was fortunate that our mishaps commenced so soon and near to the ship.

After having loaded up we proceeded, and by 2 o'clock the hummocks were decidedly decreasing, and a better prospect was opening out before us, but from such heavy weights our progress was slow. In the afternoon, too, the wind began to breeze up from N.N.W., and temperature falling, soon showing its effect on the men's faces, they getting severely frost bitten; when at 4 h. I was obliged to stop, just after passing Captain Richard's camping place of the night previous. At 5 h. the wind was blowing a fresh gale from N.N.W., with the thermometer down to 23.5—.

19th.

Ther: 8 a.m. 26.—.

The next day the wind was still fresh, but not being directly in our faces we managed to move in the required direction until about noon, when, with an increase of wind, the drift had become so thick that it was quite impossible to see even a very short way in advance; we were therefore obliged to seek our only shelter in the tents. They were soon up, end on to the wind, but a frail protection from such biting blasts, and now there were no hummocks to get under the lee of; they were few and far between.

Ther: 7 p.m. 29.—5.
20th.

On the next day we could not move, and the thermometer was still falling. Mr. Jenkins had pitched his tent a short way from mine, and on visiting them in the morning I learnt that some of the men had been frost bitten during the night while in their bags. They were fortunately recovered in time, and no bad symptoms resulted, and the gale abating, on the 21st we resumed our journeying.

It was not until the afternoon of the 25th that we got to Cape Hotham, for winds had again detained us, making a loss of nearly three days in the short distance of 30 miles, and with the thermometer at so low a temperature the cold was severely felt. Many among the party could neither eat nor sleep, and the effect was beginning to tell on them.

Meetings.
Intelligence.

Off Cape Hotham I found Mr. Shellabear waiting my arrival, and in the evening Lieutenant Cheyne encamped with us, on his return to the "North Star" from Assistance Bay, with disabled men, &c. Crossing Wellington Channel, I had met Mr. Court, acting master of "Investigator," on his way to Beechey Island. He was from the "Resolute," she having left Melville Island last Autumn with her tender "Intrepid," and on her way eastward was detained by ice, now fast, about 18 miles S.W. of Cape Cockburn. All the remaining crew of the "Investigator" were on board the "Resolute." They had deserted their ship in the summer of 1853.

New arrangement.

From Mr. Cheyne I learnt that Commander Richards had made an alteration in the arrangements we had set forth with, and instead of extending the depôts to Cape Cockburn, leave all provisions at Assistance Bay. Lieutenant May and Mr. Herbert, mates, were despatched to the S.W.; the former to Cape Walker, the latter to Cape Bunny; and as Mr. Shellabear, now with me, was also to deposit his extra provisions at the latter place, I therefore decided at once

on making a direct course to Cape Rennell, which would be in accordance with my last orders from Sir Edward Belcher.

March 1854.

Two of the crew of my sledges also suffering from the severity of the weather, I directed Mr. Jenkins to return with all speed to the ship with the disabled men, depositing the provisions he was charged with by those left by Captain Kellet at Cape Hotham.

Send one sledge back with disabled men.

This was the first time in all my Arctic travelling that I have ever had occasion to send men back, and can truly say that so far it had been the most severe time I ever experienced. I hardly thought that those men remaining untouched could hold up much longer, unless a change in weather speedily came on. It was only by continual and cautious close watching that I got so far so well, for on the very evening of the first day I left the ship, in the first breeze, so many of them got frost bitten that I had thoughts of returning altogether, and await a more seasonable time. One man's face in particular I saw just in time to remind him that rubbing was required, for a broad white strip passed over the nose, covering the whole, and cheeks, and, strange, he did not know it until I told him. It was indeed a time for keeping a sharp look-out.

On the morning of the 26th, after all arrangements had been completed, exchanging men, &c., we commenced our separate marches; but still the bitterly northerly wind prevented again our getting far, the drift at noon being so dense that we were constrained to pitch the tent. Fortunately it lulled at 2 o'clock, and we could proceed, Mr. Shellabear bearing off to the S.W. for Cape Bunny, whilst I made as direct a course as possible for Cape Rennell. Mr. Jenkins had parted early in the morning.

Move on.

The travelling was getting very good, apparently on young ice, with occasional belts of hummocks; when on the afternoon of the 31st, after one complete day's detention by a gale, we got into the land of North Somerset. Although the weather was fine, there was a haze about the land, obscuring it, so that I afterwards found I had deposited the notice for Cape Rennell rather to the eastward, yet on a conspicuous point, leaving a flag stuck in to the cairn. To get to this point and into the land we had much difficulty; in fact we only accomplished it by taking half our lading at a time over the hummocks.

Reach North Somerset.

Our course was now for Port Leopold, and, although occasionally favoured by fair winds, our progress was not so rapid, for the ice was broken up the greatest part of the way. Sickness too was another cause of detention, for at noon of the 5th, after having travelled the first half of the day in extreme pain from rheumatism, I got so bad that I was obliged to stop the sledge, pitch the tent, and get into my blanket bag as fast as possible, and not more than half a day's journey from our destination. One of the men too was also unwell, but happily the next morning both had so far recovered as to be able to proceed, and at 11 h. 30 m. on the morning of the 6th arrived at Whaler Point, Port Leopold.

Arrive at Port Leopold.

We pitched the tent in one corner of what was remaining of the frame of the house, and by nailing up a few pieces of the housing lying about we got shelter from the northerly winds, which blew almost continually while we remained. Conceiving it most desirable to examine into the state of the provisions left by Sir James Ross, I forthwith commenced to dig them out of the snow; rather an undertaking, for we had only the one shovel, not finding, as I expected, a single instrument of the sort among all the stores there deposited. However, by noon of the 8th we had uncovered nearly every article, and opened many casks for examination, when much of the provision I saw was getting unfit for use. The brine in the saltmeat casks was in hard and solid masses, the meat quite rusty and yellow, and one piece I boiled was hardly eatable. One cask of bread opened was damp and mildewed, and some of the best we took to bring us back was, on soaking, tough and leathery. Tea, pease, and barley, suet and chocolate, good. Vinegar, sugar, and flour I did not open, as it is hardly possible that the latter could have suffered, packed in such good casks; and, judging by finding the remaining sugar so good under the upper surface in the cask Mr. Kennedy speaks of as having been broken into by bears, all that unopened cannot possibly have deteriorated. Cranberries, pickles, and limejuice casks open, and their contents lying about in all directions; whether by the frost or other agency. The bungs and spiles were out,

State of provisions.

April 1854.

and much of the contents lying about quite useless. One cask, marked blanket bags, on turning over was found to contain nothing more than old newspapers; and counting over the number of casks I could find, they amounted to 282, ten of which were empty; just 22 short of what Sir J. Ross's list gave.

Only the skeleton of the frame of a house standing, with not a particle of the covering up, and what little we found remaining, which was dug out of the accumulated snow, was in narrow strips, hardly sufficient to give us good shelter.

The coals were buried under the snow; the coke in bags, and, as far as I could judge, short as to weight. Some of it I made use of for the purpose of thawing and drying our blanket bags, for they were more like deal boards than anything I can compare them to on our arrival; and I think the being able to get good fires the means of averting much sickness among us, for all our sleeping gear was in such a state from the severe weather we hitherto had, that it was a most difficult job to make use of, the bag in particular. All were beginning to feel the effects of so much dampness, increased again by the disposing at night about your person, for the purpose of thawing and drying, your socks or foot wrappers, moccasins, and shawls. It was a continued chilly bath, and while the severe cold lasted not one got much sleep.

The preserved meats were all Mr. Goldner's supply, and I must do him the justice by saying that out of the 12 or 14 cases I opened for use only one was bad; they all, however, seemed short of weight; and the carrots, although looking good, were sodden with water.

The boat appears to be in rather a precarious position; rather too close to the point on which there has been forced a quantity of ice; and one piece, 30 or 40 feet in height, looked as if it would almost fall into her. I think it not unlikely that the point may have given way considerably.

The steam engine is close to the boat, and apparently uninjured.

Open water seen from
Whaler Point.

The open water in Regent's Inlet was seen directly on my arrival at Whaler Point; but, considering it such an unlikely thing, so early in the season, I did not give it much attention at the time, thinking that it was merely a shingle spit lightly covered with drift snow. While we were employed turning out the casks, something drew my attention to it, and thinking it bore a strange appearance for land, I could not keep my eyes off it, and from its being quite calm there was not a ripple to be detected, nothing but a dark dull leaden colour, and as if lightly dusted with white powder. One of the men suddenly looked up from his work, and saw a bear watching us. We gave chase, when bruin made for this dark surface, and got away from us among hummocks; but I saw that this could not possibly be land, also extending for a greater distance than any could possibly be in the direction. To fully satisfy myself, I walked towards it with a few stones, which, on throwing on it, satisfactorily revealed that it was not other than water covered with a very thin sheeting of ice, not too thick, however, to prevent a seal popping his head up, and swimming about freely, and staring at me with quite as much astonishment as I did, at such a refreshing sight, at so early a season of the year.

Winds, &c.

For the next three days of my stay here it occasionally blew fresh from N.W. and north, and the open water was always visible, but not to its full extent, for a dense vapour (barber) was lying over it. However, on the morning of the day I left, the fog had so thinned and raised that I could see quite a clear sea all between east and south for a distance of from 4 to 5 miles. One of the great northern divers was also seen in full flight to the south, passing over the water just outside the line of the ice forming a narrow strip between it and the land southerly, and so close did the water appear to come into the land north of Whaler Point that I hardly think we could have got round Cape Clarence conveniently with the sledge.

The flag staff was standing all fast, and to it was lashed the tin cylinder containing the notices left by the several parties who had visited the place. It took me nearly all the time I was there to copy them. Fast writing in such cold weather is certainly no easy task. The sealed packet I was charged with was also placed in the cylinder, with a flag left flying on the staff.

Among other few things I could not find was tallow, which the lists notify as having been left. Every search was made without success, for the stock we

started with was nearly gone, so great had been the expenditure caused by the strong winds so frequently experienced. Fortunately, a cask containing a small portion of oil was there, which gave us sufficient to bring us back to the ship.

April 1854.

We commenced the return march on Monday the 10th, passing through the harbour, and over the narrow strip of land at its head. The weather was fine, with a light northerly air, and our progress throughout the day was good. A gale from N.N.W. stopped us the greatest part of the next day, and it was not until nearly noon of the 12th that we reached the caché of provisions at Cape M'Clintock. Here I found that I could go no further, for I was again attacked with the rheumatism, and it became so bad, particularly in my chest, that the least move would so affect my breathing that I was obliged to get into my blanket bag at once. This was the more annoying as a fair wind was coming on at the time.

Commence return.

Stopped by illness and gale.

This was the second time I had been so attacked, and it became a matter of discussion among the men of how I was to get back. They at last considered that they could drag the sledge very well with me on it, as it was becoming light. It was proposed to me; but preferring to depend on my own legs, they could only hope that by the next morning I should be better, and able to get on.

It was a disappointment, certainly, losing a fair wind; but I felt the pain coming on in the morning at starting, and thinking it would wear off, did not heed it until obliged. However, I gave up all thoughts of going further west, which I had some idea of doing on leaving Port Leopold. In the evening a gale sprung up from south, and continuing all the next day, that by the morning of the 14th, on its completely falling, I had so far recovered that I was fully able to proceed.

We immediately bore off from the land, making as direct a course as possible for Cape Riley; when, just clearing the first or inshore belt of hummocks, another gale came on from west, causing us a detention of another half day. Proceeding when it moderated, on the evening of the 17th we reached the ship in Erebus Bay, decidedly none the better for my trip, for I was obliged to go to my bed, nearly snow blind, and so reduced in flesh that on getting weighed a day or two after found that in the short space of forty days I had lost no less than 16 lbs weight. It has been without exception the hardest and most severe time I have experienced in Arctic travelling.

Reach the ship.

It has been a very different spring from the last, for then our travelling was comfortable, this the reverse; in fact; I think no parties ought to be out before April. We might have done all our work in much less time, for the constant detention from weather was terribly against us.

From the state of the ice, as far as I can judge, and the quantity of open water seen at Port Leopold, there is a fair prospect of an early opening. To the south and west, after getting clear of the hummocks generally belting the shores, both crossing Wellington Channel and Barrow's Strait, the ice was found apparently to be young, and travelling good. Getting into the shores of North Somerset, east of Cape Rennell, we had some trouble; only able to take half a load at a time; and across from Port Leopold to Erebus Bay was rather hummocky, interspersed here and there with patches of smooth floe. I saw altogether throughout the journey but little old ice, and chiefly on the shores of North Somerset; and the hummocks in the channel were chiefly composed of young ice, crushed and piled up by pressure, with a great deal of soft snow among it, making the journeying most fatiguing. Fortunately, our sledge returning was very light. However, I think this soft snow is favourable to an early break up.

Concluding remark.

April 1854.

TEMPERATURES taken on the journey to and from Port Leopold between the 18th of March and 17th April 1854.

| Date. | Temperature generally at 8 A.M. and 7 P.M. | | Remarks, &c. |
|------------------|--|--------|---|
| | | | |
| 18th March 1854 | | 23.5 - | Wind fresh from N.W. at night. |
| 19th " | 26.0 - | 29.5 | At 5 P.M. gale came on from N.N.W. ; much drift. |
| 20th " | 31.0 | 32.0 | Gale and heavy drift ; wind N.W. ; stopped all day. |
| 21st " | 28.0 | 30.0 | Wind moderate from N.W. |
| 22d " | 30.0 | 31.5 | Fine ; wind N.W. |
| 23d " | 29.0 | 28.0 | Strong wind ; much drift ; stopped all day. |
| 24th " | 29.0 | 24.0 | Strong wind, N.N.W. ; no moving until 11 A.M., when the wind lulled, and we were enabled to travel until 4 P.M., when gale came on again. |
| 25th " | 24.0 | 27.0 | Fine morning ; strong breeze ; in the afternoon heavy drift ; wind N.N.W. |
| 26th " | 23.0 | 28.0 | Fresh breeze from N.N.W. Sent Mr. Jenkins back with disabled men. Proceed with Mr. Shellabear, and stopped 4 hours by gale. |
| 27th " | 34.0 | 18.0 | Wind strong, N.N.W., crossing Barrow Strait. |
| 28th " | 28.0 | 19.0 | Wind strong ; stopped all day ; heavy drift ; wind west. |
| 29th " | 11.0 | 10.0 | Moderate N.N.W. wind. Best travelling day we have yet had. |
| 30th " | 15.0 | 11.0 | Fine morning ; light wind from east. |
| 31st " | 21.0 | 32.0 | Got into the land, and deposited notice. |
| 1st April 1854 - | 29.0 | 32.0 | Fine weather. One man sore eyes. |
| 2d " | 31.0 | 23.0 | Wind light from N.N.W. ; fine weather. |
| 3d " | 25.0 | 27.0 | Fresh wind from W.N.W. |
| 4th " | 29.0 | 17.0 | Wind light from west. |
| 5th " | 12.0 | 6.0 | Wind light from N.W. Stopped half the day by illness ; myself and one man. |
| 6th " | 2.0 | 8.5 | Wind light from east ; fine weather ; open water seen. |
| 7th " | 11.0 | 19.0 | Weather fine ; wind light from N.W. |
| 8th " | 15.0 | 17.0 | Fine weather ; wind light from N.W. In the morning gale ; in the evening much open water seen outside. |
| 9th " | 10.0 | 15.0 | Gale from northward. |
| 10th " | 9.0 | 17.0 | Fine weather ; wind light from north. Leave Port Leopold. |
| 11th " | 15.0 | 11.0 | Gale from N.W. ; move on till 10 A.M., then obliged to stop. |
| 12th " | 9.0 | 2.0+ | Fine weather ; move on until 11, when illness again obliged me to stop. |
| 13th " | 1+ | 2.0+ | Gale from South and S.E. ; stopped all day. |
| 14th " | 5.0 | 10- | Fine morning ; wind W.N.W. ; move on until gale stopped us again. |
| 15th " | 12- | 7.0 | Fine weather ; move on. |
| 16th " | 3.0 | 4.0+ | Fine weather. |
| 17th " | 9.0 | - | Hazy weather. Reach the ship in the evening. |

DETENTIONS ON ROUTE.

| | | Days. | Hours. | | |
|-----------|---|---------------------------------------|--------|---|---|
| Going | { | From ship to Cape Hotham | - 2 | 5 | by gales. |
| | | Cape Hotham to land of North Somerset | - 1 | 4 | do. |
| | | Eastward to Port Leopold | - ½ | 0 | by illness. |
| | | At Port Leopold | - 3½ | 0 | gales, and examining into state of Provision. |
| Returning | { | Port Leopold to Ship | - 1 | 5 | gales. |
| | | and | - ½ | 0 | by illness. |

8 to 9 hours, including stoppages, has been my usual travelling daily.

Whole distance travelled 190 miles, or 122 going and 68 returning.

W. J. S. PULLEN, Commander,
H.M.'s Ship "North Star."

The duties principally at the ship during my absence consisted chiefly in fitting and equipping travelling parties, employed making depôts of provisions between Beechey Island and Cape Cockburn, also at Cape Bunny, the turning

point of North Somerset into Ommanney Inlet. Some parties had performed one trip, and were therefore sent off again, so that on my arrival few people were remaining on board.

April 1854.

On the morning of the 18th, Commander M'Clintock of Her Majesty's steamer "Intrepid," "Resolute's" tender, arrived on his way to Sir E. Belcher with despatches. He left the next morning, returned on the 22d, and on the evening of the 23d went off again to the "Resolute," with orders for Captain Kellett. I had also received orders to send off all available men to assist in getting stores, &c. on shore and to this place from the ships to the westward. Those on board, and others as they came in, were accordingly despatched.

Arrivals and departures, &c.

On the morning of the 23d Lieutenant Haswell of Her Majesty's ship "Investigator" arrived with two sledges; on the 24th Lieutenant Pim of "Resolute" arrived, in charge of another portion; and on the 27th Commander M'Clure arrived, with the remainder of his crew thus having on board all the "Investigator's" but one man, left behind at the "Resolute" in a very deplorable state. Those men remaining on board, of our crew, are very few; and although we muster strong in numbers, yet many of them are feeling the effects of the long stay in such a climate. We have also men from the other ships, unfit for service; in fact Sir E. Belcher had desired all those to be retained.

"Investigator" crew arrive,

On the 25th Commander Richards arrived from the "Resolute," leaving again on the 29th for his own ship, the "Assistance," in Wellington Channel.

On the 27th of April we commenced to dig down and remove the banking from the ship; also making preparations for the accommodation of any other parties arriving on board. The "Investigator's crew," &c. are all berthed on the main deck.

Remove banking.

On the 28th Lieutenant Pim was despatched with a small party to Cape Hotham, for the purpose of assisting parties from the "Resolute" across the channel, having one of the marquees pitched for his abode, and two boats in the event of water making before they arrived. One was the whale boat, which Captain Kellett left on his way to Melville Island in 1852; the other, one of our cutters, which Mr. Court took over on the 2d May.

May 1854.

Arrivals and departures were now continually occurring from both "Assistance" in Wellington Channel and "Resolute" to the westward, but all are looking anxiously for that time when we shall be set free, and once more wending our way from such inhospitable regions.

Coals we were under the necessity of getting occasionally from Cape Riley; but now, having a number of men, I determined on getting up at once a sufficient supply to take us to England, and commenced our preparations for cutting out when the time arrives that we could work the ice.

The weather still keeps cold and chilly. Although the thermometer does get up, it appears, however, to be rising gradually, which I trust will be in favour of the forthcoming season. Winds we have occasionally strong, both from quarters between east and south and north and N.W. The latter are the coldest; still we all feel a sensible change. In the latter end of May the sun began to affect the ice; many cracks were showing, and thaw would sometimes be very apparent. The walking on the snow was heavy and fatiguing.

The first sign of life was the twittering of a snow bunting heard on the 21st of April, and on the 12th May one was seen. On the 18th of May a bear was seen; the first in the bay since last year. The wolf, so frequently a visitor in the winter, now only makes occasional visits.

On the 19th of May Lieutenant Pim was brought in on a sledge from Cape Hotham, with his left hand badly wounded, from the gun bursting with which he was shooting a bear; and on the afternoon of the same day, Mr. Domville, surgeon of the "Resolute," arrived with the last of the "Investigator's" crew, the poor fellow who was left in such a deplorable state. The doctors now hold no hope of his recovery. Mr. Domville reports that M. De Bray, the French officer, is following with invalids from the "Resolute;" and, not being far off, I sent a party out the next day to assist him.

Accident.

M. De Bray.

On the 20th a survey was held by the medical officers, 3 surgeons, and 1 assistant, on all parties present on board the "North Star." They find but few fit for a prolonged stay in these regions.

Survey.

On the 21st a gull was seen flying about the ship; so we soon expect an accession to the number. Water, too, cannot be far off.

May 1854.

Early on the morning of the 22d the man Morgan, the remaining one of the "Investigator's" from the "Resolute," breathed his last. He was buried on the morning of the 24th, Commander M'Clure performing the Funeral Service.

28th.

On Sunday the 28th, Lieutenant Cheyne, Mr. Jenkins, mate, and Shellabear, second master, arrived from the "Resolute," and reported that Captain Kellett may be expected this evening. Mr. Grove of "Assistance" also arrived in the afternoon from Wellington Channel, with invalids and despatches; and at 6 P.M. Captain Kellett arrived, with a large party of officers and men from the "Resolute," his own ship and tender, "Intrepid," in fact all the ship's company, with the exception of two parties away travelling.

During the whole of this day it was snowing; in fact for the past week the weather has been generally soft, the light snow melting, and making everything soft and sludgy. A quantity of provisions, however, were got up from Cape Riley before the floe became flooded.

On the 2d of June Lieutenant May arrived from the "Assistance," with dog-sled, and an order from Sir E. Belcher for more men, in lieu of the invalids he sends; so when Mr. May left again on the 5th to return, but few of our original left. The "Assistance" has now 22 out of the complement of 40.

On the 3d a gale came on from the N.E., soon shifting to N.W., and continued uninterruptedly until the 5th, sometimes blowing fresh, with soft weather; still the snow does not appear to go off the land. There is certainly a greater quantity about than there was last year at this time. The water, though, round the ship, is fast accumulating; and the dirt and ashes, with which we have marked the canal, is making inroads also on the floe.

News of H.M. Ship
"Enterprize."

Proceeding of "Enter-
prize."

On the 9th a party of men were sent into Wellington Channel, to bring back the whale boat; and on the morning of the 12th Lieutenant Meecham arrived from the westward. The accounts of his proceedings are truly interesting, irrespective of the short time in which he has performed his journey, for he brings intelligence of the "Enterprize" having found her notices on the Princess Royal Islands in the Prince of Wales Strait. This was in 1851, and finding Commander M'Clure's notices, they had deposited one by it; and, meeting so many impossibilities to get through this strait to the northward, they had bore up, and went south, passing round Nelson's Head or Cape Erebus of Baring Island, along its southern shores up the western to as far north as $72^{\circ} 4' N.$, when the ice again stopped them early in the month of September. Finding no harbour, they retraced their steps, and finally took up their winter quarters in a bight on the southern shores of Prince Albert's Land, on September 14, 1851, and in latitude $71^{\circ} 35' N.$, longitude $117^{\circ} 39' W.$

In the spring of the following year travelling parties were dispatched, and one reached Point Hearne of Melville Island, but were obliged to leave their sledge on their return, in consequence of the hummocky state of the ice, in latitude $73^{\circ} 44' N.$ and $114^{\circ} 30' W.$

On the 3d of August 1852 they left their winter quarters, but were detained some time by ice in latitude $71^{\circ} 39'$, longitude $119^{\circ} 5' W.$ A notice was found on a small island in latitude $71^{\circ} 49' N.$ and longitude $119^{\circ} 0' W.$, dated 15th May 1852, that Captain Collinson's intention was to pursue the channel separating Wollaston from Prince Albert's Land.

They speak of several natives visiting them in their winter quarters (where they were frozen in on the 24th of October), and they left them on the 9th of November. They were quiet and inoffensive. Needles, knives, and saws were in great demand; but they had little to spare in exchange. Tobacco not in demand. Throughout the winter Captain Collinson got ptarmigan and hares.

The temperature in their winter quarters, monthly, mean 20° , latitude $71^{\circ} 35' N.$, longitude $117^{\circ} 39' W.$

So much for all this good news. The "Enterprize" may now be in England, or else struggling with the ice to the southward, endeavouring to get along the shores of Wollaston Land, and pass through some of the many channels leading north. Who knows but that they may have got up the Victoria Strait of Rae, through Bellôt's Channel, and home to England. At all events, we have had some certain intelligence of them, and know pretty well that they cannot be in very great danger. Captain Collinson winds up one of his latest

notices with this cheering remark, "Little or no sickness has occurred, and we are in a fit condition for hard work."

June 1854.

A dog-sledge was sent off immediately to acquaint Sir E. Belcher with this intelligence, M. De Bray, the French officer, in charge.

M. De Bray.

In the evening of the 12th, Lieutenant Hamilton of the "Resolute" arrived from the westward, and on the 13th Mr. Krabbe, master of the "Intrepid," came in also from the westward. The latter officer had been to Baring Bay, to visit the "Investigator," and found her still in the position she had been left, but had made a great deal of water, for much ice was in her hold, and water was nearly over the orlop deck.

On the 14th a party of officers and men went off towards Caswall's Tower, to endeavour to shoot some game; and the same evening Lieutenant Haswell returned from the Wellington Channel, bringing the boat left at Cape Bowden last year. He reports having seen many cracks, Good symptoms. I hope. We saw none last year. Large pools of water only on the ice.

Shooting party out.

On the 15th dovekies were seen about the south cliffs of Beechey Island, and we may hope that the weather has begun to change for the better. Wind light from North and N.W.

On the 16th the dog-sledge returned from the "Assistance," bringing orders from Sir E. Belcher to send other boats across Wellington Channel to Cape Hotham, for the purpose of assisting Captain Collinson and crew. Rather a mistake, I think, for I can hardly think he will be found in that vicinity.

Sunday the 17th was the warmest and most pleasant day we had for the year, but it did not last long. However, the next day the Sylvester stove was put out altogether, and the funnel unshipped.

21st, Midsummer day; not much like one, certainly; and no one I am sure can say that we have had such weather as to remind us of its approach; yet neither was there any appearance of its following, for early in the morning it blew strong from N.N.W., apparently the last of a heavy N.W. gale, which had been blowing for the preceding few days, accompanied, too, with much drift.

Weather.

On the evening of the 22d a boat was dispatched to Cape Hotham, which had only arrived in the morning from the Wellington Channel, on a sledge of a peculiar construction, which unfortunately broke down shortly after leaving the "Assistance," causing the crew great trouble and difficulty in getting the boat on. I was obliged to send a crew with another sledge out to meet and assist them in.

On that same day Commander Osborn arrived from the "Assistance" with the dog-sledge. He brought no intelligence, further than an order for him to be borne as supernumerary for wages and victuals, and passage to England.

On the 27th, from the high land on the eastern side of the bay towards Caswall's Tower, I got a good view through Radstock Bay along the coast to eastward as far as Cape Hurd, but no signs of water was visible. In the straits every part was fast closed. The next morning the report from the summit of Beechey Island was favourable; cracks in the ice had made at the mouth of the bay. There was one also from the S.W. point of the island, both it and the more easterly ones stretching to the S.E. Mr. Osborn, midshipman, who returned from Cape Hotham in the course of the forenoon of the same day, 28th, states that the crack from the S.W. part of the island was from 4 to 5 feet in width.

The last day of the month closed with a strong south-easterly breeze and gloomy weather; not much like summer, so completely are we surrounded with ice and snow. The month has certainly not been a pleasant one, and throughout we have had many strong breezes both from N.W. and S.E., frequently accompanied with snow, generally turning into rain; good for the ice, and pools of water were showing thick on it.

The shooting party which went away on the 14th returned, but their success was not very great; however, just sufficient to afford each man $\frac{1}{2}$ a lb. of game a day. Altogether they had shot 5 hares, 9 geese, 7 ducks, 1 ptarmigan, and 28 dovekies.

Temperature for the last quarter.

| | | Maximum. | Minimum. | Mean. |
|------|-----|----------|----------|---------|
| May | - - | 44.+ | .5.- | 13.94 + |
| June | - - | 51. | 19.+ | 30.80 |
| July | - - | 47. | 29. | 37.50 + |

July 1854.

July came in with light variable winds and gloomy weather.

On the 3d we commenced with the saws to cut round the ship, and relieve her from the ice, that she may be completely water-borne, and the draught of water obtained.

Parties were despatched in all directions for the purpose of endeavouring to secure something in the shape of fresh meat. Dovekies appear to be the only things attainable; however, they are good eating after such a long spell on ship's provisions. In fact, anything now for a change; even the seals occasionally shot were not despised, and find many admirers. But very few bears have been seen in the bay, and only two were shot last month.

In the evening of the 3d a dog-sledge was sent off to the "Assistance;" Mr. Roche, one of the mates of the "Resolute," in charge. They will certainly have a wet journey, for the water on the floe in Wellington Channel appears to have accumulated greatly.

On the 5th Lieutenant Cheyne was stationed on the top of the island to watch the movement of the ice. A tide-gauge was at the same time kept going, together with means for ascertaining the set of current at the mouth of the bay, on a plan of Sir Edward Belcher's, which, after long trial, proved quite ineffectual, either from there not being sufficient current to influence the vane, or that from so much ice being about too many eddies are produced.

The ice about the ship at an average distance of 10 feet off was very heavy, and we make but little progress with the sawing. I therefore commenced closer from the fire-hole; but it was not until after we had got some pieces out that we could make much advance. It was not, however, till the 19th that the ship was fairly free from the ice, and we could get her real draught of water, 15 feet $7\frac{1}{2}$ inches aft, and 15 feet 6 inches forward. From our having to parbuckle out, break up, and carry away, was also a great cause of detention; and it was only at the latter part of the month that we could turn the ship's head round to the S.E. In these operations powder was frequently brought into use, giving the ship at times a heavy shake. The general average of the ice was 6 feet in thickness, 3 feet 6 inches being about the least and 12 feet the greatest; but after getting into the line of direction of canal it became thinner. Until the ice outside eases off, and we can commence from the outer part, I fear our progress will not be very quick.

Various reports have been received throughout the whole of the month of cracks in the ice, and water making along shore, but no perceptible difference outside, as far as the eye can reach from the summit of the island still the same white and glistening prospect.

The wind, too, has been constant from those quarters between east and south, precluding all probability of there being what we may fairly call an early season; such, I mean, as that on our arrival in 1852. All things seem against it; the weather cold and gloomy, and little thawing resulting, with no winds likely to help the ice out, that many long faces are shown, and doubts felt of whether we are to get away from this.

Two bears passing through the bay early on the morning of the 13th very incautiously came too near the stern, and were shot. The quietness I expect emboldened them, for we do not get them often so close.

The dovekies increased greatly as the month drew on, but towards the latter end were getting scarce, for even the most indefatigable sportsmen got but few then, and keeping a supply was impossible; however, the few got afforded a most agreeable change to the diet, and the sick appear to have reaped much benefit from the change it has given them.

A sick man from Cape Bowden was brought in on the 14th, with symptoms of scurvy. Fortunately he soon got round again, thanks to the attention of our large medical staff.

About 2 on the morning of the 17th Sir E. Belcher arrived from the northward, bringing with him a party, 31 officers and men, also 2 boats and 3 sledges,

He speaks of there being many cracks in Wellington Channel; some requiring the aid of a boat to cross and likewise get on shore.

July 1854.

North or N.W. winds, strong too, appear to be what we want now to start the ice.

Much rain fell on the afternoon of the 16th, but towards night it ceased, and the light wind blowing at the time from east and S.E. veered to N.E. by N., leading all to hope that the long-wished-for north-western were on the eve of visiting Beechey Island once more; but no, it was only a catspaw, and returned again to the old quarter.

Frequently have we been disappointed in this way; in fact, on one or two occasions it has blown lightly from the desired quarter, followed with a like result.

On the 21st, Mr. Loney, who had come down with Sir E. Belcher in charge of chronometers, left on his return to the "Assistance."

On the morning of the 24th, Mr. Court was sent out, to station himself on the ice in Wellington Channel west of Beechey Island, about two miles distant, to observe the strength and set of current during the next three days at the change of the moon. He returned on the evening of the 26th, with satisfactory results, but reports no movement in the ice.

24th.

We had now completed provisions to three months for 200 men, being a few more than we bear on the ship's books at present. It is sufficient, however, to take us home, if we can get out in any reasonable time, or we do not have any increase to our numbers. Either is impossible to decide on. Time only can tell.

The last day of the month, and yet no move in the ice. Last year at the same time we could say that it had opened out; now there appears little hope; nothing but the cracks widening and closing from the effects of tide and continued winds between east and south, certainly mostly prevailing this month, blowing fresh sometimes, with cloudy and unpleasant weather. The north and N.W. winds are what we want, for the ice appears all ready for a move.

31st.

Temperature for the month.

Max. 51.+ . Min. 32.+ . Mean 39.16.+ .

August came in with thick misty weather and a moderate breeze from S.S.E. By noon it was warm, although the thermometer was not higher than 34° on the floe. No change in the ice, nor slightest appearance of a speedy disruption in fact all the cracks are closing.

August 1854.

Saturday the 5th. Throughout the last week no change in the wind; other than that it sometimes blows strong with the thick foggy weather. Our canal work does indeed get on but slowly, the parbuckling out and breaking up really occupying more time than cutting.

On Friday the cables were bent, but when we shall use them there is no knowing, the thermometer still keeping low, the temperature on the floe seldom getting above 38°.

On the 7th Sir E. Belcher mustered the ship's company, together with those from the abandoned ships, so that now we are in full force, yet a great many of the men are fit only for light work immediately about and on board the ship. The "Assistance" and "Pioneer," the others of our disjointed expedition, are yet to come. Whether they will reach this far God only knows. I trust so, for the loss of so many ships will certainly take the polish off what has already been done.

7th.

Two parties were sent off this evening under Mr. Krabbe and Mr. Court, the former to Cape Bowden, the latter to Cape Hurd.

On the 8th a wider crack was opening out and closing at the mouth of the bay; but the main body of the ice appears to be driving westward, the spring tides evidently affecting it, showing very apparent in shore. The barometer, too, higher to-day than it has been for some time previous, so that the prospect seems to brighten.

Heavy nips now began to show at the mouth of the bay, caused by the effect of tides, &c. Early on the morning of the 10th it had eased off very much, so that there was no getting out without a boat to the usual places where the shooting had been carried on; the game list, however, made a pretty fair show, although nothing to speak of among so many. Dovekies were the principal supply, amounting in round numbers from the first one shot on the 13th of July

Game account.

August 1854.

to the last on the 10th of August, by the regular employed sportsmen, 1,810. The other game were chiefly got at a distance from the ship, and by the parties sent away. With the exception of the three bears and four seals, they consisted of three hares, three brent geese, three pintail ducks, two eider ducks, and a red-throated diver.

Thinking that we might make more progress with our sawing from the floe edge towards the ship, the saws were moved out there, but, after working all day with really but little effect in such heavy ice, the triangles were brought in again, and the sawing resumed directly ahead of the ship, to work out.

11th.
News from "Assistance."

Early on Friday morning a man arrived from Point Innes, dispatched by Mr. Krabbe, now on his return from Cape Bowden, with a letter from Commander Richards of Her Majesty's ship "Assistance." This letter says that they were blown off by the last gale on the 8th, since which they have advanced to about two miles to the southward of Cape Osborn, so we may expect to see them soon as the ice clears out, if a north or N.W. wind does not drive it in on them again from the Queen's Channel. Captain Richards speaks of its being clear in that direction, yet a smart N.W. breeze may soon bring it down, and possibly drive them on shore.

An answer from Captain Sir E. Belcher was sent off to Captain Richards in the afternoon by Lieutenant Cheney, who returned again the next day. Mr. Krabbe, from Cape Bowden, also reached the ship. Mr. Cheyne reports that the ice in Wellington Channel was all on the move, and that apparently to the northward of Cape Bowden the water is open.

On the 12th the weather was fine, with a light northerly wind, which towards noon increased and drew to the N.W. Much open water was seen outside, the main body of ice driving eastward.

20th.
Canal open.

On Sunday, after divisions and church service, we resumed our work of sawing, and one triangle was at work to cut in from the outer edge of the ice. Finally, on the 16th, all were removed there, more especially as we had come completely to a block with that cut about the ship. At first the sawing got on but slowly, so heavy was the ice, some pieces at least 14 feet in thickness; however, by Sunday evening the 20th we had opened out a free passage from the ship to the floe edge. Powder had been to us of great assistance, and most fortunately, with what we had got from the "Phoenix," when out last year, we had a sufficiency. The whole length of our canal, as cut by saws, was 3,800 feet, breadth 45.

Barrow Straits well open.

Outside, now, in Barrow Straits, there was showing a good open sea, in fact had been so since the 17th, after the clearing away of a heavy floe piece which had come from the westward, and hung at Cape Riley. It was apparently the cause of stoppage to a quantity which had accumulated on its western edge.

Commence hauling out.

Seizing the opportunity now, while the canal was open, of getting to the floe edge, I commenced to haul the ship out, and had got about half way when a large crack opened out in the ice between us and Beechey Island, which caused the outer pieces to surge, and close the canal at the southern part, and stopped us; fortunately the wind was but light, and continued so; when next morning, with the saws and a little powder, we cleared the obstruction, and got the ship once more in open water at the floe edge.

At the floe edge, 21st.

On the morning of the 17th, Mr. Court, the acting master of the late "Investigator," returned from Cape Hurd, where he had been sent in the early part of the month by the senior officer's orders, to await the arrival of any vessel from England; but as none had made her appearance, and his provisions getting short, he returned, reporting that the ice had only just broken away in the vicinity of Cape Hurd. Mr. Court took a boat with him when he left the ship, but in consequence of the ice he was obliged to leave her about Cape Ricketts, and perform the rest of the service he was despatched on foot, having taken no sledge. He had had rather a difficult job of it, both himself and men being obliged to carry everything. They had, however, reached about ten miles east of Cape Hurd, where they had found (from Mr. Court's description) the remains of the dead tree I had found and left there on my return from Maxwell Bay in September 1852.

We had again completed our provisioning, but to a larger amount, having of late been able to employ the boats in the service. Coals too had been brought up from Cape Riley in the same way, and deposited close by the house, in the event of any parties arriving from Captain Collinson's ship, and no

one being there to receive them; for it was the general surmise that we should soon make a move for England.

August 1854.

On the morning of the 22d Sir E. Belcher left Beechey Island with his boat for his ship in Wellington Channel, taking with him Commander M'Clintock, Dr. Lyall (surgeon), Mr. Court (acting master), and Mr. Scott (assistant surgeon), the three latter officers being volunteers to remain out should he, Sir Edward, decide on leaving any people with the ships, instead of abandoning them.

Senior officers leave for Wellington Channel.

The stowage of the house was now in completion, and every thing placed therein likely to injure by remaining outside. A few articles necessary for parties arriving were also landed from the ship, and every preparation made for a sudden move, which it was impossible to calculate on as to time when it might take place. The ice at the floe edge of the bay was broken up and very rotten, streaming off in large pieces, and apparently only requiring a strong N.W. wind with a good tide to send all the ice out. Union Bay had cleared out on the 24th, with the exception of a very small quantity in the bight on its northern part; but as far as could be seen and learnt from the reports from Point Innes, the ice was not so clear in Wellington Channel as we had been led to suppose. The southern extent of it was seen stretching from the land a considerable way south of Cape Bowden across to the western shores. This gives no hope of the two ships "Assistance" and "Pioneer" getting down this tide; perhaps not this season. But the first springs in September (6th) may possibly do something towards their release.

On the 23d the rudder was once more shipped, and fortunate, too, for on the afternoon of the 25th such a fresh breeze was blowing from S.W., making so much sea at the floe edge, thereby breaking up the ice, and making our position very precarious, that I slipped and stood out to sea, first recalling the parties from the house and stationed on the summit of the island to watch for ships coming either way.

Put to sea.

All night we kept standing off and on between Cape Riley and Beechey Island, and the next morning, the 26th, the wind moderating, and hauling to the N.W., I stood in, and at 5h. 35m. again made fast to the floe edge. The ship had not been long secured when a boat was seen coming from the Wellington Channel, round the S.W. point of Beechey Island, which we soon saw to be Sir E. Belcher's gig. She pulled into the canal, when at seven the senior landed at the house, and on communicating with him soon after, he informed me that he had abandoned the ships; the crews were now on their way down; that I was to receive them all on board for passage to England, and to re-prepare accommodation for him.

Return to floe, 26th.

Assistance and Pioneer abandoned.

Preparations to be made for their crews.

All was now bustle and activity, to make the necessary arrangement; not that we were unprepared for such an event, but still there were hopes that it would not occur. All hope had been given up of any arrivals from home, so late as the season was; but still, from appearances, and the rapidity with which the ice had cleared out, there was good reason to think that the season was not only good, but likely to continue long open and clear; more yet, volunteers too, both of officers and men, I've no doubt might have been had to remain with the two vessels.

At 11.30 A.M. Sir E. Belcher came on board. All the boats were hoisted up, and at ten minutes after noon of the 26th we made sail from the floe edge, standing off and on, waiting for the arrival of the boats from the deserted ships, now hourly expected, then to sail for England.

26th.
Leave the floe edge.

It was a most joyful announcement, although tinged with a certain gloom at leaving so many gallant ships behind us. However, we were not the judges of the propriety, and only had to obey. With so many people on board, 263, all told, we were rather crowded; but, thank God, it cannot last long, and such inconvenience all can readily put up with, when the prospect so soon of dear home is before us.

The weather was rather hazy, with a light westerly wind, and we were most anxiously watching the S.W. point of the island, for the arrivals, to make sail; when at 1 P.M. two came alongside, with Commander Richards. We were at the time standing off to the southward, when in a lift of the haze a steamer was seen coming round Point Riley. This was indeed as joyful as it was unlooked for, at so late a period, for all idea had been given up some time ago of anything of the sort occurring. However, we were all most agreeably disappointed, and

Sail in sight.

August 1854.

Arrival of Captain
Inglefield and Com-
mander Jenkins.

every eye and glass was turned in the direction of the welcome arrival. The ship was immediately hove to, a boat sent away, and as the steamer closed perceived that she had another ship in tow. Very shortly their numbers were flying, and we learnt that it was our old friend the "Phoenix," accompanied by the "Talbot," Commander Jenkins.

They were soon close up, and Captain Inglefield, in command of the former, was a welcome visitor again on our quarter deck. The first salutation almost was:—War with Russia; England and France united. We also learnt that the "Talbot," Commander Jenkins, was loaded with stores; and that no accounts of Captain Collinson had been received in England. These and other circumstances rendered our return to the floe edge necessary; and the steamer taking us in tow, it was reached at 4 o'clock, and we all made fast eastward of the entrance of the canal. Preparations were immediately commenced for filling up the house with provisions, stores &c.; landing boats; in fact every thing likely to be wanted by Captain Collinson, should he arrive, either with or without his ship.

All the crews of the "Assistance" and "Pioneer" had now arrived, and were housed on board the "North Star," completely crowding our decks; when Sir E. Belcher gave orders that the greater portion of his own ship's company and the "Resolute's" were to be discharged into the "Phoenix" and "Talbot," the "North Star" retaining the remainder, besides our own crew of 41, consisting of the "Investigator's" and invalids from each, in all numbering 124, which gave us elbow room; and the sooner to get all arrangements completed we kept at work all night.

27th.
Tablet to memory of
Lieut. Bellôt.Leave the floe edge.
Beechey Island.

At 1h. 30m. on the afternoon of the 27th every preparation was completed, the last of which was that of paying to poor Bellôt's memory, the gallant Frenchman, that tribute of respect his many sterling qualities deserved. Mr. Barrow had sent out a marble tablet to be erected to his memory, which was accordingly done, and a military salute fired over the spot, after which all embarked, cast off from the floe, the steamer taking us in tow, and proceeded out of Barrow Straits.

The wind was light and variable between N.N.E. and S. by E., settling late in the afternoon to E. by N., so that we got on slowly; however, it was in the right direction and decidedly from no pleasant region.

Throughout Monday the wind was light from south and E.N.E., the "Phoenix" towing both ships at an average rate of about 3 knots. The weather was fine, which, together with a good open sea, we had no reason to think that we should not have a favourable passage home. We passed close along the land, getting a good view of the high mural cliffs, and several inlets, showing as possessing good shelter and snug winter quarters. Sail could be occasionally made as the wind veered.

Anchor, Wollaston
Isle.

On the morning of the 29th we got into the loose pack, apparently extending across Lancaster Sound from Cape Warrender and into Croker Bay. The idea, therefore, of going into Dundas Harbour, which I believe was contemplated, was abandoned, and we stood across for the southern shores of Lancaster Sound. Sail could be made occasionally, but nearly the whole forenoon we were towed amongst loose ice on a very devious course. In the afternoon we got the sea pretty clear, with long leads to the S.E., and standing on for Admiralty Inlet. At 4h.45m. came to in 5½ fms., between the main land and Inner Wollaston Island, and a short mile from the former. The boats were got out immediately, and sent to the place where Mr. Saunders, in command of the "North Star" when out before made, made the depôt, to bring off any coal still remaining. The provisions had been broken open by some persons unknown, and the little remaining was strewed about, quite unfit for any use. Both the "Phoenix" and "Talbot" required water. They were therefore completing it, whilst our boats were taking the coals to the former. By midnight all was finished, the boats hoisted in, and the ships ready for sea again, but no move was made by the senior officer.

30th.

Throughout the day the wind had been S.E. and eastwardly, moderate the greater part of the time, but in the evening it was light with the barometer falling.

On the morning of the 30th the wind was fresh from S.W. (6), which placed us on a lee shore, with not more than 4½ fms. under our stern. The barometer was still falling, and having completed what we had come for, the signal to weigh was most anxiously looked for; none, however, was made, nor any

indication shown of a move in the steamer. At 4 h. 30 m. the 1st reef of the topsails were taken in, top-gallant yards sent down, and we veered to 25 fms. on the small bower. At 6h. 30m. the wind increasing, we veered to 40 fms., and shortly after dropped the best bower under foot. The "Talbot" was astern of us, and close to, with two anchors down, and the "Phoenix" on our starboard quarter. At 8h.30 m. the top-gallant masts were housed, wind veering from south to S.S.W., and blowing in heavy squalls. At 11h. the small bower cable parted, and the ship began to drive fast, the best bower cable was veered out, but the anchor did not appear to hold, as if dragging over a rocky bottom; at length she brought up with only 3½ fms. under the stern. The sheet anchor was immediately cleared, and the remaining cable of the small bower bent, and it was let go. The top-gallant masts were got down on deck.

August 1854.

Gale.

Cable parts.

Critical position.

As we had neither bower or more chain remaining, the stream anchor was got up and bent as a last resource, the "Phoenix" in the meantime had made an attempt to tow us off into deeper water, with a nine-inch hawser she sent us, but she had not the power, and was obliged to anchor again. The warp, however we kept fast, and by springing the ship more to the northward before letting go our sheet anchor we got deeper water, 5 fms. being under the stern.

In the afternoon the wind began to lull and haul to the N.W., when the ice was seen driving in from the straits, yet there was no indication of a move. At 3h. we weighed the sheet anchor, and hove in on the best bower chain. The barometer was rising, but the wind was gradually falling; when at 4h. the towing warp was taken from the "Phoenix." Soon after the signal was made to weigh, but the steamer not succeeding in getting ahead to take us in tow, she was obliged to slip the hawser, consequently we had to heave it all in again. It was a heavy job, for it was perfectly evident that the warp had fouled something on the bottom; when, to the surprise of all, an anchor, flues up, was sighted, which proved to be the one the "North Star" had lost when here last, in 1850. The chain too was also recovered, which by 9h. we had got in and secured, were all under, and "Phoenix" towing us out to sea.

Recover a lost anchor.

All towed to sea.

Thus have we had another narrow escape from destruction. It was indeed by a merciful interposition of the Divine Providence that we escaped; had the anchor not brought up when it did nothing could have saved the ship; and had we fouled the Talbot (she passed very close) she would have gone too. Why we remained after accomplishing what we came for no one knows.

Our course was along the land, occasionally running amongst loose pack ice on our way to Ponds Bay, which on the afternoon of the next day we got off. The weather at the time was quite calm, and very fine, the wind having gradually fallen from a moderate N.W. wind as the day drew on.

31st, off Pond's Bay.

Here the steamer cast us off, while she went into the anchorage, taking Mr. Mertsching, the interpreter, for the purpose of communicating with any natives they might see. About 10 P.M. she rejoined us again, and I learnt that no Esquimaux were to be found, nor anything worthy of notice. The "Phoenix" took us in tow again, and proceeded for Godhaven or Lievely, Island of Disco.

Temperature for the month.
Max. 50. +. Min. 27. +.
Mean 36.98 +.

On the morning of the 1st of September several large bergs were seen. The wind was light from E. by N., but at 6 it veered to N.W. gradually, breezing up until 7h.30m., when we all hove to. A little after noon we filled again, and bore away, steering along the western coast, all under sail. In the evening the wind falling, and from E.N.E., the "Phoenix" took the "Talbot" in tow, making a signal to us to carry all sail to enable us to keep up. We now appeared to have got completely in the vicinity of bergs, but little or none of pack ice was seen.

September 1854.

Lat. noon, 72° 47' N.
Long. 73° 20' W.

About 6h. on the morning of the 2d we entered a stream of loose ice, and throughout the day were running amongst it, occasionally getting long leads, and much water. Our course was rather devious, ranging from S.W. ½ S. to S.S.E. (compass), to avoid collision with the larger pieces. The steamer had taken us in tow in the morning, the wind having completely fallen. The western land was distinctly in sight all day, but apparently so belted with ice that there is no approaching it. The wind during the day had been light and variable from N.E. to N. by W. (compass), with calm, so that our sails were of little use.

2d.
Enter the pack.
Lat. noon, 71° 26' N.
Long. 67° 39' W.

The morning of the 3d of September was fine, with light and variable winds, to which sail was made, and shortened, according to circumstance. The ice still

Lat. at noon 70° 54' N.
Long. 63° 15' W.

- September 1854. in loose streams, but in greater quantities than yesterday, until the afternoon, when about 4h. we got into a good open sea, with nothing but large bergs in sight, and passed close to, occasionally. Early this morning a bear was seen swimming about very close to the ship.
- Clear of the pack. We now considered that we had fairly got through the pack, and that it was an open season; certainly very different from what we had been led to expect by the "Phœnix," for Captain Inglefield, on his arrival at Beechey Island, gave us to understand that we should find it very difficult, in fact expressed a doubt of getting through Baffin's Bay, also that his ice master, Mr. Manson, had written to him to that effect. We have, notwithstanding such opinions, found it the contrary; easy of navigation. It is true that we had steam to aid us, but without it the only difference would have been that we should not have got through so fast, and have had a little more work.
- Sight Greenland. On the morning of the 4th the wind was from S.W. blowing rather fresh, and obliging us to furl all our square sails. At 5 30 A.M. the land of Greenland was seen, and we were in the east water, with nothing more to fear from pack ice; bergs, though, were numerous about; but those I trust we shall avoid, although the "Phœnix," in her close shaving one, very nearly placed us on it.
- At 8 30 A.M. the breeze had increased. The "Phœnix" cast both ships off, and made signal to proceed to rendezvous (Lievely). All therefore made sail, and hauled close to the wind.
- The steamer soon distanced us, and in the evening we lost sight of her. The "Talbot" at 8 P.M. was to the westward, about three miles distant, standing down the coast, with apparently a light wind, whereas we had but little, close in shore, about two miles from Blackhook on a N. by E. $\frac{3}{4}$ E. bearing (compass). Shortly after 5h. the next morning the "Talbot" was lost sight of; and it was not until Sunday morning, the 10th, that we anchored in the outer anchorage of Lievely.
- Both the "Phœnix" and "Talbot" had arrived, the latter on the evening of Friday the 8th, having had light winds since the evening after the "Phœnix" left, but from being further off the land than we were she did not feel the effect of tide or current, which we had to contend with.
- Rock off Lievely. Off Lievely we saw very distinctly the rock laid down in the chart, bearing S. 42° W. 8 or 9 miles from the beacon. It broke very heavily at the time, with only a light wind (eastwardly). It shows very indistinctly on the chart; in fact nearly covered up with the writing. Mr. Newton, the ice mate, late of "Investigator" and an old whaler, said he never knew there was such a rock there. We passed inside of it, within half a mile, and saw the break a long way off, appearing not unlike a whale spouting.
- Anchorage. I had anchored in the outer part of the harbour or roads, from the inability of turning the ship in against the strong breeze and tide against us, coming to with the anchor we had picked up on the 30th of August in 7 fathoms, and only bringing up when we had veered to 72 fathoms, then getting no less than 41 fathoms under the stern.
- When I got on board the "Phœnix" I found the "Talbot" close lashed alongside, and had been supplying the steamer with coals, &c. She was complete, and they would proceed to sea to-morrow.
- Not considering the position I had anchored in a good one, I mentioned to Sir E. Belcher my intention of going out to sea, if the wind still continued so fresh, and stand off and on until they joined me; to which he assented, when I returned on board, and made all preparation for slipping.
- Captain M'Clure now left us, and joined the "Phœnix," taking his steward with him.
- In the afternoon the wind fell light, and came in from the westward, but towards 4 h. it suddenly flew round to the eastward, and blew again in strong puffs out of the harbour. I decided directly on going to sea; the anchor was thereore weighed, and we ran out, standing off and on during the night, waiting for our consorts.
- On getting the anchor, we found one of the flues completely broken off, so perhaps it was fortunate that we went out to sea.
- 11th. On the morning of the 11th we ran in, and hove to close off the beacon. At 8 40 A.M. the "Talbot" was seen coming out, followed soon after by the "Phœnix;" when all made sail to the southward, with a fine fresh breeze from northward, and by the aid of towing as the wind fell light the next evening we

were off Holsteinberg. None went in, as was expected, but kept on our course to the southward, all under sail only, with a light northerly wind. September 1854.
Off Holsteinberg.

On the morning of the 15th we saw the last piece of ice in the shape of large berg, Cape Farewell bearing about S. 78 E. at least 310 miles distant. Several displays of aurora lately had been witnessed, generally followed by a breeze, especially when flying about in quick and rapid corruscations. Last ice seen.

On the 16th a breeze came up from S.E., with evident symptoms of its increasing to a gale, when at a quarter past 10 h. in the forenoon the "Phœnix," who had kept us in tow since 7 o'clock the previous evening, cast off, and all made sail. In the afternoon it was blowing a gale from S.S.E., and the "Phœnix," under steam as well as sail, was out of sight and ahead at 4 o'clock. The "Talbot" was on our weather beam, but at midnight she was not to be seen. 16th.
Lose sight of consorts.

The next day, the 17th, the gale was increasing, and from the eastward, with a heavy sea on, and the ship labouring heavily. In the afternoon a sail was seen on the weather beam, which we concluded to be the "Talbot." It was very hazy at the time, and she was soon lost sight of again. Later in the afternoon a sail was seen bearing W. by N., but she was also lost sight of. At 5 h. 30 m. another was seen on our lee quarter. Whether this last seen was the "Phœnix" it was impossible to say, for the gale was too heavy to attempt communicating in any way. At 8 h. we hauled up to S. by E.

Gale still heavy, and wind drawing more northwardly, the next day, but nothing in sight. The sea was very heavy. From N.E. In the evening, near about 8 h. the wind suddenly fell light, and dark and heavy clouds hanging to the S. W. looked like a shift of wind from that quarter. It did not, however, but breezed up again, and drew gradually round by north to westward, with still the heavy N.E. sea on, causing the ship to roll heavily, and strain very much. In fact all the first part of our passage since parting from the "Phœnix" was a continuation of gales and strong breezes from all quarters, following each other in quick succession, until noon of the 25th, when it fell at S.S.W., gradually hauling to S.E. and east, when our progress became very slow. On the noon of the 2d a light breeze sprung up from south, backed to west and N.W., gradually increased, and we made the land 55 minutes after noon of the 4th. It was the Lizard, bearing N. $\frac{1}{2}$ E. 5 or 6 leagues distant. 18th.
Make the land, 14th.

W. J. S. PULLEN, Commander,
H. M. Ship "North Star."

EXTRACT FROM ORDERS dated 26th July 1853.

I give you great credit for your exertions for the great, and, as I may say, as an engineer, peculiar tact, you have displayed throughout the trying service you have gone through, during the stranding of your vessel, and the means adopted for her recovery; and I would wish that this should form a distinct letter, classed under its separate heads, in order that their Lordships and the profession may understand the sagacity which an ice life, in another region truly, has enabled you to bring successfully into play on the late occasion.

I have but barely time to conclude, wishing you a safe and pleasant journey to your ship, and if I should, from casualty, not be able to reach or communicate with you before you depart, a safe voyage, and the approbation of their Lordships.

Given on board H. M. Ship "Assistance," in Wellington Channel,
this 26th July 1853.

Commander Pullen,
H. M. Ship "North Star."

EDWARD BELCHER, Captain,
Commanding Arctic Expedition.

Journal, in Two Parts.

First Part.—Letter, and stranding of ship.
Second Part.—Getting off, and recovery of anchor.

No. 1.—SEPARATE REPORT OF THE STRANDING AND RECOVERY OF HER MAJESTY'S SHIP "NORTH STAR."

Her Majesty's Discovery Ship "North Star,"
Beechey Island, 26th August 1853.

SIR,

1. IN compliance with the desire expressed in a passage of your orders to me, and which I received off Cape Majendie (head of Wellington Channel, Arctic Seas), I hastened to lay before you a separate account of the stranding and every means used for extricating the ship under my command from the position in which she was unfortunately thrown by circumstances over which no human power had any control, also how she was kept in an upright position, without shores, and in safety, throughout a long and dreary period of nine months.

2. Imperfect as such a narrative may be, not pretending to any facility with the pen, yet I trust it will be understood, and fully show others who may possibly find themselves in a like position, that, however apparently helpless it may appear, or small your means, there will generally be found a way of getting out of it. Ours, I will venture to say, has been one unparalleled in Arctic regions.

3. For the commendations you have been pleased to bestow on me I feel grateful; but I cannot forget to state that my executive officers have been equally sharers in the difficult task, particularly Mr. Pullen, the master, and Mr. Shellabear, the second master; the former an officer of some standing, and the latter having had experience amongst ice before. And, in conclusion, I shall not now, or hope ever, forget, that had not a merciful God stretched forth His hand at the proper time and continued His help throughout no earthly power could have averted our entire wreck.

I have, &c.,

W. J. S. PULLEN, Commander.

To Captain Sir Edward Belcher, C.B.,
Her Majesty's Ship "Assistance,"
Commanding Arctic Squadron.

NARRATIVE OF THE STRANDING AND RECOVERY OF HER MAJESTY'S SHIP "NORTH STAR" IN EREBUS AND TERROR BAY, BEECHEY ISLAND, ARCTIC REGIONS. Winter of 1852 and 1853.

Anchorage. Weather. Movements of the ice.

The "North Star," in September 1852, was lying in Erebus and Terror Bay, watching most anxiously for the final closing of what had evidently been a very open season, and when the ice would set sufficiently fast and firm to enable us to cut in a short distance, to take up our final berth, and house over.

The ship was lying in 7 fms. of water, on a bottom with a slight coat of gravel over a stiff mud or marl, riding by the small bower anchor, sixty fathoms of chain out, and about a quarter of a mile from the shore, well within the line between the southern part of the cliffs of Beechey Island and Cape Riley.

For the last week in September much old broken ice had driven into the bay, and pretty frequently throughout the month the sheltered parts had frozen over, but the slightest breeze would soon break it up, and we could go about with the boats. Noon of the 27th, much heavy ice was seen driving to the westward outside, but the bay at times was pretty clear. In the evening, the wind springing up from E.S.E., large quantities passed in, striking the ship heavily as it came in contact.

Heavy gale. Ship drives on the ground.

Early on the morning of the 28th of September the wind veered to S.E., blew fresh occasionally, and the ice was increasing, not in quantity but in weight, driving fast into the bay, and lining the whole northern shores as well as the eastern shores of Beechey Island. However, at 3 A.M. it was still, and out to seaward was a complete mass of heavy old floe pieces heaped together in chaotic confusion. All was still until six in the evening, when, on the wind breezing up from S.E. by E., the ice was again in motion, and piling up around

us in large masses. In this way did it continue until 8 P.M., when the wind fell, and I was in hopes that no more movements would take place, particularly as the barometer showed no indication of change in weather; the aneroid is the one I speak of; a most valuable and sensitive instrument; it has been rising since midnight of the 27th; the weather, too, was beautifully clear, with not a cloud in the heavens. At 10h. the ice was pretty thick in the bay, all heavy floe pieces, when at 10h. 30m. a gale came on from S.E., up to 8 in a moment, and once more a movement commenced, although I had reason to think that the bay was completely full. The ice now passed us rapidly, and it was impossible to avoid collision; still the ship rode well, and there appeared no very great strain on the cable. At 10h. 45m. there came on such a quick succession of heavy squalls that began to feel apprehensive for our safety, for with the weight of ice now pressing on the ship, together with the gale, the cable stretched out like an "iron bar," all lighter ice running up on it, and parting, whilst the heavier stuff closed in about the bows, adding so greatly to the strain that I fully expected to see it part. Veering I felt to be out of the question, as it would give the ice such additional impetus that we could not possibly cheek up again. To let go another anchor equally useless, for it would never reach the bottom; and as I considered both ground tackle and holding good, with the strain steady, though heavy, our best chance was to hold fast, for the ice apparently being so close packed throughout the whole bay, it might possibly receive some check. At 10h. 50m. there was an increase in the wind, and so much strain that I determined on trying the other anchor; the best bower was therefore let go; but, as I anticipated, it lay alongside, and ranging aft towards the gangway, but no impression made, as far as going through on the ice. We could do nothing more. The yards had been long braced to the wind, and topgallant masts on deck. All that was now remaining was the quarter deck housing, with a clear passage right through; so it could hold but little wind. Our situation was indeed a helpless one, and the ship trembled under the pressure. I felt it could not last long; the chain must either part or the anchor drag, and the vessel be driven in, and perhaps crushed among the heavy stuff, for the ice passing by us appeared of enormous size, magnified doubtless by the glare of light from a brilliant moon in a cloudless sky. There was no occasion to turn the hands up, for all were on deck, and saw no effort could prevent whatever fate awaited us. We had an enemy to contend with that no human power could check, and I am happy to say that all were calm and steady. At 11h. the ship began to drive; the water, from 7 fms. in which she was lying, was soon shoaled to $4\frac{1}{2}$ fms., with still heavy pressure (yet I thought the ice not moving so rapidly). At 11h. 20m. she took the ground astern, when her head was immediately forced round to the N.E. as if she had been on a pivot under her heel, and nearly over on her beam ends, wrenching the rudder, which was choked, into splinters, about the sheave hole, broadside to, and nearly on top of a shoal patch, just about 1,400 feet from where the anchor was let go. This brought the wind on the beam, and the ice still running I fully expected to see it either coming up over the side or through the ship's bottom. The gale, too, was now 9 in strength, snowing hard, with a dark and stormy looking sky. Barometer still steady.

At 11h. 50m. it was about high water, very nearly, too, the highest springs, and as it slacked off the ice must have eased, for the ship began gradually to rise, so that at midnight she was nearly on an even keel. The well was instantly sounded, and found all right. The ice quartermasters sounded round the ship whilst the men hove up the best bower, still on the ice, and a taut strain on the small bower, well out, and broad on the beam, or southward. The soundings were as follows, viz.: 13 ft. 6 in. on starboard bow, 14 ft. on starboard gangway, and 13 ft. 3 in. on starboard quarter, 11 ft. only on port bow, 12 ft. on gangway, and same on the quarter.

Preparation in the event of having to desert the Ship.

After the anchors were secured, a quantity of provisions, &c. were got on deck, and placed all ready for handing into the boats, although the chances were much against many, if not all, getting to the shore, in the state the ice was, and the dark and heavy weather evincing evident signs that the gale was not over yet. As the tide fell the ship went over on her port broadside to a heel of $25\frac{1}{2}$ degrees at low water. Life lines were therefore got up, and deck battened, to

carry on the necessary duties, for bad as the prospect was I still hoped we might yet get off, as we had so often experienced the effect of the wind upon the ice; yet it had never been so heavy as what was in now. All, I think, trusted to this; but our small crew (41) was principally against us; yet the men knowing this full well, and that it could not be possibly effected before next springs, worked on cheerfully in the new and very novel kind of labour.

Clearing holds, &c. Preparations. Effects of tide on ice.

September 29th, 1852.

All were now busy clearing holds, and getting provision on decks, for landing when we can see clearly the way before us; for there was so much snow falling in the long continued squalls that it was not until 9 o'clock, in a lull, that an attempt could be made. One thing favourable was, the ice being stationary, and we were a little more than a thousand feet from the shore. A party which was sent to explore returned with such discouraging reports of the road being so hummocky, and the number of large and wide fissures, partially filled up with sludge and snow, deceiving some to their cost, that, considering it too dangerous to risk either accident or loss, I deferred it to a more fitting time. On sounding round the ship again at the high water, and finding the deepest ahead, with enough within a dozen feet of the stem to float her, preparations were begun for heaving-off. At 11 h. the weather cleared a little, and there was seen lying in the entrance of the bay a large berg, besides several small ones, which I doubt not greatly aided in pressing the ice in. The chain pumps had been rigged, and tried directly the ship righted again; but happily she made no water yet. The main deck ports were all barred in and caulked, with everything well secured for any contingency. At 1.15 P.M. it was high water, and, sounding round the ship, we got different depths from what we obtained last night, caused most probably by the ice. Now we got 13 feet on starboard bow, and 12 feet 6 inches on port. The ice being loose and sludgy about the bows, a strain was hove on the small bower cable, but it had no effect whatever on the ship, the anchor coming home as she fell with the tide. At 2 h. the ice in the bay, about a quarter of a mile to the eastward, was seen driving to the southward, forming a narrow lane or pool of open water. This could only be caused by tide coming through the channel between Beechey Island and the main, for the wind was still blowing hard from S.S.E. 8. At low water the least depth we got was 6 feet on the port bow. At 10 h. the gale was up again to 9, with heavy snow; however, the ice remained stationary, and at midnight the gale fell once more.

Gale breaks. Able to land stores, &c. Purchases rove. Examination of state of ice in bay.

The gale broke very early on the morning of the 30th, and as the tides were now taking off I could do nothing towards moving the ship more than heave taut on the small bower anchor. Finding the fissures in the ice were now somewhat filled in and frozen hard, and after bridging many places with planks, we commenced landing stores, &c. We were constantly employed with dogs and men about this service until the afternoon of the 8th, with the exception of the intervening Sunday, and a day that it blew so hard from the southward and eastward, with thick falling snow, that we could not see our road. However, we had managed to get altogether 35 tons out of the ship and on shore. This I considered sufficient to lighten the vessel, and as there was a probability yet of being driven out to sea I would not get any more out. The purchases were all ready and rove by the 11th; the first was the stream chain and cable. The anchor was carried out and buried in the ice, therefore soon frozen in, at about twice the ship's length to the N.E. by E. (true). The cable was brought into the small bower hawse-hole, and to the windlass, with the double purchase on. The remainder of the chain was passed round the ship for a necklace, and to it, at the stem, a 16-inch double block was seized. Ten feet within where the stream anchor was buried a large toggle was placed in the ice with a chain strop round it, to which was attached two 17-inch single blocks, and one of our own top blocks. A 4-inch hawser (whale line) was rove, the standing part fast to the necklace, and the fall led in through the port hawse-hole, thence aft to the capstan. These blocks originally belonged to the "M'Lellan" whaler. We

little thought, when we took them, that we should so soon have to use them. The lower yards and topmasts were housed.

I felt very anxious to get over the ice, and examine into its state, and perhaps be better able to form an opinion on the position we were in, and the chances of getting off this winter. This I could not effect until the 30th of September, and then only by a view from the shore, for the ice was in so many places separated by wide fissures, and wind occasionally blowing in heavy gusts, that it was hardly possible otherwise. I got on shore abreast of the ship, and walked along the eastern shores of Beechey Island to the northern part of the bay, and, although I could not see much of its outer boundary, had a good view well across to the eastern shores, and saw quite sufficient to convince me that, however bad our present position was, it might have been worse. The bay, with the exception of that one spot of open water left clear by the ice driving out yesterday, now about a mile in length, and certainly not more than 300 feet in breadth, is covered over with old broken-up heavy masses, and forced up into hummocks from 10 to 12 feet in height, with occasionally single berg-like pieces at least 20 feet above the surface. I felt most thankful for having been so close inshore before driving; for I am confident, had we been only half a cable further to the eastward, we should have had this heavy ice to contend with, driven sooner, and now in all probability lying a helpless wreck amongst it. It would have been impossible to have resisted its pressure, and it would have either gone over or through us, after bringing up at the head of the bay, whose whole northern shores exhibit ice lying heap upon heap in inextricable confusion. Close along the eastern shores of Beechey Island, in the bend formed by the long, low, and narrow point, is a good extent of smooth floe, where we might possibly have laid snug; but the difficulty would then have been in getting out again, against which I had been so cautioned. Again, riding there with the strong east and N.E. winds, which we have had very frequently, we could not possibly veer without tailing on the ground. Proceeding on towards Union Bay, found, when I got sight of it, that it was completely clear of ice. It was only a few days ago that I was walking on it. On the 5th of October I had another examination, and from the summit of Beechey Island, from its N.W. part, I saw Wellington Channel closed, excepting a few short lanes of water here and there. The ice was very hummocky. A thick coating of new made ice covered Union Bay inside a line from Cape Spencer to a short distance west of the "Resolute's" cairn on Beechey Island. From the southern part of the island I got a good view of Barrow Straits, exhibiting a great portion of open water yet, but large quantities of heavy sailing ice. A continuation of the wind, then blowing N.W., although light, would soon make a clear sea; somewhat stronger would drive the ice out out of Erebus and Terror Bay; indeed, we expected something of that sort before a final close of the season, and prepared for it by lying out warps, &c.

The lane of open water to the eastward of the ship, which opened out some few days ago, extended like a river quite to the edge of the ice, and joined that in the straits.

Some of the floe pieces about the ship were very heavy; one on the port quarter, close to, 15 feet in thickness; another, a little more distant, 20. The one on the port quarter may possibly have prevented her driving further on the shoal; for at low water, when she falls over, she lays almost touching it. At a later period, 12th October, I was again walking on the ice, and this time out towards the strait. The long line of open water was now frozen over, showing a solid smooth floe. On either side of it the ice was piled in heavy hummocks. From abreast the point of coast within Northumberland House, from one half to a cable's length off the beach, was an accumulation of heavy berg pieces and hummocks, formed by the piling of crushed ice, 20 to 50 feet above the surface level. It would have been certain destruction to anything amongst it; tremendous indeed must have been the pressure, and all along the whole southern and western shores of the island was the like endless confusion. Now, supposing we had been lying further out, and driven in amongst it, nothing could have saved us. No boats could have got over such stuff in such weather as on the night of the gale, or at any other time.

First heave on the purchases. Sawing and parbuckling.

The first heave we got on the purchases was at noon on the 13th October. The tides had been gradually getting up, every preparation was made, and we were looking anxiously for the highest, which we found generally to be on the afternoon of the second day after the full and change of moon; but winds influence them greatly, north or north-west increasing them. On the 13th at noon it was high water, the greatest depth being 13 feet. The purchases were then only hove to a taut strain, and we continue blowing the ice up and clearing it away from about the bows; but from the lowness of the temperature, ranging for the last few days between 6.— and 7.+ , the process was very slow, for so much sludge remaining added greatly to the speedy formation of the young ice. However, if we could only move the ship three or four feet ahead with the first efforts, I should consider our getting off certain before the winter finally set in; and by the end of this month, October, if not able, we must give it up for the season.

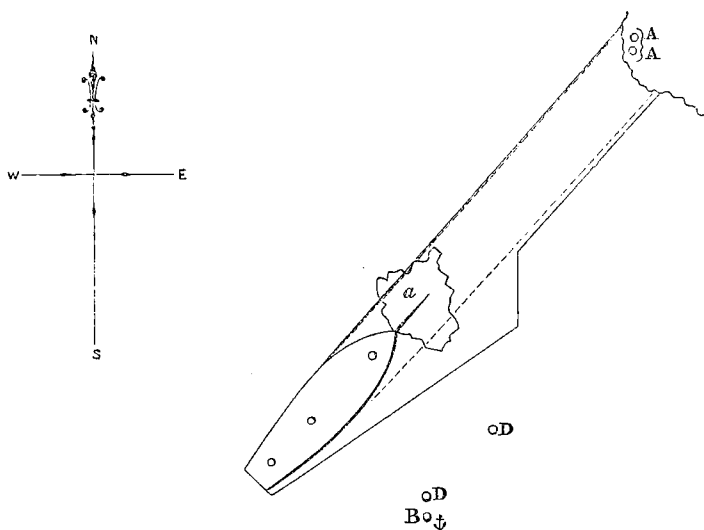
On the morning of the 14th, at twenty minutes after midnight, the tide was higher than we have yet had it; so, all being ready, purchases manned, and charges placed (4 lb.), we hove taut, then blew up, so completely shattering and loosening the ice about the bows, through which we might have hove the ship at least eight feet on end, but unfortunately there was not sufficient water. The tide soon beginning to fall, it was given up at once. On the afternoon of the same day there was a higher tide, which we had expected and prepared for, were ready, and made every effort, but it was equally fruitless; we could not move the ship, notwithstanding the depth of water was greater than at any previous time. There was 14 feet 8 inches on each bow, 13 feet 8 inches on starboard gangway, 13 feet 2 inches on port gangway, and 13 feet 10 inches by stern-post. The least water was therefore amidships. The tides were now taking off, and finding, from the low temperature, so much difficulty in keeping any space open that we cleared, I feared very much that we should not get off until the spring of next year; but as I could not think of giving up as long as we could work on the ice, I determined on trying what we could do with the saws and parbuckles, in an attempt to clear out a dock. Although I knew it would freeze over again, yet we might get clear of this heavy floe lying directly in our way, measuring from seven to eight feet in thickness, when we could more easily break out the young ice, and open the water when the next high tides drew on, which would be on the 29th. Should our efforts be then ineffectual, we must give it up for the season.

We commenced on the morning of the 14th, with the saws, close under the bows; and on the same evening had only cut and parbuckled out a space of twelve feet by ten, when we came close on the heavy stuff, consequently progress became slower. We began on the piece before mentioned directly in the line of dock, old and solid stuff, from thirty by forty feet over, and seven to eight feet in thickness, which, grounding at low water, our saws would make but little impression on it. Finding this to be the case, and the ice outside still in the same line, much thinner, the triangles were removed; but, notwithstanding more progress was made, with the thermometer at so low a temperature, the water froze nearly as fast as it was opened, greatly accelerated by the sludge and small stuff, which could never be effectually cleared out, really occupying more time than the actual sawing, and the work of the previous day had to be gone over again frequently before we could commence where we had left off. This was by no means encouraging; and however reluctant I might be to give up entirely, the time was not far distant when there would be no choice. Doubts too were intruding of whether our strength was sufficient, for a crew of 41 (including officers) is indeed a small complement for so heavy a ship (500 tons) at the best of times in these regions, but being placed in such a position the want of strength was sadly felt; and I feel confident that three times the number would have found it a hard job, constantly at it too, to clear a dock out, and keep it open to heave into by the next tides (29th).

At all events, I determined on making one more effort, by placing the whole of our strength in another part, where, could we clear the ice out, the probability of moving the ship was greatly in our favour. This once effected, however small, we might so shatter the ice with four-pound charges that

heaving through it to a sufficient depth of water to float in might be accomplished.

This new place was on the starboard side of the ship, where the ice was of more uniform thickness, although heavy; but from the very circumstance of its being open and broken close to, caused by the vessel's rising and falling with the tide, the work would not be so heavy, consequently more progress would be made; the small bower anchor was also in a good position. We therefore commenced on the 18th close aft on the starboard side, about ten feet from the ship's quarter, cutting in a line so as to open a space for her to pass on the starboard or south side of the large floe piece; then, by keeping a little to port (to clear another floe piece), and once and a half more her length in the original line of dock, or to the N.E., the desired place would be gained, making the whole distance to be accomplished three times the length of the ship. (See diagram.)



The dotted line, first dock. *a*, heavy floe piece. The dark line, the second cuts, only partially accomplished, to C. AA., purchase blocks and stream anchor. B, position of small bower anchor. DD, toggle in ice with long strops for mast-head tackles.

Although the difference in depth of water in the new cut for about 12 feet broad-side off was but slight, still it was the great object to get clear of the heavy floe piece. We therefore set to work with a will, and laboured incessantly until the 29th (the day of the highest tide). And having only got a little before the forechains, with the space we had already opened frozen over solid, and nearly as thick as when we began, with loose and large pieces amongst it that had been forced from under the main ice by tide, was sufficient proof of the inutility of continuing any further attempts for getting the ship afloat this season. I therefore gave up the idea, feeling it more imperative on me to do so as the work in such weather was beginning to tell on the men; their feet frequently getting wet; and there not being sufficient time, from the period of leaving off work to commencing again the next day, to dry their single pair of cloth boots, I ordered the second pair to be issued, particularly as there was work yet before us of no ordinary kind, and requiring every energy to accomplish it.

The saws were laid aside, and our sole attention was directed to this work, viz., an endeavour to keep the ship on an even keel without water under her (the least we have had was four feet), for this constantly rising and falling with the tide, as she has hitherto been doing, would soon make her quite uninhabitable, if not prevented. It had in the first period of our disaster been ameliorated by the heat from the small stoves; but as the season advanced it was getting as bad as ever. The winter housing we had now over complete, working at it with four men at the same time the others were sawing outside.

Oct. 1852.

Thoughts of how to keep ship on an even keel. Steps taken to accomplish it. Success in the endeavour. Premature conclusions. Deepest water. The rudder unshipped. Winds and temperature.

To keep the ship on an even keel when the tide left her, shoring naturally recurred to me; but a moment's reflection told me at once that here it would never do, for with the ice rising and falling they would soon be displaced, and down would come the ship, with every probability of never rising again. It then came to my recollection the scores of times when employed as an assistant under Captain now Admiral Owen in the survey of the Bay of Fundy I had when in command of one of the tenders, laid high and dry alongside of wharves, &c., in dock, without doing more than give a heel in; and the idea struck me, that could such a thing be got here it would answer our purpose well, and keep the ship in an upright position quite as effectually as wood and stone. One difference was, and that a material one; we were large, they were small. However I determined on trying it, for to lie with a heavy list for at least eight months in such a season was a most serious thing for contemplation, and the greatest difficulty I felt would be in getting a solid foundation to build on.

To effect this, I first proposed filling the water and all other empty casks we had, and placing them a certain distance, say twenty feet, from the port side of the ship, the side she always fell on; and when the contents froze as well as themselves (by means of poured water) build on the intervening space, until such a mass accumulated that no tides would float it off the ground, and finally increased to such a wall that the ship might lay against it without the fear of her weight breaking it down, even when assisted by strong winds. This work was carried on at the same time as the sawing. Every piece of ice parbuckled out, &c., was broken up, and thrown in on the port side of the ship wherever an open space presented, thereby filling up under the bilge, and so increasing the whole with the accumulated weight that large pieces cracked from the main body, freely admitting water as the tide rose, and overflowing, the rapid freezing soon forming it into a solid and immoveable mass, that not even springs could affect.

For the first tide or two after commencing the weight of the ship crushed all down, but so slowly that I apprehend no damage could have been received; when, being about to place the casks, found we were gaining, having worked to such purpose that on the evening of the second day after commencing this unusual method of keeping a ship on an even keel at low-water she was held up two degrees from the extreme heel of $25\frac{1}{2}$ degrees consequently our casks were now not being required.

In another way, too, we appeared to have derived benefit from the piling and filling up the vacant spaces, for the ice had apparently acted as a wedge, and somewhat forced her to starboard, for the soundings on that side were more regular and a trifle deeper. This was indeed good news, especially after our former labours having so failed, and we carried on the work with renewed vigour, finally getting her up to $7\frac{3}{4}$ degrees of heel by Saturday the 30th October. This I considered quite sufficient, and took no further steps to lessen it; but a strong breeze coming on the same day gave the wall a good trial. It yielded a little, for she went over to $9\frac{1}{2}$ degrees. The piling in consequence was renewed for a time, when the wind, S.E. and S.S.E., again falling, the ship came back to $7\frac{3}{4}$ degrees.

I now looked upon the outside work as completed, the ship safe, and certainly in as snug a position as could possibly be expected, under circumstances; her interior condition, too, was improving. All gear was therefore unrove, mast-head tackles, which had been got up in hopes they might help in keeping her up, but were never used with any strain, stowed away, and I was congratulating myself on the completion of a most toilsome job, for this season at any rate, when at low water on the morning of the 8th of November the ship was only heeling $5\frac{1}{2}$ degrees. Now, as no piling had been going on outside lately, nor had there been any northerly winds of strength sufficient to influence the ship's position in any way, I could only conclude that it was caused by the rapid formation of the ice on the port side; and having no bank on the starboard side, we might be forced over before we were aware of it, with no helping our-

selves. We therefore set to work again to build a wall of ice on that side (the starboard), which kept us pretty constantly at work until the afternoon of the 3d of December; the only interruptions being caused by the gales, and unshipping the rudder. Even with the wind only blowing moderately, with the thermometer at so low a temperature, it would drive all on board.

The heaviest gale during the latter work commenced on the evening of the 9th November, from S. by E., 7, and increasing to 10, continued for eight and forty hours, accompanied with such heavy gusts that I really apprehended serious consequences. Happily, however, the wall on the port side stood firm, and when the gale moderated we went to work again. This was the second trial of the stability of our work.

On the 12th, close by the stern-post, we got a depth of 13 ft. 10 in., which was the most we had in the fall of the year; just one inch more than she drew when she left Chatham for Deptford to take in provisions. So, even if we could possibly have got open water, I doubt if she would have got off without taking a greater quantity of stores out of her than had already been landed.

During the tides in the middle of November the ice about the stern and rudder worked so much, or at least caused the rudder to work so much, that, notwithstanding the carpenter's representation against cutting it off where sprung or shattered, that I determined to have it done, for it was the only way in which we could unship it; and one morning, finding it had been raised a couple of inches in the gudgeons, preparations were forthwith commenced by clearing away the ice about it. We then cut through the shattered part, and, not without much trouble, got it up on the floe.

It may be asked, why was not the rudder unshipped before? Simply because there was no knowing how soon we might be driven out to sea, when so much ice was driving about the bay. To be driven on shore, as we were, was never for a moment contemplated, when a sufficient depth of water was not to be had. Nevertheless it was tried on the 20th of October, but unsuccessfully; and rather than cut it, from the carpenter's representation I let it remain, but when it began to work so, and if allowed to remain not unlikely cause injury to the stern-post, there was no alternative. It was a heavy job, and took us two days to accomplish.

What could have induced those who built it to place such an immense sheave in it I cannot imagine. If strength was required, which appears to have been the consideration, that rendered it nugatory, for it was there that it went when the ship took the ground. A small hole to take the pennant is all that is required, for it is only wanted to lift the rudder out of the gudgeons; the head and heel tackles do the rest.

Our work for this year I considered over. It is true it might have been sooner accomplished but for the many interruptions by wind. At those times it was so cold that no one could stand it, which, with the shortness of daylight hours, (having lost the sun entirely on the 11th November,) was not in favour of the speedy accomplishment of such work as fell to the lot of so small a number. Again, having, for one side, broken up all the hummocks close about us, we had to make a wider circuit for material for building the walls about the ship. However, we had all good reason to thank God that we had so effectually completed it by the 3d December. Thus, by taking advantage of every tide, a complete dock was formed. To me it has been a time of great anxiety, for when she crushed the wall down on the port side so completely I really began to fear for the result of our endeavours. And now, from the many trials the structure has had without failing by strong breezes, the satisfaction is increased; and I hope we may fairly count on having for a spell a freedom from such toil and wearing incertitude.

I shall conclude this first part with the winds and temperature during the three first months of our lying on the ground in this bay.

The last few days of December the wind has been between E.S.E. and S.S.E., sometimes blowing very fresh, but throughout the whole month from south, and by east to west, pretty fairly distributed. November from south to S.E. has been the prevailing quarter, the strongest from S.S.E. (8.) From N.W. a day and a half only, and but light. October, N.W. winds for the greatest number of days, strength never exceeding 3. The S.S.E. winds was again the

Dimensions of the
Rudder.

Whole length, 29 ft. 4 in.
Head to neck, 10 ft.
Diameter of sheave
1 ft. 5 in.
Thickness of sheave,
3½ in.
Weight of sheave
82 lbs.

strongest, but not of long duration; 8 was the force, and lasted only a day and a half. The breeze commenced from S.E. However, I did not consider it a windy month. September I shall conclude, as it was the disastrous month. N.W. winds we had on the greatest number of days, but the strongest S.E. and S.S.E., which drove us on shore. Winds from quarters between west and south we get but rarely. What we do get altogether I think are local, influenced by the high lands above us.

The mean temperature for

| | Maximum. | Minimum. | Mean. |
|---------------|----------|----------|--------|
| September was | - 28.8+ | - 31.5+ | - 11+. |
| October | - 13.1+ | - 29+ | - 9.5— |
| November | - 3.12— | - 16+ | - 21—. |
| December | - 23.7— | - 8+ | - 36—. |

No. 2.—INTRODUCTION TO PART SECOND.

Entering on this second part of the narrative, I cannot omit mentioning the efficient help some of the few men sent from Her Majesty's ship "Resolute" for passage to England rendered in the operations for releasing the ship from her long durance in such an unusual predicament, thereby enabling me to commence my second journey to Cape Beecher earlier than I could have done had I had only the crew to work for her release.

Other circumstances, too, were against the speedy and successful accomplishment of work requiring all the strength and energy of those engaged in it. Many of the men proved unfit for Arctic service, being repeatedly reported by the medical officers unfit for travel or work on the ice, although not on the sick list; consequently the work fell more heavily on the others, and there were only a certain number that performed all the journeying, instead of getting a spell, which it was my desire to ensure them.

Commencing our travelling so early was entirely in consequence of the ship's position, for so much was to be done in preparing for her release that it was requisite to get it over as soon as possible, and with no more hands than were actually necessary. Had I waited for the time to which my attention was directed for beginning that essential duty, our parties would not have got to Cape Beecher, consequently Sir E. Belcher would have been quite in the dark as to the accident until the latter end of July, when I met him by mere chance off Cape Majendie.

A material difference would have been made in the travelling route, which would have obviated the necessity for a second journey, if I had got the document deposited by him (Sir Edward) at Point Hogarth in the fall of 1852, which the first party leaving this ship for Wellington Channel shortly after the "Assistance" did not find, notwithstanding their reported visit to that point.

Canal marked out. Rigging refitted, &c. Heavy ice. Purchases, and their arrangements. Diagram, &c. Commence sawing. Slow progress. Banking partially removed. Ice about the ship. Means for detaching it.

In the beginning of 1853 arrangements were made for an early commencement of the travelling duties, so that we might have all hands to work for the release of the ship when the time arrived that we could fairly commence.

The dock was marked out, and gravelling, &c. began in February; and, as I meant to lead the first party of travellers myself, visit Point Phillips and Cape Beecher, I purposed starting on the 10th of March; but heavy breezes and a low temperature, 46°—prevailing then and for some time after, I did not get away until the 21st.

Orders were left with Mr. Pullen, the master, to proceed as fast as possible with the work in hand, such as finishing Northumberland House, clearing away the heavy piled ice, which would occupy a considerable time; when, on my return, I found all things in as advanced state of preparation as could be

expected. The huge mound that had been forced up under the bows nearly to the bowsprit was for the third time dug down to the solid ice, also the hard packed snow cleared off ahead of the ship, laying the solid ice bare, whereon ashes were spread, but it was a long time before any signs were visible of their making any impression on the hard mass.

A line from the stem of the ship, in a N.E. rather northerly direction, stretched nearly along the centre of what I called the dock, 260 feet in length and 60 in breadth. From its extreme point the canal commenced, turning out sharp south towards Barrow's Strait, in as direct a line over the thinnest ice as we could find clear of hummocks. This canal was gravelled for nearly two miles, the dock part having only the ashes, and on it we should first commence with the saws.

April 1853.

While I had been away the ice appeared to have sunk considerably, or the ship to have been raised, for all above the surface looked immensely high. I was doubtful, too, whether any water was under her bottom, or that all there formerly was a solid body of ice, which I had no means of proving yet, for the floe was set close home on her sides, and I did not like to remove any of the banking, as she had taken one degree of heel of starboard. This list after a while increased, appearing to have the effect of loosening the ice from her bilge in some places on the port side, particularly under the mizen chains, and leaving a large hole. Down through this hole one man went to explore, and on coming up reported that he had been as far forward as the gangway, but found neither ice fast to her bottom nor water underneath.

The temperature yet was too low, and weather such that we could not hope to make any impression on the ice, nor keep any water clear that we might open out; other duties were therefore proceeded with, such as refitting rigging, getting lower yards and topmasts up, in the few fine days which offered; after which there came on, and continued so long, such disagreeable weather, that it was most fortunate we had finished that necessary work, at least the most essential part, for on attempting to mend the rattling we were obliged to desist, and could not resume it again until July.

May 1853.

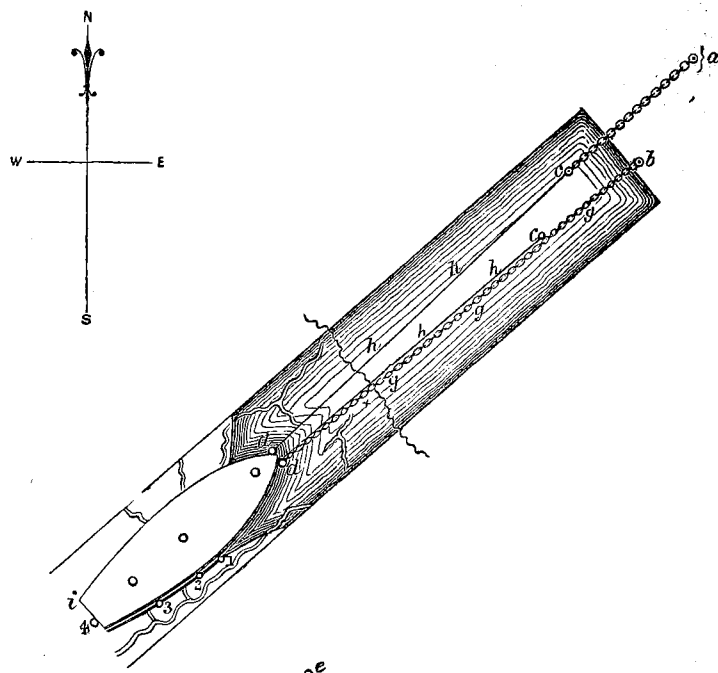
The line of dock for 260 feet was directly ahead of the ship, and the greatest obstruction in it was the heavy floe piece, with which we had so much trouble last year. It now touched the stem, extending the whole breadth of the dock, and as much more along its length, and a ground at all tides. In fact so was the ice for some distance every way beyond that which we had weighted ourselves last fall for retaining the ship in her upright position, and that to starboard lying over where the small bower anchor was, although not on the ground, so heavy that neither the anchor and about 20 fathoms of chain did I ever expect to recover.

The purchases this time were greater than those of last year. In the first place, instead of the chain necklace about the ship, one of the 6-inch whale line hawsers was passed three times round her, and on it rove two 16-inch double blocks. The best bower anchor was buried in the ice at the head of the dock, with just sufficient chain to reach the ship, pass through the hawse-hole, and round the windlass. A little to the left of the best bower, about 60 feet further to the northward of it, the stream anchor was buried, backed with the largest kedge and a long strop, part of stream chain, so to lay a little within the first swivel of the best bower chain. Here, and to this strop, a 15-inch treble block was lashed, and another also at the first shackle of the best bower chain. Two whale lines were now rove, a 5-inch for the starboard, and a 4-inch for the port purchase, standing parts fast to large toggles in the spare hawse-holes, falls led through the working ones, and brought-to to the windlass and capstan.

To further lighten the ship, all the remaining cables were got out, and laid on the ice, together with a quantity of provisions also, and what was of no inconsiderable weight, the spare rudder, put together during the winter, so that altogether I do not think we had much more than 100 tons of dead weight in her.

May 1853.

Scale one inch to a thousand feet.



References.

- a. Stream anchor, backed with a kedge.
- b. Best bower anchor.
- c. c. Outer purchase blocks.
- d. d. Inner purchase blocks.
- e. Small bower anchor (position).
- g. g. Best bower chain.
- h. h. h. Purchases.
- i. Hole under counter.

- Extreme of the heavy floe piece in the dock.
- Cracks in the ice.
- 1. 2. 3. 4. The last 4 lb. charges (position).
- + First 20 lb. charge.
- | Last saw cut.
- The shaded part shows the open water before the last charges were fired.

It was not until the 23d that we could commence with the saw, and even then, from deficiency of strength for working both it and parbuckle together, with lowness of temperature glueing the pieces cut so firmly fast again, that our progress was very slow. I therefore discontinued it for a time, and began to dig down the embankment on the starboard side; when on getting as far forward as the main chains and down to the bilge not a drop of water came up as the tide rose, nor did any appear to be under the ship. However, I still went on removing all piling from that side, except sufficient for support on the gangway in the event of no ice being under her, and appearances were the same. On a trial with two poles, thrust down at two different places, and fairly touching the keel, they came up as dry as they went. She also appeared to me as if raised off the ground.

On the 26th, in a large hole that we had dug about the stern post, and which would fill as the tide rose, a smaller one was discovered under the port counter (about five feet from the stern post), through which we could see the gravel. The lead was dropped in, giving a depth of 13 ft. 8 in. at high water; whereas there was only 12 ft. 2 in. at the stern post. Now last year, after the ship was driven on shore, and as long as we could get soundings at this spot, the deepest water was always found at the latter place. I therefore conclude that the ship is resting in a complete cradle of ice, and off the ground abaft; hence the cause of her appearing so high above the surface. By these depths she is raised no less than 18 inches; and that nothing but ice is underneath, so firmly, and close stuck to her bottom, as to prevent water getting along from either aft or forward; and all that we chip off with the ice chisels shows every mark and indentation, as if placed by some one anxious to get the mould of her bottom.

Now to get the water along to the gangway a trench was dug fore and aft, close by the bilge, into which the water might flow; and acting with spread ashes, under sometimes a warm sun, a visible change was soon seen in the ice becoming honeycombed, and gradually wasting away.

The banking on the port side was now removed, leaving an equal portion on the gangway as to starboard, when she soon showed symptoms of falling from it by getting over to a heel of three degrees. The being raised off the ground

I did not think so much of, as I considered the heat she would throw off and her weight would soon wear down the ice. My chief object was to get her down on her beam ends, and that as easily as possible (my reasons for leaving those portions at the gangways). Sail was therefore set with every breeze, and recourse had to every means we could think of, to loosen her in her icy bed.

May 1853.

Party from "Resolute." Parbuckles, &c. Heavy floe-piece. Powder used, and the effect. Dock cleared. Further obstructions. Clear the forefoot of ice. Decrease of water at stern-post. Means for ascertaining the cause. Floating power of the ice.

On the 30th of May a party arrived from the "Resolute;" when as soon as the men recovered from the fatigue of their journey they were set to work with our own, and with such an accession to our strength we were able to work both saw and parbuckle at the same time, speedily showing spaces of open water in our dock.

The parbuckles we first used were rope, but from the constant chafe and cutting by the ice small chain was substituted, and answered very much better. On the parbuckle we had the fish tackle and a single luff; the ice as it fell back was received on two rough spars, shifting ways, and launched to the rear, when on both sides of the dock there was such a numerous collection of large blocks of ice that we were obliged to break them up and sledge away to make room for others.

As we approached the ship the ice became heavier, consequently our work much slower, particularly when we got to the heavy floe piece, which had so greatly increased during the winter that at that part nearest the ship it was on the ground at all times of tide, and at least seventeen feet in thickness. The saws had very little effect on it, not being able to work them to advantage, for they touched the ground in the downward cut; and water coming through the cracks, lying the greatest part of the tide on the ice, in which the men were obliged to stand, made it bad for them at so low a temperature, I therefore determined on trying the 20lb. cylinders. One was placed within about three feet of what was now the outer edge, and as the immediate part was on the ground the powder could not be got underneath, it was therefore well jammed in with small ice, &c., and fired; but it certainly had not that effect which I hoped for. In fact, the mass altogether was too heavy. Chipping with axes and chisels was then resorted to, and the next heavy charge, nearer the outer edge, had a much better effect; but it took 140 lbs. of powder to rend up the whole mass.

June 1853.

The ice in the dock was now all sawn and broken up close to the stem, a small lock-piece across the forefoot only remaining; and a great quantity had been parbuckled out, visibly showing the effect the sun had on it while so exposed. The remaining quantity in the water, loose, was also rapidly decreasing; and when it was all packed close up to the N.E. extreme of the dock a considerable space of open water was shown ahead of the ship; in fact, the only open water to be seen anywhere within a visible distance, for not even a sign of ice moving or opening out either in Wellington Channel or Barrow's Strait up to this time, middle of June, could be detected.

With the aid of a few 4 lb. charges we had shook the ice very much under the stern, also on either bow, scaling off a good portion of the upper surface, when there appeared only to be holding the ship in the cradle the lock-piece extending from the nine feet mark down. When the tide was up it would close home to the stem, but on falling would lay back sufficiently to allow of our seeing the eight feet mark. And as we could not work at it effectually except for a short time, first of the flood and last of the ebb, I determined on blowing it out; accordingly the holes were dug, and some 4 lb. charges were fired; bursting with such good effect, in not only blowing out the lock but shattered much ice about her bilge aft. to the starboard fore chains, also made cracks to the gangway.

It was now the 23d, and much more work yet appeared to be before us before we could get the ship afloat; certainly not before the next springs; and as it was now three days after the full of the moon the tides would be taking off. But lately I had observed that at the highest tide not more than 11 feet 10 inches was indicated on the stern-post, a decrease of four inches from what

23d.

June 1853.

has been formerly shown there; whereas in the small hole under the port counter there was still the same 13 feet 8 inches. This I was at a loss to account for, hardly thinking that the ice so close about the ship had been sufficiently lightened or so detached from the main floe as to be forced up with the tides and lift the ship with it, although from other circumstances something was evidently the case. One of these circumstances was the apparent straining of the hull (visible only at certain times of tide), observed not only by myself but the master. As the tide rose the ship rose with it from three to only half a degree of heel to starboard at high water, and she lost those appearances chiefly at the port gangway and starboard bow, but still looked as if trimmed by the head. On considering this, it appeared to me that the ship from aft forward to the gangways was held and supported by the ice always, all before that only getting sufficient when the tide was up; hence the cause of the appearance of straining seen at the gangway and bow as if twisted or drooped at low water.

To find out now how far for this was really the case and cause of decrease of water at the stern post, I had a hole dug close abaft it, and a graduated pole placed so to rest fairly on the gravel. In the cabin a spirit level was secured and adjusted, both noted at low-water mark, and closely watched with the rising tide. When the tide got up to the usual mark, 11ft. 10in. on the stern post, it stood, showing at the same time a like depth on the tide pole, where it went on increasing until high water, when it gave the same sounding as in the small hole under the port counter. The level in the cabin, too, after the tide had reached the 11ft. 10in. mark, began to waver, gradually moving to the other end, where at high water the bubble became stationary; thus clearly indicating that the difference of depth was caused by the ice lifting the ship fairly off the ground, acting on her like an immense camel; and as it was only on the starboard side that the ice had been sufficiently reduced and was so cracked that as the tide increased she got nearly upright.

Remaining banking removed. Sawing and blasting. Result. Considerations and decisions. State of crew. Disposition of charges, and their effect. Cradle breaks up, and ship moves ahead. Distance gained. Stopped by ice. Obstructions cleared at the head of dock. Draught of water. Sweep the bottom. Journey to Cape Beecher. Recovery of anchor.

The remaining banking at the gangways was now removed; and I have no doubt, could we have cleared a long ragged crack which had opened fore and aft on the starboard side, and enlarged the whole dock considerably, we might have hauled out together, and shook the ice off in the deeper water. We had now satisfactorily proved that on that side from the gangway aft it was all fast to her bottom; and when the tide fell she would heel to starboard, thus with her weight closing home this long crack; and as the time it would take to clear it was of great consequence to us, I adopted a more expeditious measure, and one that proved every way effectual.

Two saws were manned, one to commence from forward, the other from aft, and a straight clear cut made through the ice within the large crack, crossing also two others, lately made, nearly at right angles to the ship. This line of cutting was within 3 feet of the vessel, and a series of holes were dug on it through to the ground; when, as the whole mass floated up with the tide, three four-pound charges were ignited in the foremost ones, and exploded with such success, that as far as the gangway the ice was so shattered that by the evening of the 25th we had cleared it all out, leaving a narrow space of water alongside of sufficient size to allow of the ship moving on end with a good high tide, when cleared of those detainers further aft. I had reason to think also that no ice from the gangway forward was sticking to her bottom.

I was now considering how far prudent it would be to remove any more ice, with the spring tides so distant, well on in July. However, as the present ones were still good at night, although taking off, and there being yet four holes in the cut through to the ground, I decided on trying with the next high water whether if the charges placed so as to blow off in quick succession might not only loosen the remaining ice from her bottom, but shatter the whole of the frozen bed, which would indeed be a great point gained. It was, perhaps, a desperate remedy, but ours was a desperate case; and there was no saying

June 1858.

when we should move her to anything like certainty, for now the work was becoming discouragingly slow and tedious, and we might not possibly get her off while such masses stuck to her bottom, until the whole body of ice moved out of the bay, and took the ship with it; a circumstance most decidedly to be avoided, if possible; but from last year's experience we have no reason to think it will be otherwise, if we do not get her off.

I could not say that I felt very sanguine about moving her by these means in the present state of the tides; and I was doubtful, too, whether the proximity of so many charges exploding so quickly after each other might not injure the ship. At all events there would be nearly 18 inches of water under her, as well as a great deal about her, at the first shock, which would tend to deaden the effect; and it was well worth the trial, if only to get her the more speedily on her beam ends.

Another thing, too,—the men were beginning to feel the effect of the constant working in water, and standing with wet feet in so low a temperature, for their sea boots supplied were miserably unfit for what they were intended, and the assistant surgeon had also reported men at various times unfit for work on the ice.

26th.

It was high water this morning at 2 h. 35 m.; every hand was therefore on deck betimes, sail immediately set to a light breeze from E.S.E., purchases manned and hove taut, when, abreast of the starboard gangway, close to the ship in No. 1. hole (see diagram), a 4 lb charge was placed, while others were held in readiness.

At this time there was 14 ft. 6 in. water at the stem, but only the 11 ft. 10 in. mark covered on the stern-post, the ship nearly upright, but by the head showing that she was off the ground abaft. No. 1. was ignited, and its explosion most anxiously watched for, which was followed by such a good result, no other than causing the ship to tremble, and breaking up a good portion of ice, that I had the remaining canisters in directly, keeping the purchases up the whole time to as taut a strain as they could bear. No. 2 was in the hole half way along the main chains, No. 3. the mizen chains, and No. 4. abaft, close up to the stern-post, with their fuzes ignited, having been so cut that their explosion might follow each other so quickly that the commotion or wave created might be kept up so long as possible.

The bursting of the charges was followed by such gratifying results in the rending asunder of the icy grasp by which the ship had been so long held that she appeared to rise as if released, then settle down, and with a sally to starboard, crushing with her weight the smaller ice, forcing huge slab-like pieces on end out of the water as if they would mount up her side, and with the taut strain on the purchases by the men kept jogging at them, that she sprung ahead, and the slack hove in so quickly, with hurraing and shouting "She is going!" that by 4 o'clock we had got her 42 feet on end. The sawn ice was now the obstruction, jammed close up to the N.E. part of the dock, which, before we could in any way remove, the ship was well on the ground. However, she had been afloat for quite half an hour, and with the pleasant assurance of knowing that release was in our power, that she had sufficient support on the starboard side (the way she was heeling) to prevent her falling on her beam-ends as the tide ebbed, and it being Sunday, I let all remain quiet for the present.

On examining the large pieces that had been broken and forced up by the explosion and ship's weight they showed convincing signs of where they had been so long adhering, by bearing on their inner portions a perfect smooth and moulded form, showing the black marks and seam-like impressions they had taken from the ship's bottom.

With the afternoon's tide of the same day, after getting a few pieces of ice out of the dock, we made an effort to get the ship ahead, but there was not water sufficient to float her; in fact it is only with the night tides now, after removal of more of the floe pieces, that we can complete what we have so successfully begun.

On Monday morning the 27th, at high water, we got the ship ahead 21 feet, when the ice (loose) again stopping her, we had to clear it out, and pass some of it astern, before we could make another move. However, on the afternoon of the 30th, her stem fairly butted the head of the dock, and she could lay afloat at all times of tide, there being $3\frac{1}{2}$ fathoms under her at low water, after lying

nine long months on the ground, and the greatest part of that time held powerless in what you might call the foundation of an ice berg.

The ship's draught of water now, we had got her afloat, was found to be 14 ft. 8 in. forward and 14 ft. 2 in. abaft; so if we had not kept such a strain on the purchases, and up to it, as she moved on the explosions, I doubt if we should have got her off so soon, for 13 ft. 10 in. was the greatest depth we ever had at the stern post, and as far forward as the gangway, when it began to deepen.

July 1853.

My first object, after getting the stores alongside on board, was to ascertain what damage she had sustained in her bottom, which could only be done by sweeping; and the hawser meeting no obstruction, in many passes fore and aft along the keel, more than from a few pieces of ice still sticking to her, but soon worked off, and making so little water, that I concluded she had received no very material injury. This was indeed most satisfactory, and I was enabled to leave again for Cape Beecher, with the good news for Sir E. Belcher, if I should meet him. Most fortunately I did, off Point Majendie, about 10 miles east of the former place, and on parting I received orders to return to England; that, however, was prevented by Her Majesty's steam ship "Phoenix" being at Beechey Island, from home, when I arrived.

August 1853.

From Mr. Pullen, the master, I got the gratifying account of the recovery of the small bower anchor and part of its chain, which we had almost despaired of getting; so we have lost nothing, and the ship is in as good a condition and as ready for any service as when she left England.

This we may say has been a circumstance unparalleled in the annals of Arctic navigation; and when it is considered that the "North Star" is the largest ship that has ever wintered in these regions, and with so small a crew, 41 in all, some idea may be formed of the difficulty we have had in successfully accomplishing such a job. I trust never to be engaged in such again.

Recovery of small bower and part of chain.

On making up my reports for Sir E. Belcher, I called on Mr. Pullen for an account of the manner by which he had so successfully recovered the small bower anchor and chain; when in reply I got the following letter, which I append to this report. The operation was carried on in a similar manner in which the fishing-nets are set under the ice in Hudson's Bay territory, and which my men were obliged to carry on for their subsistence throughout the winters of their sojourn, 1849, 50, and 51, on the Great Bear and Slave Lakes.

MR. PULLEN'S LETTER (*Copy*).

SIR,

Her Majesty's Ship "North Star,"
Beechey Island, Sept. 9, 1853.

IN compliance with your request, to state the proceedings relative to the recovery of the small bower anchor and part of chain, almost given up as lost, from lying under an accumulation of winter ice to those masses driven in by the heavy gale of wind on the night of the 28th September 1852, which combined pressure was so heavy on the ship that the anchor started, and she was driven into the bay, until finally brought up on the shoal patch of ground,

I beg to inform you, that a few days after you left for Cape Beecher, and I had got the ship's head fairly down the canal, towards the floe edge, and well clear of her old position on the shoal, where we had been lying for the winter, I was enabled to put a small party to assist the ice quartermaster's to try for the anchor's recovery.

In the first place I endeavoured to cut a narrow trench in the ice about forty feet long, as near over the anchor's position as possible, to sight it; also get a creeper down to hook the bight of chain. But after working three or four days to little purpose, in consequence of the ice being so heavy and thick, 5 to 6 feet, seven or eight men on the sick list, and the actual necessity of working one triangle, I therefore tried the following plan. A purchase was put on the end of the chain lying on the ice where we had slipped it, and hove well taut. A hole was then dug through the ice about 10 fathoms from the dock edge, towards where the anchor lay. Through this hole a small whale line was

passed for a hauling line, by means of a long pole (boat-hook staves lashed together) under the ice to the dock, where it was hooked and hauled up to the cable. By it a 5-inch whale line was drawn back, the end at the dock bent on to the chain, and 12 fathoms of it hove up through the hole, and secured. Thus, by fleeting on from hole to hole, in a similar manner, until the cable grew a short stay, when another purchase tripped the anchor, and it was housed up to the under surface of the floe in a depth of 5 fathoms of water. After enlarging the hole, and getting another heave on the purchase, the anchor could be unstocked. Finally, it was got on the ice, transported to the ship, and into its old berth at the bows, much to the satisfaction of all hands. I had never expected to see it there again.

I beg to recommend Peter Finnrey, ice quartermaster, whose exertions in digging the holes and getting the lines along (both laborious and tedious) was the chief means of our success; for our small number, and plenty to do, did not admit of my giving him much help; and I am enabled to say that our being placed in such an unfortunate position has not been attended by loss of either anchor or cable, nor any other stores, and as far as I can judge any material injury to the ship. The rudder is the only thing that has suffered; now replaced by the spare one.

I have, &c.
(Signed) F. C. PULLEN, Master,
H.M.S. "North Star."

Commander Pullen,
H.M.S. "North Star,"
Beechey Island.

W. J. S. PULLEN, Commander.

N.B.—I have great pleasure in bringing to your notice the ice quartermaster recommended in the above letter, whose conduct during his service in this ship has been most exemplary, and his exertions during the time she was in her critical position call for my special recommendation.

W. J. S. P.

REPORT OF PROCEEDINGS.

Her Majesty's Ship "North Star," off Ramsgate,
October 6, 1854.

SIR,

I HAVE the honour to report to you, for the information of the Lords Commissioners of the Admiralty, the arrival of Her Majesty's ship under my command from the Arctic regions, and beg to enclose a copy of my orders and a track chart.

(2.) I left Lievely Harbour, Disco Island, on the 11th September, in company with Her Majesty's steam ship "Phoenix" and her tender the "Talbot."

(3.) On the 16th of September, in about latitude $59^{\circ} 40' N.$, longitude $52^{\circ} 2' W.$, we lost sight of the "Phoenix" ahead, then under steam and all canvass, with a strong breeze from the southward; "Talbot" in company on the weather beam. At midnight, however, the wind having freshened to a gale, with thick weather, lost sight of "Talbot." The next day the gale, still strong from S.E., with a heavy N.E. swell, a sail was seen on the weather beam, and shortly after two on the lee quarter, but too distant, with such thick hazy weather, to signalize, or make out who or what they were. Night closing in, nothing more was seen of them. As the gale still continued, with a heavy N.E. sea, both my consorts, one having steam at command, and the other sailing better, out of sight, and in all probability in advance, I determined on taking the southern course by the English Channel. The wind continued strong and favorable till we reached the parallel of $51^{\circ} 20' N.$, when it fell light, and veered to the S.W., gradually hauling to S.E. and east until noon of the 2d instant, when a light breeze sprang up from the southward, backed to west and N.W., gradually increased, and we made the Lizard on the 4th, at 1 P.M., and passed through the Downs the next morning.

(4.) I have brought home the officers and company of Her Majesty's ship "Investigator," with the exception of the Captain, who proceeded in the "Phoenix," together with some supernumeraries from the other abandoned ships, the men chiefly invalids.

IV.

5 N +

Proceedings of
H.M.S. "North
Star."

(5.) We are now off Ramsgate, with the tide against us, and little or no wind, and endeavouring to pick up a tug, and make the best of my way to Woolwich.

I have, &c.
W. J. S. PULLEN, Commander.

To the Secretary of the Admiralty,
London.

By Captain Sir EDWARD BELCHER, C.B., Commanding the
Arctic Squadron.

WHEREAS it is probable that stress of weather or other circumstances may cause a separation of the squadron, but which you are to do *your utmost* to *prevent*, making or shortening sail to keep company with the sailing vessel, which may be distanced by the "Phoenix,"

You will endeavour to reach Great Britain in the parallel of 60° N., taking the northern or southern course, as the winds may render expedient, by Orkneys or English Channel, for your destination (Woolwich).

You will in either course communicate *by letter* with the Secretary of the Admiralty, sending a copy of these orders, and you will demand, in pursuance of their Lordships' commands, all journals and documents relative to this expedition, which you will forward, under sealed cover, marked "Journals, &c.," to the Secretary of the Admiralty.

You will confer with and be advised by any officer (your superior) on board the vessel under your command, or any superior commanding any other vessel.

Given under my hand, on board Her Majesty's steamer "Phoenix," this
10th day of September 1854.

(Signed) EDWARD BELCHER.

Commander Pullen, H.M.S. "North Star."
(And Commander Jenkins, "Talbot.")

PROMOTION of OFFICERS serving in the ARCTIC SQUADRON, under the Command
of Sir EDWARD BELCHER, C.B.

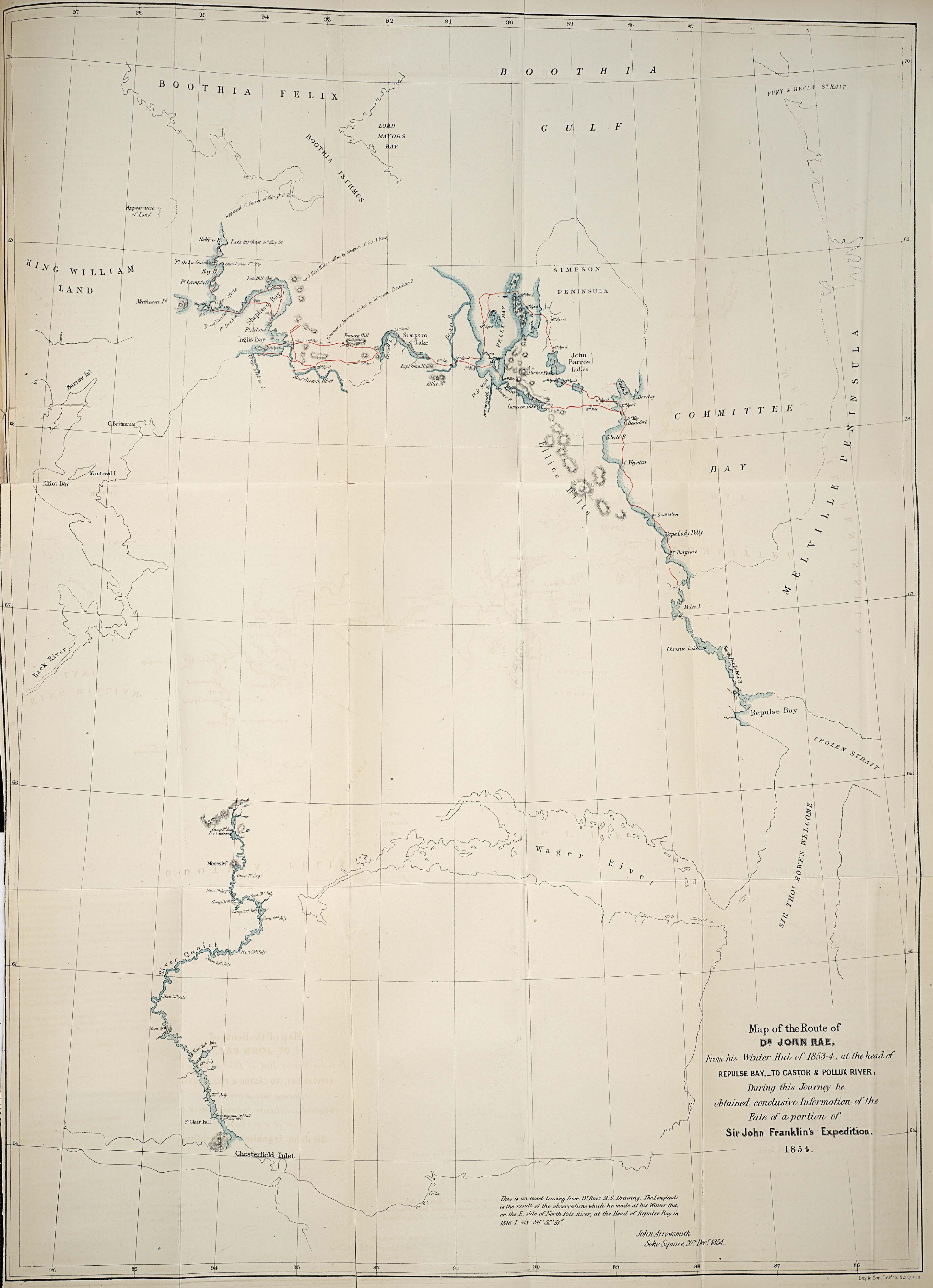
Admiralty, 21st October 1854.

Promotion of
officers of the
squadron

The under-mentioned Officers of Her Majesty's Ships "ASSISTANCE" and "RESOLUTE," and their Steam Tenders "INTREPID" and "PIONEER," under the Orders of Captain Sir EDWARD BELCHER, C.B., have this day been promoted.

| | | | |
|------------------------------|---|---|--------------------|
| Commander George H. Richards | - | } | to be Captains. |
| Commander F. L. McClintock | - | | |
| Lieutenant Walter W. May | - | } | to be Commanders. |
| Lieutenant George F. Meham | - | | |
| Mr. Francis B. Herbert | - | } | to be Lieutenants. |
| Mr. Fred. W. Pyne | - | | |
| Mr. George S. Nares | - | | |
| Mr. Robert P. Jenkins | - | | |
| Mr. John B. Ricards | - | } | to be Surgeons. |
| Mr. Robert C. Scott | - | | |
| Mr. William Shellabear | - | - | to be Master. |
| Mr. James Lewis | - | } | to be Paymasters. |
| Mr. T. Richards | - | | |

By Command of their Lordships,
(Signed) W. A. B. HAMILTON.



Map of the Route of
DR JOHN RAE,
 From his Winter Hut of 1853-4, at the head of
 REPULSE BAY, TO CASTOR & POLLUX RIVER;
 During this Journey he
 obtained conclusive Information of the
 Fate of a portion of
Sir John Franklin's Expedition.
 1854.

This is an exact tracing from Dr. Rae's M.S. Drawing. The Longitude is the result of the observations which he made at his Winter Hut, on the E. side of North Pole River, at the Head of Repulse Bay in 1846-7- viz. 86° 55' 51".

*John Arrowsmith
 Soho Square, 20th Dec. 1854.*

V.

Proceedings of Dr. Rae, Chief Factor, Hudson's
Bay Company.

No. 1.

Repulse Bay, July 29, 1854.

Proceedings of
Dr. Rae.

SIR,

I HAVE the honour to mention, for the information of my Lords Commissioners of the Admiralty, that, during my journey over the ice and snow this spring, with the view of completing the survey of the west shore of Boothia, I met with Esquimaux in Pelly Bay, from one of whom I learnt that a party of "white men" (Kabloonans) had perished from want of food some distance to the westward, and not far beyond a large river containing many falls and rapids. Subsequently further particulars were received, and a number of articles purchased, which places the fate of a portion (if not of all) of the then survivors of Sir John Franklin's long-lost party beyond a doubt, a fate as terrible as the imagination can conceive.

The substance of the information obtained at various times and from various sources was as follows:—

In the spring, four winters past (spring 1850), a party of "white men," amounting to about forty, were seen travelling southward over the ice, and dragging a boat with them, by some Esquimaux who were killing seals near the north shore of King William's Land (which is a large island). None of the party could speak the Esquimaux language intelligibly, but by signs the natives were made to understand that their ship, or ships, had been crushed by ice, and that they were now going to where they expected to find deer to shoot. From the appearance of the men, all of whom, except one officer, looked thin, they were then supposed to be getting short of provisions, and purchased a small seal from the natives. At a later date the same season, but previous to the breaking up of the ice, the bodies of some thirty persons were discovered on the continent, and five on an island near it, about a long day's journey to the N.W. of a large stream, which can be no other than Back's Great Fish River (named by the Esquimaux Oot-Koo-hi-ca-lik), as its description, and that of the low shore in the neighbourhood of Point Ogle and Montreal Island, agrees exactly with that of Sir George Back. Some of the bodies had been buried (probably those of the first victims of famine), some were in a tent, or tents, others under the boat, which had been turned over to form a shelter, and several lay scattered about in different directions. Of those found on the island one was supposed to have been an officer, as he had a telescope strapped over his shoulders, and his double-barrelled gun lay underneath him.

From the mutilated state of many of the corpses, and the contents of the kettles, it is evident that our wretched countrymen had been driven to the last resource,—cannibalism,—as a means of prolonging existence.

There appears to have been an abundant stock of ammunition, as the powder was emptied in a heap on the ground by the natives, out of the kegs or cases containing it, and a quantity of ball and shot was found below high-water mark, having probably been left on the ice close to the beach. There must have been a number of watches, compasses, telescopes, guns several (double-barrelled), &c., all of which appear to have been broken up, as I saw pieces of these different articles with the Esquimaux, and, together with some silver spoons and forks, purchased as many as I could get. A list of the most important of these I enclose, with a rough sketch of the crests and initials on the forks and spoons. The articles themselves shall be handed over to the Secretary of the Honourable Hudson's Bay Company on my arrival in London.

None of the Esquimaux with whom I conversed had seen the "whites," nor had they ever been at the place where the bodies were found, but had their information from those who had been there, and who had seen the party when travelling.

I offer no apology for taking the liberty of addressing you, as I do so from a belief that their Lordships would be desirous of being put in possession at as early a date as possible of any tidings,—however meagre and unexpectedly obtained,—regarding this painfully interesting subject.

V.

5 N 2

Proceedings of
Dr. Rae.

I may add, that by means of our guns and nets we obtained an ample supply of provisions last autumn, and my small party passed the winter in snow-houses in comparative comfort, the skins of the deer shot affording abundant warm clothing and bedding. My spring journey was a failure, in consequence of an accumulation of obstacles, several of which my former experience in Arctic travelling had not taught me to expect.

I have, &c.

(Signed) JOHN RAE, C.F.,
Commanding Hudson's Bay Com-
pany's Arctic Expedition.

The Secretary of the Admiralty.



LIST of ARTICLES purchased from the Esquimaux, said to have been found at the place where the party of men died of famine in spring 1850, viz:

| | | | | | |
|--|----------------------------------|---|---|---|--------------|
| 1 silver table fork | - | - | - | - | Crest No. 1. |
| 4 " " do. | - | - | - | - | " 2. |
| 1 " " spoon | - | - | - | - | " 3. |
| 1 " " do. | Motto, " <i>Spero meliora.</i> " | - | - | - | " 4. |
| 1 " dessert do. | - | - | - | - | " 4. |
| 1 " table fork | - | - | - | - | " 5. |
| 2 " " do. | - | - | - | - | " 5. |
| 1 " dessert do. | - | - | - | - | " 5. |
| 1 " table spoon | - | - | - | - | " 5. |
| 1 " tea " | - | - | - | - | " 5. |
| 1 " table fork, with initials | - | - | - | - | H. D. S. G. |
| 1 " " do. | " | - | - | - | A. M. D. |
| 1 " " do. | " | - | - | - | G. A. M. |
| 1 " " do. | " | - | - | - | J. S. P. |
| 1 " dessert spoon | " | - | - | - | J. S. P. |
| 1 " " do. | " | - | - | - | G. G. |
| 1 " table spoon | " | - | - | - | I. T. |
| 1 " tea do. | " | - | - | - | A. M. D. |
| 1 " table fork | " | - | - | - | I. T. |
| 1 small silver plate, engraved "Sir John Franklin, K. C. H." A star or order, with motto, " <i>Nec aspera terrent,</i> " on one side, and on the reverse | | | | | |
| 2 pieces gold watch cases. | | | | | |
| 8 pieces, silver watch cases, one of these with initials which cannot be clearly deciphered. | | | | | |
| 1 piece of a watch marked "James Reid." | | | | | |
| 1 case, pocket chronometer, silver gilt, and dial. | | | | | |
| 1 small silver pencil case. | | | | | |
| 1 piece, silver tube; part of a catheter, I believe. (J.R.) | | | | | |
| 1 piece, some optical instrument. | | | | | |
| 1 old gold cap band. | | | | | |
| 1 surgeon's scalpel. | | | | | |
| Several sovereigns (two), shillings (four), and half-crowns (two). | | | | | |
| 2 pieces (about 7 inches), gold watch chain. | | | | | |
| 2 leaves of the Student's Manual. | | | | | |

- 1 surgeon's knife.
- 2 common knives.
- 1 woman's knife, or cobbler's.
- 1 pocket compass box.
- 1 ivory handle of table knife, marked "Hickey."
- 1 small narrow tin case, marked "Fowler" (?)
- 1 " " do. no top, marked "W.M."
- Sundry other articles of little consequence.
- 1 piece of flannel under vest, marked F.D.V. 1845.
- 1 albata plate table spoon.

I have, &c.
(Signed) JOHN RAE, C.F.,
Commanding Arctic Expedition.

Repulse Bay, July 1854.

Admiralty, October 24, 1854.
(Signed) JOHN BARROW.

Received from Dr. Rae the articles enumerated in the foregoing list.

No. 2.

Mr. W. G. SMITH to the SECRETARY of the ADMIRALTY.

SIR, Hudson's Bay House, October 23, 1854.

By direction of the Governor and Committee of the Hudson's Bay Company, I have the honour to hand copy of a letter from chief factor John Rae, written on his arrival yesterday from York Factory, Hudson's Bay.

Dr. Rae having already reported to the Lords Commissioners of the Admiralty the fact of his return to England, and of his having brought with him certain articles belonging to Sir John Franklin's party, the Governor and Committee will not advert further to the subject herein, than to state that they will be happy to place the several articles in question at the disposal of the Lords Commissioners.

I have, &c.
(Signed) W. G. SMITH,
Assistant Secretary.

The Secretary of the Admiralty.

No. 3.

Dr. RAE to the SECRETARY of the HUDSON'S BAY COMPANY.

Tavistock Hotel, Covent Garden, London,
October 22, 1854.

SIR,

I HAVE the honour to acquaint you for the information of the Governor, Deputy Governor, and Committee, that I arrived here to-day at 3h. p.m., having landed from the Honourable Company's ship "Prince of Wales," (32 days from York Factory,) this morning off Deal.

I regret to say that my expedition has been unsuccessful in its object as regards the completion of the survey of the West Coast of Boothia; on the other hand, information has been obtained, and articles purchased from the Esquimaux by me, which clearly prove that a portion, if not the whole, of the *then* survivors of Sir John Franklin's long-lost party died of starvation in spring 1850, at no great distance to the north-west of the mouth of Back's Fish River.

Among the articles purchased from the natives (all of which, accompanied by a list of them, will be found in the York Packet Box,) are, a small silver plate, with "Sir John Franklin, K.C.B." engraved thereon, a star of the Hanoverian Order of Knighthood, and a number of silver spoons and forks, on which are marked the initials of several of the officers of *both* ships, viz., Captain Crozier, Lieutenant G. Gore, Surgeons and Assistant-Surgeons Goodsir, Peddie, and M'Donald, &c. We passed last winter at the head of Repulse Bay in snow houses without suffering much privations, having by great exertion in the autumn collected a sufficient stock of fuel, venison, and fish, to place us beyond the reach of want for the cold season.

Proceedings
of Dr. Rae.

I beg to apologize for not having a detailed report of the expedition and a chart of my discoveries (amounting to about 200 miles), prepared for the perusal and inspection of the Honourable Committee; but my duties were so various, and required such constant attention from the time of my leaving Repulse Bay on August 4th, until my arrival at York Factory on the 30th of the same month, and the voyage across the Atlantic has been so stormy, that I have not been able to complete these documents, but hope to place them in your hands in a day or two.

In conclusion, I may remark that the conduct of my men was, generally speaking, excellent, and the whole party enjoyed perfect health.

I have, &c.
(Signed) JOHN RAE.

To the Secretary of the
Hudson's Bay Company.

No. 4.

SIR,

Admiralty October 24, 1854.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 23d instant, placing at their disposal the articles belonging to Sir John Franklin's party, brought to England by Dr. Rae, I am directed by their Lordships to express their thanks to the Governor and Committee of the Hudson's Bay Company for the same, and to request you will inform Dr. Rae of their Lordships' high approval of the services of Dr. Rae, who has set at rest the unfortunate fate of Sir John Franklin and his party.

My Lords take the opportunity of making known to the Hudson's Bay Company their anxiety in regard to the safety of Captain Collinson of Her Majesty's ship "Enterprise," and their opinion that it is by no means improbable that that officer may be compelled to abandon his ship, and to endeavour to reach the Mackenzie River.

Under such circumstances my Lords would be obliged if the Company would take such further steps for the safety of any of the crew of the "Enterprise" as the Company may deem necessary to adopt, the officers and crew consisting of about 65 persons; and should the present store of provisions and warm clothing, or comforts, at the post of the Mackenzie be of limited extent, my Lords request the Company will adopt every possible means of insuring the necessary supplies by the earliest opportunity.

(Signed) W. A. B. HAMILTON.

W. G. Smith, Esq.,
Hudson's Bay House.

No. 5.

SIR,

Hudson's Bay House, October 26, 1854.

I HAVE the honour to acknowledge the receipt of Captain Hamilton's letter of the 24th instant, and shall have much pleasure in communicating to Dr. Rae the approval of the Lords Commissioners of the Admiralty.

With reference to the possibility of Captain Collinson being compelled to make his way to Mackenzie's River, I beg to state that we are of opinion that no difficulty will be found in supporting any number of people that he may bring with him among the different posts on Mackenzie's River, as we believe that an ample supply of provisions, clothing, &c., has been forwarded for such a contingency.

I have, however, directed that a copy of Captain Hamilton's letter be forwarded by to-morrow's mail to Sir George Simpson, and that he be informed that any measures which he may think desirable to adopt to carry out the wishes of the Lords Commissioners will meet with the hearty concurrence of the Governor and Committee.

I have, &c.
(Signed) JOHN SHEPHERD,
Deputy Governor.

Right Hon. Sir James Graham, Bart., G.C.B., M.P.,
&c. &c. &c.
Admiralty.

SIR,

Hudson's Bay House, December 1, 1854.

By direction of the Governor and Committee of the Hudson's Bay Company, I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, Dr. Rae's detailed report of his expedition to the polar regions during the past and present years.

W. A. B. Hamilton, Esq.,
&c. &c. &c.
Admiralty.

I am, &c
(Signed) J. G. SMITH, Ass. Sec.

SIR,

York Factory, Hudson's Bay, September 1, 1854.

I HAVE the honour to report for the information of the Governor, Deputy Governor, and Committee, that I arrived here yesterday with my party all in good health, but, from causes which will be explained in their proper place, without having effected the object of the expedition. At the same time information has been obtained and articles purchased from the natives, which prove beyond a doubt that a portion, if not all, of the then survivors of the long-lost and unfortunate party under Sir John Franklin had met with a fate as melancholy and dreadful as it is possible to imagine.

By a letter, dated Chesterfield Inlet, 9th August 1853, you are in possession of my proceedings up to that time. Late on the evening of that day we parted company with our small consort, she steering down to the southward, whilst we took the opposite direction towards Repulse Bay.

Light and variable winds sadly retarded our advance northward, but by anchoring during the flood, and sailing or rowing with the ebb tide, we gained some ground daily. On the 11th we met with upwards of 300 walrus lying on a rock a few miles off shore. They were not at all shy, and several were mortally wounded, but one only (an immensely large fellow) was shot dead by myself. The greater part of the fat was cut off and taken on board, which supplied us abundantly with oil for our lamps all winter.

On the forenoon of the 14th, having a fair wind, we rounded Cape Hope and ran up Repulse Bay, but as the weather was very foggy, completely hiding every object at the distance of a quarter of a mile, we made the land about seven miles east of my old winter quarters. Next day, midst heavy rain, we ran down to North Pole River, moored the boat, and pitched the tents.

The weather being still dark and gloomy, the surrounding country presented a most dreary aspect. Thick masses of ice clung to the shore, whilst immense drifts of snow filled each ravine, and lined every steep bank that had a southerly exposure. No Esquimaux were to be seen, nor any recent traces of them. Appearances could not be less promising for wintering safely, yet I determined to remain until the 1st September, by which date some opinion could be formed as to the practicability of procuring sufficient food and fuel for our support during the winter, all the provisions on board at this time being equal to only three months consumption.

The weather fortunately improved, and not a moment was lost. Nets were set, hunters were sent out to procure venison, and the majority of the party was constantly employed collecting fuel. By the end of August a supply of the latter essential article (*Andromeda Tetragona*) for fourteen weeks was laid up; thirteen deer and one musk bull had been shot, and 136 salmon caught. Some of the favourite haunts of the Esquimaux had been visited, but no indications were seen to lead us to suppose that they had been lately in the neighbourhood.

The absence of the natives caused me some anxiety, not that I expected any aid from them, but because I could attribute their having abandoned so favourite a locality to no other cause than a scarcity of food, arising from the deer having taken another route in their migrations to and from the north.

On the 1st of September I explained our position to the men, the quantity of provisions we had, and the prospects, which were far from flattering, of getting more.

They all most readily volunteered to remain, and our preparations for a nine months' winter were continued with unabated energy. The weather generally speaking was favourable, and our exertions were so successful that by the end of the month we had a quantity of provisions and fuel collected adequate to our wants up to the period of the spring migrations of the deer.

Proceedings of
Dr. Rae.

109 deer, one musk ox (including those killed in August), fifty-three brace of ptarmigan, and one seal, had been shot, and the nets produced fifty-four salmon. Of the larger animals above enumerated, forty-nine deer and the musk ox were shot by myself, twenty-one deer by Mistegan, the deer-hunter, fourteen by another of the men, nine by William Ouligbuck, and sixteen by the remaining four men.

The cold weather set in very early and with great severity. On the 20th all the smaller and some of the larger lakes were covered with ice four to six inches thick. This was far from advantageous for deer shooting, as these animals were enabled to cross the country in all directions, instead of following their accustomed passes.

October was very stormy and cold. About the 15th the migrations of the deer terminated, and twenty-five more were added to our stock. Forty-two salmon and twenty trout were caught with nets and hooks set in lakes under the ice. On the 28th the snow was packed hard enough for building, and we were glad to exchange the cold and dismal tents (in which the temperature had latterly been 36° or 37° below the freezing point) for the more comfortable shelter of snow houses, which were built on the S.E.S. side of Beacon Hill, by which they were well protected from the prevailing N.W. gales. The houses were nearly half a mile south of my winter quarters of 1846-7.

The weather in November was comparatively fine, but cold; the highest, lowest, and mean temperature, uncorrected for error of thermometer, being respectively 38° and $18^{\circ} 3$ below zero. Some deer were occasionally seen, but only four were shot; some wolves, several foxes, and one wolverine were killed, and from the nets fifty-nine salmon and twenty-two trout were obtained.

Our most productive fishery was in a lake about three miles distant, bearing east (magnetic) from Beacon Hill or the mouth of North Pole River.

The whole of December, a very few days excepted, was one continual gale, with snow and drift. When practicable, the men were occupied scraping under snow for fuel, by which means our stock of that very essential article was kept up. The mean temperature of this month was 23° below zero. The produce of our nets and guns was extremely small, amounting to one partridge, one wolf, and twenty-seven fish.

1854. On the 1st of January the temperature rose to the very unusual height of 18° above zero, the wind at the time being S.E., with snow. Our nets, after being set in different lakes without success, were finally taken up on the 12th, only five small fish having been caught. The thermometer was tested by freezing mercury and found to be in error, the temperature indicated by it being $4^{\circ} 5$ too high.

The cold during February was steady and severe, but there were fewer storms than usual. Deer were more numerous, and generally travelling northward; one or two were wounded, but none killed. On two occasions (1st and 27th) that beautiful but rare appearance of the clouds near the sun, with three fringes of pink and green following the outline of the cloud, was seen, and I may add that the same splendid phenomenon was frequently observed during the spring, and was generally followed by a day or two of fine weather.

During the latter part of the month preparations were being made for our spring journees. A carpenter's workshop was built of snow, and our sledges were taken to pieces, reduced to as light a weight as possible, and then re-united more securely than before. The mean temperature of February, corrected for error of thermometer, was 39° below zero; the highest and lowest being 20° and 53° .

On the 1st of March a female deer in fine condition was shot, and on the 9th and 10th two more were killed. Three men were absent some days during this month in search of Esquimaux, from whom we wished to obtain dogs. They went as far as the head of Ross Bay, but found no traces of these people.

On the 14th I started, with three men hauling sledges with provisions, to be placed in "cache" for the long spring journey. Owing to the stormy state of the weather we got no farther than Cape Lady Pelly, on the most northerly point of which our stores were placed under a heap of large stones, secure from any animal, except man or the bear. We returned on the 24th, the distance walked altogether being 170 miles.

On the 31st March, leaving three men in charge of the boat and stores, I set out with the other four, including the interpreter, with the view of tracing

the west coast of Boothia from the Castor and Pollux River to Bellot Strait. The weight of our provisions, &c., with those deposited on the way, amounted to 865 lbs.—an ample supply for sixty-five days.

The route followed for part of the journey being exactly the same as that of spring 1847, it is unnecessary to describe it. During the two first days, although we did not travel more than fifteen miles per day, the men found the work extremely hard; and as I perceived that one of them (a fine active young fellow, but a light weight) would be unable to keep pace with the others, he was sent back, and replaced by Mistegan, a very able man, and an experienced sledge hauler. More than a day was lost in making this exchange, but there was still abundance of time to complete our work, if not opposed by more than common obstacles.

On the 6th April we arrived at our provision "cache" and found it all safe. Having placed the additional stores on the sledges, which made those of the men weigh more than 160 lbs. each, and my own about 110 lbs., we travelled seven miles farther, then built a snow house on the ice two miles from shore. We had passed among much rough ice, but hitherto the drift banks of snow, by lying in the same direction in which we were travelling, made the walking tolerably good. As we advanced to the northward, however, these crossed our track (showing that the prevailing winter gales had been from the westward), and together with stormy weather impeded us so much that we did not reach Colvill Bay until the 10th. The position of our snow house was in latitude $68^{\circ} 13' 5''$ N., longitude by chronometer $88^{\circ} 14' 51''$ W., the variation of the compass being $86^{\circ} 20'$ W. From this place it was my intention to strike across land as straight as possible for the Castor and Pollux River.

The 11th was so stormy that we could not move, and the next day, after placing "en cache" two days provisions, we had walked only six miles in a westerly direction, when a gale of wind compelled us to get under shelter. The weather improved in the evening, and having the benefit of full moon we started again at a few minutes to 8 P.M. Our course at first was the same as it had been in the morning, but the snow soon became so soft and deep that I turned more to the northward in search of firmer footing. The walking was excessively fatiguing, and would have been so even to persons travelling unincumbered, as we sank at every step knee deep in snow. Eight and a half miles were accomplished in six and a half hours, at the end of which, as we required some rest, a small snow house was built, and we had some tea and frozen pemican.

After resting three hours we resumed our march, and by making long detours found the snow occasionally hard enough to support our weight. At 30 minutes to noon on the 13th our day's journey terminated in latitude $68^{\circ} 23' 30''$ N., longitude $89^{\circ} 3' 53''$ W., variation of compass $83^{\circ} 30'$ W. At a mile and a half from our bivouac we had crossed the arm of a lake of considerable extent, but the country around was so flat and so completely covered with snow that its limits could not be easily defined, and our snow hut was on the borders of another lake, apparently somewhat smaller.

A snow storm of great violence raged during the whole of the 14th, which did not prevent us from making an attempt to get forward; after persevering two and a half hours, and gaining a mile and a half distance, we were again forced to take shelter.

The 15th was very beautiful, with a temperature of only 8° below zero. The heavy fall of snow had made the walking and sledge hauling worse than before. It was impossible to keep a straight course, and we had to turn much out of our way so as to select the hardest drift banks. After advancing several miles we fortunately reached a large lake containing a number of islands, on one of which I noticed an old Esquimaux tent site. The fresh footmarks of a partridge (*tetrao rupestris*) were also seen, being the only signs of living thing (a few tracks of foxes excepted) that we had observed since commencing the traverse of this dreary waste of snow clad country. To the lake above mentioned and to those seen previously the name of Barrow was given as a mark of respect to John Barrow, Esquire, of the Admiralty, whose zeal in promoting, and liberality in supporting many of the expeditions to the Arctic Sea are too well known to require any comment, further than that he presented a very valuable Halkett's boat for the service of my party (named by him the "James Fitzjames"), which, unfortunately, by some irregularity in the railway baggage trains between

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London and Liverpool, did not reach the latter place in time for the steamer, although sent from London some days before. Our snow hut was built on the edge of a small lake in latitude $68^{\circ} 31' 38''$ N., longitude $89^{\circ} 11' 55''$ W., variation of compass $82^{\circ} 30'$ W.

The difficulties of walking were somewhat diminished on the 16th by a fresh breeze of wind which drifted the snow off the higher ground, and we were enabled to make a fair day's journey. Early on the 17th we reached the shore of Pelly Bay, but had barely got a view of its rugged ice covering before a dense fog came on, and we had to *steer* by compass for a large rocky island some miles to the westward, and stopped on an islet near its east shore until the fog cleared away. This luckily happened some time before noon, and afforded an opportunity of obtaining observations, the results of which were,—latitude $68^{\circ} 44' 53''$ N., longitude by chronometer $89^{\circ} 34' 47''$ W., and variation $84^{\circ} 20'$ W. Even on the ice we found the snow soft and deep,—a most unusual circumstance. The many detentions I had met with caused me now, instead of making for the Castor and Pollux River, to attempt a direct course towards the magnetic pole, should the land west of the bay be smooth enough for travelling over. The large island west of us was so rugged and steep that there was no crossing it with sledges, we therefore travelled along its shore to the northward, and stopped for the night within a few miles of its northern extremity. The track of an Esquimaux sledge drawn by dogs was observed to-day, but it was of old date.

The morning of the 18th was very foggy, but after rounding the north point of the island it became clear, and we travelled due west, or very nearly so, until within three miles of the west shore of the bay, which presented an appearance so rocky and mountainous that it was evident we could not traverse it without much loss of time. As the country towards the head of the bay looked more level I turned to the southward, and after a most circuitous walk of more than sixteen miles we built our snow house on the ice five miles from shore. Many old traces of Esquimaux were seen on the ice to-day.

On the 19th we continued travelling southward, and our day's journey, about equal to that of yesterday, terminated near the head of the bay.

20th April. The fresh footmarks of an Esquimaux with a sledge having been seen yesterday on the ice within a short distance of our resting place, the interpreter and one man were sent to look for them, the other two being employed in hunting and collecting fuel, whilst I obtained excellent observations, the results of which were—latitude $68^{\circ} 29' 28''$ N., longitude by chronometer $90^{\circ} 18' 32''$ W., variation of compass $98^{\circ} 30'$ W. The latter is apparently erroneous, probably caused by much local attraction.

After an absence of eleven hours the men sent in search of Esquimaux returned in company with seventeen natives (five of whom were women), and several of them had been at Repulse Bay when I was there in 1847. Most of the others had never before seen "whites," and were extremely forward and troublesome. They would give us no information on which any reliance could be placed, and none of them would consent to accompany us for a day or two, although I promised to reward them liberally. Apparently there was a great objection to our travelling across the country in a westerly direction. Finding it was their object to puzzle the interpreter, and mislead us, I declined purchasing more than a piece of seal from them, and sent them away, not, however, without some difficulty, as they lingered about with the hope of stealing something, and, notwithstanding our vigilance, succeeded in abstracting from one of the sledges a few pounds of biscuit and grease.

The morning of the 21st was extremely fine, and at 3 A.M. we started across land towards a very conspicuous hill bearing west of us. On a rocky eminence some miles inland we made a "cache" of the seal's flesh we had purchased. Whilst doing this our interpreter made an attempt to join his countrymen; fortunately his absence was observed before he had gone back very far, and he was overtaken after a sharp race of four or five miles. He was in a great fright when we came up to him, and was crying like a child, but expressed his readiness to return, and pleaded sickness as an excuse for his conduct. I believe he was really unwell, probably from having eaten too much boiled seal's flesh, with which he had been regaled at the snow huts of the natives.

Having taken some of the lading off Ouligbuck's sledge, we had barely resumed our journey when we were met by a very intelligent Esquimaux

driving a dog's sledge laden with musk ox beef. This man at once consented to accompany us two days journey, and in a few minutes had deposited his load on the snow, and was ready to join us. Having explained my object to him, he said that the road by which he had come was the best for us, and, having lightened the men's sledges, we travelled with more facility. We were now joined by another of the natives who had been absent seal hunting yesterday, but being anxious to see us had visited our snow house early this morning, and then followed up our track. This man was very communicative, and on putting to him the usual questions as to his having seen "white men" before, or any ships or boats, he replied in the negative, but said that a party of "Kabloonans" had died of starvation a long distance to the west of where we then were, and beyond a large river. He stated that he did not know the exact place, that he never had been there, and that he could not accompany us so far.

The substance of the information then and subsequently obtained from various sources was to the following effect:—

In the spring, four winters past (1850), whilst some Esquimaux families were killing seals near the north shore of a large island, named in Arrowsmith's charts, King William's Land, about forty white men were seen travelling in company southward over the ice, and dragging a boat and sledges with them. They were passing along the west shore of the above-named island. None of the party could speak the Esquimaux language so well as to be understood, but by signs the natives were led to believe the ship or ships had been crushed by ice, and that they were then going to where they expected to find deer to shoot. From the appearance of the men (all of whom, with the exception of one officer, were hauling on the drag ropes of the sledge, and were looking thin,) they were then supposed to be getting short of provisions, and they purchased a small seal or piece of seal from the natives. The officer was described as being a tall stout middle-aged man. When their day's journey terminated they pitched tents to rest in.

At a later date the same season, but previous to the disruption of the ice, the corpses of some thirty persons and some graves were discovered on the continent, and five dead bodies on an island near it, about a long day's journey to the north-west of the mouth of a large stream, which can be no other than Back's Great Fish River (named by the Esquimaux Oot-koo-hi-ca-lik), as its description and that of the low shore in the neighbourhood of Point Ogle and Montreal Island agree exactly with that of Sir George Back. Some of the bodies were in a tent or tents, others were under the boat, which had been turned over to form a shelter, and some lay scattered about in different directions. Of those seen on the island it was supposed that one was that of an officer (chief), as he had a telescope strapped over his shoulders, and his double-barrelled gun lay underneath him.

From the mutilated state of many of the bodies, and the contents of the kettles, it is evident that our wretched countrymen had been driven to the last dread alternative as a means of sustaining life. A few of the unfortunate men must have survived until the arrival of the wild fowl (say until the end of May), as shots were heard and fresh bones and feathers of geese were noticed near the scene of the sad event.

There appears to have been an abundant store of ammunition, as the gun-powder was emptied by the natives in a heap on the ground out of the kegs or cases containing it, and a quantity of shot and ball was found below high-water mark, having probably been left on the ice close to the beach before the spring thaw commenced. There must have been a number of telescopes, guns (several of them double-barrelled), watches, compasses, &c., all of which seem to have been broken up, as I saw pieces of these different articles with the natives, and I purchased as many as possible, together with some silver spoons and forks, an order of merit in the form of a star, and a small silver plate engraved Sir John Franklin, K.C.H.

Enclosed is a list of the principal articles bought, with a note of the initials, and a rough pen-and-ink sketch of the crests on the forks and spoons. The articles themselves I shall have the honour of handing over to you on my arrival in London.

None of the Esquimaux with whom I had communication saw the "white men" either when living or after death, nor had they ever been at the place

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where the corpses were found, but had their information from natives who had been there, and who had seen the party when travelling over the ice. From what I could learn there is no reason to suspect that any violence had been offered to the sufferers by the natives.

As the dogs in the sledge were fatigued before they joined us, our day's journey was a short one. Our snow house was built in latitude $68^{\circ} 29' N.$ and longitude $90^{\circ} 42' 42'' W.$ on the bed of a river having high mud banks, and which falls into the west side of Pelly Bay about latitude $68^{\circ} 47' N.$ and longitude $90^{\circ} 25' W.$

On the 22d we travelled along the north bank of the river (which I named after Captain Beecher of the Admiralty) in a westerly direction for seven or eight miles, until abreast of a lofty and peculiarly shaped hill, already alluded to, and which I named Ellice Mountain, when we turned more to the northward. We soon arrived at a long narrow lake, on which we encamped, a few miles from its east end, our day's march being little more than thirteen miles. Our Esquimaux auxiliaries were now anxious to return, being in dread, or professing to be so, that the wolves or wolverines would find their "cache" of meat and destroy it. Having paid them liberally for their aid and information, and having bade them a most friendly farewell, they set out for home as we were preparing for bed.

Next morning provisions for six days were secured under a heap of ponderous stones, and we resumed our march along the lake. Thick weather, snow storms, and heavy walking sadly retarded our advance. The Esquimaux had recommended me, after reaching the end of the chain of lakes (which ran in a north-westerly direction for nearly twenty miles, and then turned sharply to the southward), to follow the windings of a brook that flowed from them. This I attempted to do, until finding that we would be led thereby far to the south we struck across land to the west, among a series of hills and valleys. Tracks of deer now became numerous, and a few traces of musk cattle were observed.

At 2 A.M. on the 26th we fell upon a river, with banks of mud and gravel twenty to forty feet high, and about a quarter of a mile in width. After a most laborious walk of more than eighteen miles we found an old snow hut, which, after a few repairs, was made habitable, and we were snugly housed at 6h. 40m. A.M. Our position was in latitude $68^{\circ} 25' 27'' N.$, longitude $92^{\circ} 53' 14'' W.$

One of my men who, from carelessness some weeks before, had severely frozen two of his toes, was now scarcely able to walk, and as, by Esquimaux report, we could not be very far from the sea, I prepared to start in the evening, with two men and four days provisions, for the Castor and Pollux River, leaving the lame man and another to follow at their leisure a few miles on our track to some rocks that lay in our route, where they were more likely to find both fuel and game than on the bare flat ground where we then were.

The evening of the 26th was very fine as we commenced tracing the course of the river seaward, sometimes following its course, at others travelling on its left or right bank to cut off points. At 4 A.M. on the 27th we reached the mouth of the river, which, by subsequent observation, I found to be situate in latitude $68^{\circ} 32' N.$ and longitude $93^{\circ} 20' W.$ It was rather difficult to discover when we had reached the sea, until a mass of rough ice settled the question beyond a doubt. After leaving the river we walked rapidly due west for six miles, then built our usual snug habitation on the ice three miles from shore, and had some partridges (*tetrao mutus*) for supper at the unseasonable hour of 8 A.M. We had seen great numbers of these birds during the night. Our latitude was $68^{\circ} 32' 1'' N.$ longitude $93^{\circ} 33' 48'' W.$, being $3' 38'' N.$ and about $40'$ E. of Simpson's position of the mouth of the Castor and Pollux River.

The weather was overcast with snow when we resumed our journey at 8h. 30m. P.M. On the 27th we directed our course directly for the shore, which we reached after a sharp walk of one and a half hours, in doing which we crossed a long stony island of some miles in extent. As by this time it was snowing heavily, I made my men travel on the ice, the walking being better there, whilst I followed the windings of the shore, closely examining every object along the beach.

After passing several heaps of stones which had evidently formed Esquimaux caches, I came to a collection larger than any I had yet seen, and clearly not intended for the protection of property of any kind. The stones, generally

speaking, were small, and had been built in the form of a pillar, but the top had fallen down, as the Esquimaux had previously given me to understand was the case.

Calling my men to land, I sent one to trace what looked like the bed of a small river immediately west of us, whilst I and the other man cleared away the pile of stones in search of a document. Although no document was found, there could be no doubt in my own mind and in that of my companion that its construction was not that of the natives. My belief that we had arrived at the Castor and Pollux River was confirmed, when the person who had been sent to trace the apparent stream bed returned with the information that it was clearly a river.

My latitude of the Castor and Pollux is $68^{\circ} 28' 37''$ N., agreeing, within a quarter of a mile with that of Simpson; but our longitudes differ considerably, his being $94^{\circ} 14'$ W., whilst mine was $93^{\circ} 42'$ W. My longitude is nearly intermediate between that of Simpson and Sir George Back, supposing the latter to have carried on his survey eastward from Montreal Island.*

Having spent upwards of an hour in fruitless search for a memorandum of some kind, we began to retrace our steps, and after a most fatiguing march of fifteen hours, during which we walked at least thirty miles, we arrived at the snow hut of the men left behind. They had shot nothing, and had not collected sufficient andromeda for cooking, but had been compelled to use some grease. The frost-bitten man could scarcely move.

Early on the morning of the 29th, during a heavy fall of snow, we set out for the mouth of the river, which was named in honour of Sir Roderick Murchison, the late President of the Royal Geographical Society, and, after losing our way occasionally in attempting to make short cuts, we arrived at Cache Island (so named from an Esquimaux cache that was on it), within two miles of the sea, at 8 A.M., and stopped there, as it blew a gale with drift.

As soon as we got under shelter and had supped preparations were made for starting in the evening for Bellot Strait. An ample stock of provisions and fuel for twenty-two days were placed on two of our best sledges, and I hauled on my own small sledge my instruments, books, bedding, &c., as usual.

On the evening of the 29th the weather was so stormy that, although we were prepared to start at 8 o'clock, we could not get away until past 2 on the following morning, when, after travelling little more than five miles, a heavy fall of snow and strong wind caused us again to take shelter.

Our advance was so much impeded by thick weather and soft snow that we did not arrive within a few miles of Cape Porter of Sir John Ross until the 6th May. In doing this we had traversed a bay, the head of which was afterwards found to extend as far north as latitude $68^{\circ} 54'$ N. Point Sir H. Dryden, its western boundary, is in latitude $68^{\circ} 44'$ N., longitude 94° W. To this bay the name of Shepherd was given in honour of the Deputy Governor of the Honourable H. B. C., and an island near its head was called Bence Jones, after the distinguished medical man and analytical chemist of that name, to whose kindness I and my party were much indebted for having proposed the use and prepared some extract of tea for the expedition. This article we found extremely portable, and as the tea could be made without boiling water we often enjoyed a cup of that refreshing beverage, when otherwise from want of fuel we must have been satisfied with cold water.

From Point Dryden the coast, which is low and stony, runs in a succession of small points and bays about ten miles nearly due west, then turns sharply up to the north in latitude $68^{\circ} 45'$ N., longitude $94^{\circ} 27' 50''$ W., which was ascertained by observations obtained on an island near the shore. The point was called Cape Colville, after the governor of the Company, and the island, Stanley. To the west, at the distance of seven or eight miles, land was seen, which received the appellation of Matheson Island, as a mark of respect to one of the directors of the Company.

Our snow hut, on the 6th May, situate on Point de la Guiche, was, by good observations, found to be in latitude $68^{\circ} 57' 52''$ N., longitude $94^{\circ} 21' 58''$ W. One of my men, Mistegan, an Indian of great intelligence and activity, was sent six

* A number of rocky elevations to the north of the river were mistaken by Simpson for islands and named by him "the Committee."

miles farther along the coast northwards. By ascending some rough ice at its extreme point he could see about five miles farther. The land was still trending northward, whilst to the north-west, at a considerable distance, perhaps twelve or fourteen miles, there was an appearance of land, the channel between which and the point where he stood being full of rough ice. This land, if it was such, is probably part of Matty Island, or King William's Land, which latter is also clearly an island.

I am happy to say that on the present as on a former occasion, where my survey met that of Sir James C. Ross, a very singular agreement exists, considering the circumstances under which our surveys have been taken.

The foggy and snowy weather, which continued upwards of four days, had occasioned the loss of so much time that although I could easily have completed a part (perhaps the half) of the survey of the coast between the Magnetic Pole and Bellot Strait or Brentford Bay, I could not do the whole without great risk to my party, and I therefore decided upon returning.

Having taken possession of our discoveries in the usual form, and built a cairn, we commenced our return on the night of the 6th. Having fine clear weather we made long marches, and at Shepherd's Bay, having got rid of the sledge which I had hitherto hauled, I detached myself from the party, and examined the bay within a mile or two of the shore, whilst my men took a straighter route.

Thick weather again came on as we entered the bay (named in honour of Sir Robert H. Inglis) into which the Murchison falls, and we had much trouble in finding the mouth of the river. Here the services of my Cree hunter were of much value, as custom had caused him to notice indications and marks which would have escaped the observation of a person less acute and experienced.

On the 11th May, at 3 A.M., we reached the place where our two men had been left. Both were as well as I could hope for; the one whose great toe had been frozen, and which was about to slough off at the first joint, (thereby rendering the foot very tender and painful when walking in deep snow,) had too much spirit to allow himself to be hauled. One deer and eighteen partridges had been shot, but, notwithstanding, I found a greater reduction in our stock of provisions than I had anticipated, and I felt confirmed in the course I had taken.

The day became very fine, and observations were taken which gave the position of "Cache" Island, where our snow hut was, latitude $68^{\circ} 32' 2''$ N., longitude $93^{\circ} 13' 18''$ W.

Having completed my observations, and filled in rough tracings of the coast line, which I generally did from day to day, we started for home at 8.30 P.M. The weather being now fine, and the snow harder than when outward-bound, we advanced more rapidly, and in a straight direction, until we came to the lakes, about midway in the isthmus, after which, as far as Pelly Bay, our outward and homeward routes were exactly alike. We reached Pelly Bay at 1 A.M. on the 17th, and built a snow house about $2\frac{1}{2}$ miles south, and the same distance west, of my observations of the 20th April.

Observing traces of Esquimaux, two men were sent after supper to look for them. After eight hours absence they returned with ten or twelve native men, women, and children. From these people I bought a silver spoon and fork. The initials F.R.M.C., not engraved, but scratched with a sharp instrument on the spoon, puzzled me much, as I knew not at the time the Christian names of the officers of Sir John Franklin's expedition, and thought possibly that the letters above-named might be the initials of Captain M'Clure, the small "c" between the M.C. being omitted.

Two of the Esquimaux (one of them I had seen in 1847) offered for a consideration to accompany us a day or two's march with a sledge and dogs. We were detained some time by the slow preparation of our new allies, but we soon made up for lost time, and after a journey of 16 geographical or about $18\frac{1}{2}$ statute miles we arrived at the east side of the bay in latitude by reduction to the meridian $68^{\circ} 23' 10''$ N., longitude $89^{\circ} 58' 39''$ W.

It may be remembered that in the spring of 1847 I did not trace the shore of Pelly Bay, but saw it from the summit of one of the lofty islands in the bay. Desirous of being always within rather than of exceeding the limits of truth, I, that year, placed the head of the bay about ten miles north of what it ought to

have been,—a mistake which will be easily accounted for by those who know the difficulties of estimating distances in a snow-clad country, where the height of the land is unknown.

The width of the isthmus separating Pelly and Shepherd Bays is fully sixty geographical miles.

In the evening, before parting with our Esquimaux assistants, we bought a dog from them, and after a most friendly farewell resumed our journey eastward, and found on a long lake some old snow house, in which we took up our lodgings. Here a set of good observations placed us in latitude $68^{\circ} 12' 18''$ N., longitude $89^{\circ} 24' 51''$ W., variation 81° W.

On the morning of the 21st we arrived at Committee Bay, from thence our route to Repulse Bay was almost the same as before, and I shall not therefore advert to it farther than to mention that we arrived at our winter home at 5 A.M. on the 26th May, having, from the better walking, travelled in twenty days the distance (less forty or fifty miles) which had taken us thirty-six days to accomplish on our outward journey.

I found the three men who had been left in charge of the property quite well, living in abundance, and on the most friendly terms with a number of Esquimaux families who had pitched their tents near them.

The natives had behaved in the most exemplary manner, and many of them who were short of food, in compliance with my orders to that effect, had been supplied with venison from our stores.

It was from this time until August that I had opportunities of questioning the Esquimaux regarding the information which I had already obtained of the party of whites who had perished of starvation, and of eliciting the particulars connected with that sad event, the substance of which I have already stated.

In the early part of July the salmon came from the sea to the mouths of the rivers and brooks which were at that date open, and we caught numbers of them, so that occasionally we could afford to supply our native friends with fifty or one hundred in a night. As is the usual custom at the Hudson's Bay Company's inland trading posts, all provisions were given gratis, and they were much more gratefully received by the Esquimaux than by the more southerly and more favoured red man.

We had still on hand half of our three months stock of pemican and a sufficiency of ammunition to provide for the wants of another winter. We were all in excellent health, and could get as many dogs as we required, so that (D.V.) there was little doubt that a second attempt to complete the survey would be successful; but I now thought that I had a higher duty to attend to, that duty being to communicate with as little loss of time as possible the melancholy tidings which I had heard, and thereby save the risk of more valuable lives being jeopardized in a fruitless search in a direction there was not the slightest prospect of obtaining any information. I trust this will be deemed a sufficiently good reason for my return.

The summer was extremely cold and backward; we could not leave Repulse Bay until the 4th of August, and on the 6th had much difficulty in rounding Cape Hope. From thence as far as Cape Fullerton the strait between Southampton Island and the main shore was fully packed with ice, which gave us great trouble. South of Cape Fullerton we got into open water. On the evening of the 19th calms and head winds much retarded us, so that we did not enter Churchill River until the morning of the 28th August; there we were detained all day by a storm of wind. My good interpreter, Wm. Ouligbuck, was landed, and before bidding him farewell I presented him with a very handsomely mounted hunting knife intrusted to me by Captain Sir George Back for his former travelling companion, Ouligbuck, but as the old man was dead I took the liberty of giving it to his son as an inducement to future good conduct, should his services be again required.

A three days run brought us to York factory, at which place we landed all well on the forenoon of the 31st August. I am happy to say that the conduct of my men, under circumstances often very trying, was, generally speaking, extremely good and praiseworthy; and although their wages were higher than those of any party who have hitherto been employed on boat expeditions, I thought it advisable, after consulting with chief factor William Mactavish, to give each a small gratuity, varying the amount according to merit.

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In conclusion, I have to express my regret that I was unable on this occasion to bring to a successful termination an expedition which I had myself planned and projected, but in extenuation of my failure I may mention that I was met by an accumulation of obstacles beyond the usual ones of storms and rough ice, which my former experience in Arctic travelling had not led me to anticipate.

I have, &c.

Archibald Barclay, Esq.,
Secretary,
Hudson's Bay House, London.

(Signed) JOHN RAE, C.F.

LIST of ARTICLES purchased at Repulse Bay and Pelly Bay, said to have been found with the part of Sir John Franklin's party who starved to the west of Back's River in 1850.

| | | | | | | |
|---|---------------------------------|---|---|---|---|---------------------|
| 1 silver table fork | - | - | - | - | - | Crest No. 1. |
| 4 " " do. | - | - | - | - | - | " 2. |
| 1 " " do. | Motto, " <i>Spero meliora</i> " | - | - | - | - | " 4. |
| 2 " " do. | - | - | - | - | - | " 5. |
| 1 " dessert do. | - | - | - | - | - | " 5. |
| 1 " table do. with initials | - | - | - | - | - | H.D.S.G. |
| 1 " " do. | " | - | - | - | - | A.M ^c D. |
| 1 " " do. | " | - | - | - | - | G.A.M. |
| 1 " " do. | " | - | - | - | - | J.T. |
| 1 " " spoon | - | - | - | - | - | Crest No. 3. |
| 1 " " do. | Motto, " <i>Spero meliora</i> " | - | - | - | - | " 4. |
| 1 " " do. | - | - | - | - | - | " 5. |
| 1 " tea do. | - | - | - | - | - | " 5. |
| 1 " " do., initials | - | - | - | - | - | J.S.P. |
| 1 " dessert do. | " | - | - | - | - | J.S.P. |
| 1 " " do. | " | - | - | - | - | G.G. |
| 1 round silver plate. | Sir John Franklin, K.C.H. | | | | | |
| 1 star or order. | | | | | | |
| 2 pieces gold watch case. | | | | | | |
| 1 case, silver gilt, pocket chronometer and dial. | | | | | | |
| 7 pieces, cases of silver watches. | | | | | | |
| 1 small silver pencil case. | | | | | | |
| 1 piece of silver tube. | | | | | | |
| 1 piece of an optical instrument. | | | | | | |
| 1 old gold cap band. | | | | | | |
| 2 pieces (about 2 inches) gold watch chain. | | | | | | |
| 2 sovereigns. | | | | | | |
| 1 half-crown. | | | | | | |
| 4 shillings. | | | | | | |
| 2 leaves of the Student's Manual. | | | | | | |
| 1 surgeon's knife. | | | | | | |
| 1 scalpel. | | | | | | |
| 2 knives. | | | | | | |
| 1 ditto, women's or shoemaker's. | | | | | | |
| 1 pocket compass box. | | | | | | |
| 1 ivory handle of a table knife, marked "Hickey." | | | | | | |
| 1 narrow tin case, marked "Fowler." | | | | | | |
| 1 " " case. No cover. W.M. | | | | | | |
| Sundry other articles of little consequence. | | | | | | |

No. 7.

SIR,

13, Salisbury Street, Strand,
2d December 1854.

SHOULD the report of my recent expedition to the Arctic Sea (a copy of which has been forwarded to the Admiralty by the Hudson's Bay Company) be considered worthy of a place in the next Arctic Blue Book, would you have the kindness to cause this note to be appended to it.

As my visit to Repulse Bay in 1853 was an unexpected one, I had not carried with me any charts or documents from which I could learn the longitude I had assigned to that place in 1846-7, and my memory was at fault.

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Dr. Rae.

The result of a few very indifferent lunar observations made during rather cold weather, giving longitude 86° 44' W., was what I had to rely upon; and on this longitude as a starting point all the positions mentioned in the report of my spring journey in 1854 are dependent.

Since coming to England I have computed (I could not do so sooner, having no Nautical Almanac for 1854) a number of *good* lunar observations taken last summer with the sun both east and west of the moon, the mean resulting longitude from which is 86° 49' W. The longitude of nearly the same spot obtained by me in 1846-7 was 86° 55' W.

In copying my chart I shall leave to Mr. Arrowsmith the choice of these longitudes. If he adopts 86° 49' all the positions in my discoveries of last spring will require to be shifted 5' to the west. If longitude 86° 55' is adopted these positions will have to be moved 11' or a little more than four miles of actual distance to the west; consequently my report and chart will differ from each other to the greater or less amount above given according to which longitude is employed.

I have, &c.
(Signed) JOHN RAE.

To the Secretary of the Admiralty.

No. 8.

DISPOSAL of the RELICS brought to this Country by Dr. RAE and presented to the ADMIRALTY by the Hudson's Bay Company.

Disposal of the
Relics.

GENTLEMEN,

December 2, 1854.

WITH reference to the relics of Sir John Franklin and his party brought to this country by Dr. Rae, I am commanded by my Lords Commissioners of the Admiralty to observe that, from the deep interest attaching to this ill-fated expedition, and the national sympathy that has existed in their behalf, a value belongs to these relics which, in the opinion of my Lords, would render them worthy of a place among the Naval relics already deposited in Greenwich Hospital. It is therefore with such view that my Lords have presented these relics to you for disposal.

I am, &c.
(Signed) R. OSBORNE.

The Commissioners of Greenwich Hospital.

No. 9.

SIR,

Greenwich Hospital, December 7, 1854.

WE have to acknowledge the receipt of your letter of the 2d instant, together with the case which accompanied it, containing the relics of Sir John Franklin and his party brought to this country by Dr. Rae; and we beg to acquaint the Lords Commissioners of the Admiralty that we shall place them in a conspicuous part of the Painted Hall for the inspection of the public.

We have, &c.
(Signed) GEORGE TIERNEY.
HENRY HART.
W. O. PELL.

Ralph Osborne, Esq., M.P.

No. 10.

SIR,

Hudson's Bay House, September 27, 1854.

I AM directed by the Governor and Committee of the Hudson's Bay Company to transmit to you, for the information of the Lords Commissioners of the Admiralty, the enclosed extract of a letter from Sir George Simpson, dated Fort Garry, Red River Settlement, 30th June 1854.

I am, &c.
(Signed) A. BARCLAY, Sec.

Ralph Osborne, Esq., M.P.,
&c. &c. &c.
Admiralty.

Proceedings of
Dr. Rae.

EXTRACT of a DESPATCH from Sir GEORGE SIMPSON to the Governor, Deputy Governor, and Committee of the Hon. Hudson's Bay Company, dated Fort Garry, Red River Settlement, 30th June 1854.

“ I HAVE the satisfaction to inform you that the instructions which were given last winter to the officer in charge at Red River, to forward to M'Kenzie River a supply of clothing and provisions for the use of any parties who may seek refuge at the Company's posts in that quarter from exploring vessels now in the Arctic seas, were received in sufficient time to enable the three boats conveying those supplies to take their departure on the 1st instant, under the charge of Mr. D. A. Harrison, apprentice clerk. The crews are reported to be efficient; and as the season is favourable I have little doubt the boats will be enabled to proceed to such point on the M'Kenzie River to deliver their cargoes as chief trader Anderson may think most expedient, and to return to this place before the close of the navigation.”

No. 11.

Expedition to the
Mouth of the
Back River.

Expeditions to be sent
by the Hudson's Bay
Company to the spot
where the bodies are
said to be.

PROCEEDINGS of the HUDSON'S BAY COMPANY in organizing an Expedition to proceed to the Arctic Regions.

SIR,

October 27, 1854.

WITH reference to the report of Dr. Rae, transmitted by the Governor and Committee of the Hudson's Bay Company on the 23d instant, I am commanded by my Lords Commissioners of the Admiralty to express their earnest anxiety that the Company, through Sir George Simpson, their resident agent, should take immediate steps for organizing in the most effective manner two expeditions on an adequate scale, to be sent into the Arctic regions as soon next spring as the weather will permit.

The first expedition must proceed to the mouth of the Back River, and institute a diligent search throughout the islands and space pointed out by the Esquimaux to Dr. Rae as the place where in 1850 a portion of the crews of the "Erebus" and "Terror" were last seen, and where by the same report it is stated that they perished.

Every effort should be made to find some of the Esquimaux who themselves saw this body of Englishmen, and in 1850 communicated with them. Diligent search should be made for any records which may have been deposited by Sir John Franklin or his officers in that neighbourhood; every exertion must be exhausted on the spot to find traces of the survivors, if happily they exist; and if not, every portable relic which may serve to throw light on the fate of these gallant men should be brought home.

Any proofs of wreck which might show where the "Erebus" and "Terror" were lost would be valuable; but the principal object of this expedition is to ascertain whether there are any survivors of these two ships' companies; whether the report made to Dr. Rae be true; and if true, whether any remains can be discovered on the spot which may further explain the proceedings and events which terminated so fatally.

Their Lordships desire me to enclose you herewith a memorandum drawn by Sir G. Back, which gives an outline of the measures in his judgment necessary to render the search confided to this expedition most efficient.

But their Lordships, having indicated the objects in view, are disposed to leave the arrangements in detail to the honour, zeal, and discretion of Sir George Simpson and of the Hudson's Bay Company's servants.

My Lords are confident that a wise selection will be made of a person competent to command the expedition, who is inured to such hardships and perils, and who is accustomed to communicate with the natives. It will be an honour to be selected, for it is one in which the feelings of the British nation are deeply interested, and the fate of Sir John Franklin and his men has been regarded for years with intense anxiety both in Europe and America.

The second expedition must also be fitted out without delay, and be ready to proceed as soon as possible to the mouth of the Mackenzie River.

The object of this expedition, is to communicate, if possible, with Captain Collinson, and the crew of Her Majesty's ship "Enterprise." Copies are enclosed

of the last information received from Captain Collinson, and a memorandum prepared in this office is also transmitted.

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Back River.

It gives an outline of the course considered most likely to have been taken by Captain Collinson, and of the measures to be adopted by the expedition for rendering him assistance, and for making provision for his wants, if they should fail to fall in with him on shore, or to establish a communication with his ship.

My Lords rely with confidence on the aid which they hope to receive from the servants of the Hudson's Bay Company in this emergency.

The British public will cheerfully bear the whole expense of these two expeditions, of which the Company will be pleased to keep an account, and to the credit of which advances will be made from time to time by the Company.

The servants of the Company who may be selected to serve on these two expeditions may be assured that it is the wish of the British Government, and its declared intention, to pay liberally for the service to be rendered, and to reward especially any acts of signal daring and distinguished merit.

Alexander Barclay, Esq.,
Hudson Bay House.

I am, &c.
(Signed) W. A. B. HAMILTON.

No. 12.

109, Gloucester Place, Portman Square,
October 27, 1854.

SIR,

IN recommending the best mode of organizing an expedition to the mouth of the Back River, I may mention that the whole of the details are so well known to Sir George Simpson, with whom I co-operated, that it is scarcely necessary to refer to them.

In obedience to your wishes, however, I may briefly state that, instead of a boat, I would suggest on this occasion that two canoes be chosen, somewhat shorter, though equally broad with those in common use.

Outfits and pemmican, with the usual stock of provision to fall back upon late in the season, will be required to be deposited at the east end of Great Slave Lake, either at Fort Reliance, or at a fishing station a little to the westward.

The two canoes complete should be at the Back River not later than the end of June 1855, and *cachés* of pemmican should be made at different places along the route for the support of the party on its return.

The arrangements which the knowledge and experience of Sir George Simpson will enable him to make, render these remarks almost superfluous, and I have full confidence, under his able direction, that the thorough examination of the coast at the mouth of Back River will be satisfactorily completed next year.

I am, &c.
(Signed) GEO. BACK.

The Right Hon. Sir James Graham, Bart., G.C.B., M.P.
&c. &c. &c.

No. 13.

SIR,

Hudson's Bay House, October 31, 1854.

I AM directed to acknowledge the receipt of your letter of the 27th instant, with its enclosures, and to inform you that the Governor and Committee, entering warmly into the feelings expressed by the Lords Commissioners of the Admiralty respecting the organisation of the two expeditions to be fitted out for the Arctic regions, forwarded full instructions to Sir George Simpson by the mail of Saturday last, urging him to spare no exertion to carry out their Lordships' wishes to the fullest extent; and they have no doubt that these instructions will be promptly attended to.

Dr. Rae has drawn up a memorandum for the guidance of Sir George Simpson, a copy of which is enclosed. He has, at the same time, recommended that certain instruments, &c., should be forwarded from this country for the use of the expeditions; and the Deputy-Governor, having understood at the recent interview which he had the honour to hold with the Lords Commissioners, that

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any instruments that might be required would be furnished by their Lordships, should the Company desire it, I am instructed to request that their Lordships will be pleased to give the necessary orders that the instruments mentioned in the accompanying list be placed at the temporary disposal of the Company.

The Governor and Committee are desirous of forwarding these articles by the packet to leave Liverpool on the 4th proximo; and they will, therefore, feel obliged if the necessary orders be issued to enable them to accomplish that object.

I am further directed to state, that particular orders will be forwarded that the utmost care be taken of these articles, and that they be returned to the Lords Commissioners on the completion of the proposed service.

I have, &c.

W. A. B. Hamilton, Esq.
&c. &c. &c.
Admiralty.

(Signed) W. G. SMITH, Ass. Sec.

The following articles will be required by the officers who are to command the expeditions about to be sent in search of Captain Collinson, and of any further traces of Sir John Franklin's ill-fated party:—

- 2 good pocket chronometers.
- 2 small sextants (or as portable as possible).
- 2 artificial horizon, ditto.
- 2 prismatic or azimuth compasses, small size; say 3 to 4 inches diameter.
- 2 spirit thermometers, graduated to 60 or 70 below zero.
- 2 telescopes, small, but good.
- 2 small cases mathematical instruments, as light and portable as possible.
- 2 sets of the best charts of the coast from the McKenzie to Back's Fish River, and of the Arctic regions generally.
- 1 copy of Sir George Back's narrative of his descent of the Fish River.
- 2 Nautical Almanacs for 1855, reduced to the smallest bulk, compatible with the requisite details for computing solar, astral, and lunar observations.
- 1 Copy of Raper's Navigation.
- 2 Esquimaux vocabularies.

(Signed) JOHN RAE.

Hudson's Bay House,
27th October 1854.

MEMORANDA regarding the Efficient Equipment of the Expeditions to be sent in search of Captain Collinson's party on the Arctic Coast, and of any further Particulars touching the Fate of Sir John Franklin and his People.

There were three boats' loads of provisions sent to McKenzie River district last summer, on account of Her Majesty's Government, which, if provisions are scarce in the district, should be available for these expeditions. These stores can be replaced from Red River settlement in summer 1855, if requisite.

In the event of there being no spare sails, sheeting, or canvas, at Athabasca, it might be as well that sails of Russia or duck sheeting be made at Red River, and forwarded by sledges to Athabasca.

These sails should be lugs, two for each boat, and of a size to suit a boat 22 feet of keel in length, and 7 feet 6 inches beam.

William Ouligbuck should be sent from Churchill for the canoe party by the Back River; and, if no other interpreter can be procured, one of the Churchill Esquimaux might accompany Ouligbuck, whose services would be useful with the boat party down the McKenzie.

An assortment of beads, files, knives, daggers, thimbles, fish-hooks, needles, hoop iron, axes, ice chisels, &c., should be carried to the sea by each party for presents to and to barter with the Esquimaux.

One or two of the Esquimaux of Back River should be engaged by promise

of large reward to accompany the canoes to the sea, and point out the scene where terminated the mortal career of so many of our countrymen.

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Back River.

Among the men known to me at Red River and elsewhere whom I would recommend to be engaged on this important service, are,—

Thomas Mistegan, steersman of boat "Norway House;" Murdoch McLellan, middleman, ditto; John Fidler, steersman of boat "Red River;" James Johnston, bowsman and fisherman, ditto; John McDonald, middleman, ditto; Jacob Beads, bowsman and carpenter, ditto; Charles Kennedy, bowsman and carpenter, ditto; Samuel Sinclair, ditto, ditto; Henry Fidler, middleman, ditto.

Mr. Bernard Ross, in McKenzie River, has some knowledge of astronomy, and can take and compute observations for latitude and chronometers.

Chief Trader Anderson, in charge of the same district, knows, I believe, how to use the sextant.

Hudson's Bay House,
27th October 1854.

(Signed) JOHN RAE.

No. 14.

SIR,

Admiralty, November 7, 1854.

WITH reference to your letter of the 31st ultimo, respecting the two expeditions to be fitted out for the Arctic regions, under the directions of Sir George Simpson, to be sent in search of Captain Collinson and H.M.S. "Enterprize," and of any further traces of Sir John Franklin's party, also enclosing a list of instruments, &c., required for the expeditions, I am directed to acquaint you that the articles required were sent to the Hudson's Bay House on the 2d instant.

My Lords take this opportunity to express to the Governor and Committee of the Hudson's Bay Company how sensible their Lordships are of the exertions made by the Company on this occasion, and how much the public service has been promoted by the promptitude and energy with which the suggestions of this Board have been met by the Company.

W. G. Smith, Esq.,
Hudson's Bay House.

(Signed) W. A. B. HAMILTON.

No. 15.

SIR,

Admiralty, November 8, 1854.

MY Lords Commissioners of the Admiralty having received authentic accounts of the safe arrival of H.M.S. "Enterprize" in Clarence Harbour in August last, I am to inform the Governor and Committee of the Hudson's Bay Company that there will not now be any necessity for sending an expedition to the Mackenzie River.

Allen Barclay, Esq.,
Hudson's Bay House.

(Signed) W. A. B. HAMILTON.

No. 16.

SIR,

Hudson's Bay House, November 9, 1854.

I HAVE to acknowledge your letters of the 7th and 8th instant.

The Governor and Committee will forward to Sir George Simpson, by the mail of to-morrow evening, a copy of your letter of the 8th, recalling the instructions for sending an expedition down the Mackenzie River; and as I presume that the Lords Commissioners of the Admiralty will not consider it necessary to keep in depôt any store of provisions, clothing, &c., in that district, I should be glad to receive an authority for their being taken over by the Hudson's Bay Company at an estimate of their value according to their condition (as arranged in Mr. Osborne's letter of the 5th December 1853, respecting a previous store of similar articles), after the expenditure required for the expedition down the Back River can be ascertained.

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I shall be obliged by an early answer, that I may be enabled to write to Sir George Simpson by the mail of to-morrow, if possible, which, from the course of communication with that district, may save a year in getting the matter adjusted.

I have, &c.
(Signed) A. COLVILLE, Governor.

W. A. B. Hamilton, Esq.,
&c. &c. &c.
Admiralty.

No. 17.

Admiralty, November 9, 1854.

SIR,
IN reply to your letter of this day's date, requesting an authority for the Hudson's Bay Company to take over, at an estimate of their value, and according to their condition, the store of provisions, clothing, &c., in depôt in the district of the Mackenzie River, I am desired to state, for the information of the Governor and Committee of the Hudson's Bay Company, that their Lordships entirely concur in the said proposition.

I am, &c.
(Signed) J. J. DYER,
Pro Secretary.

A. Colville, Esq.,
Hudson's Bay House.

No. 18.

Hudson's Bay House, December 7, 1854.

SIR,
I AM directed by the Governor and Committee of the Hudson's Bay Company to enclose, for the information of the Lords Commissioners of the Admiralty, copies of the instructions given by Sir George Simpson, for equipping the expedition to the mouth of the Back River in search of further information respecting the fate of Sir John Franklin, and the crews of the "Erebus," and "Terror."

The Governor and Committee think that Sir George Simpson has done all that was in his power towards this important object, and trust that it will receive the approbation of their Lordships.

I have, &c.
(Signed) W. G. SMITH,
Assistant Secretary.

W. A. B. Hamilton, Esq.
&c. &c. &c.
Admiralty.

COPY of a LETTER from Sir GEO. SIMPSON to Messrs. JAMES ANDERSON, and JAMES GREEN STEWART, Honourable Hudson's Bay Company's Service, Northern Department, Rupert's Land, dated Lachine, 18th November 1854.

DEAR SIRS,

THE mystery which had so long enveloped the fate of the expedition commanded by Sir John Franklin having been partially solved by the information given by the Esquimaux last winter to Dr. Rae, Her Majesty's Government has decided that an effort shall be made to follow up the clue thus unexpectedly obtained, and at the same time to rescue the survivors, if any, of the party of whites who were seen near the outlet of Back's River, or at least to procure any records they may have deposited at the place where they are reported to have perished.

The execution of this deeply interesting service has been confided by Her Majesty's Government to the Hudson's Bay Company and their officers, and I have now to inform you that you have been appointed to the first and second command, respectively, of the expedition which is to be employed upon it. Her Majesty's Government lay much stress on the selection of the persons who may be honoured with this command, and in nominating you I have had in view your tried zeal, discretion, and perseverance in surmounting difficulties, as well as your experience in dealing with the native tribes, and the important fact that you are inured to the hardships and perils which must necessarily attend a service of this description.

2. Before proceeding to detail the organization of the proposed expedition, I will briefly state its scope and object. By the annexed copy of Dr. Rae's report to the Secretary of the Admiralty, it appears that last spring, while at Pelly Bay, he met some Esquimaux, who informed him that in the spring of 1850, some of their tribe who were hunting at King William's Land, saw a party of forty white men travelling southwards towards the Arctic coast, dragging with them a boat and sledge; that they reported their ships had been lost in the ice, that they appeared to be starving, and that later in the same spring their bodies were found by the Esquimaux, some on the mainland, and some on an island at a day's journey distant from the mouth of a large river called Oot-ko-hi-ca-lik, which there is little doubt is Back's River. Dr. Rae did not meet with any of the Esquimaux who had seen the white men, but from those who gave the information he purchased various articles of silver plate, &c., which had been in possession of the unfortunate party, bearing the names and initials of officers belonging to the missing expedition. It is under these circumstances the British public and Her Majesty's Government are anxious that the spot indicated as that at which was closed the career of so many of our gallant countrymen should be explored, in order to test the accuracy of the information already obtained, and to gather, if possible, further details, by the discovery of any written records which may have been deposited on the spot, and which, possessing no value in the eyes of the natives, possibly remain untouched, bearing at the same time particularly in mind the faint hope that some of the party may have survived who may yet be rescued.

3. It is proposed that the expedition to be employed on this service shall be assembled and organized at Great Slave Lake (Fort Resolution) in June next, from whence it will descend Back's River to the coast, and after exploring the mainland and islands, and communicating with the natives, retrace its steps up the river in sufficient time to reach winter quarters at the east end of Great Slave Lake. As almost the whole navigation is river-way, it is proposed that, instead of boats, the expedition shall make use of canoes, to be constructed at Fort Resolution and Athabasca during the ensuing spring. These canoes Dr. Rae recommends should be rather shorter than the usual north canoe, but of the same breadth of beam, &c. The party is to be composed of two officers, twelve canoe-men, and two Esquimaux interpreters and hunters. You must take your departure from Fort Resolution immediately the navigation of Great Slave Lake opens; and I think you should employ three canoes, bearing the fourth as a reserve in case of accidents. My reason for recommending the use of three canoes, although you have only crews for two, is, that it is very desirable you should take with you as large a supply of provisions as possible, and you will be sufficiently well manned for descending the current. On reaching the coast, one canoe should be deposited in a place of safety, available in case of accident to the other two while exploring the coast and islands; and when ascending the river on your return, your cargoes will be so much reduced, that two canoes will be ample for your conveyance.

4. It will be an important part of your duty to open a communication with the Esquimaux, and particular inquiry should be made for any who may have seen the party of white men in 1850. In the first instance, you must endeavour, by those means which your experience in the Indian country will suggest to you as most effectual, to secure the good will, and afterwards, by the offer of liberal rewards, draw from them all the information they possess. On your way down the river, you should induce two or three of the Esquimaux with whom you may meet to accompany your party to the coast, as their presence would greatly facilitate your intercourse with those you might subsequently fall in with. To secure this point, and, in fact, in all your dealings with the natives, you must treat them with great liberality, allowing no mere consideration of outlay to deprive you of any the most remote chance of furthering the objects of your expedition.

5. On receipt of this despatch, Mr. Anderson will resign the important charge he now holds in McKenzie River to any officer who may be on the spot, to relieve him of it (in which, as in all other respects, the Company's interests are to be made subservient to those of the expedition), and proceed without delay to Slave Lake, where it is to be hoped he may arrive before the navigation opens, otherwise, so essential is it to take advantage of every day of the brief

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Arctic summer, Mr. Stewart must proceed without him in the chief command of the expedition, selecting any person who may be at hand for his second.

Mr. Stewart, when this reaches him at Fort Carlton, by the hands of a party who will be sent thither from Red River Settlement *en route* to join the expedition, will likewise resign his charge to his assistant, and accompany the Red River party to Athabasca. It is intended he shall be joined by post-master William McKay, now at Egg Lake; but failing him, Mr. Stewart may select and take with him any properly qualified clerk or post-master within reach, whose duty it will be to assist in the preliminary arrangements at Athabasca and Great Slave Lake, and in the event of either Mr. Anderson or Mr. Stewart being prevented proceeding on the expedition, he will accompany the other as his second. Should he not be wanted in that capacity, he is to proceed in the course of the summer to the east end of Great Slave Lake with a boat laden with provisions, warm clothing, net thread, and ammunition for the use of the expedition on its return from the coast, such supplies to be furnished from those in depôt at the company's posts in McKenzie, and for their own trade or for Her Majesty's Government, from Athabasca or other neighbouring districts, on which point you must make the necessary arrangements before leaving the coast. Another boat's cargo of the same description of supplies will be forwarded from Norway House next summer as far as Fort Resolution, where they will be held as a reserve for the expedition, subject to your orders. In the crew of the boat which is sent to meet you at the east end of Slave Lake, should be two good deer hunters, whose services may be turned to profitable account.

6. As soon as Mr. Stewart reaches Athabasca, he must see two canoes built, and also forward instructions to Fort Resolution to build two more there.

The despatches for Mr. Anderson, which he will convey as far as Athabasca, should be from thence forwarded to that gentleman at Fort Simpson, without the loss of a single day.

7. Instructions have been transmitted to Churchill to forward from thence to Athabasca this winter the Esquimaux interpreter William Ouligbuck, and another Esquimaux, who on an emergency could also act as interpreter. The remainder of your party will consist of men now at Red River and Norway House, who have been with Dr. Rae, and who will no doubt be willing to join in this service; there will also be forwarded from hence three of our most experienced and trustworthy Iroquois voyageurs. Should any of the men on whom we rely to make up the party not be forthcoming, you are at liberty to avail yourselves of the services of any of the company's servants in McKenzie River, Athabasca, or elsewhere, who may be qualified for, and willing to enter upon such duty, for which they will be entitled to the same scale of remuneration as those men who are specially engaged.

8. By Ouligbuck's party there will be forwarded from York Factory to Athabasca a Halkett's india-rubber boat, left there by Dr. Rae, which may prove useful; also an assortment of articles suitable for presents to the Esquimaux, principally the finer descriptions of iron works. Similar assortments, as also some tea, chocolate, sugar, and tobacco will be forwarded from Norway House and Red River Settlement.

9. By the foregoing scheme of operations, you will observe it is supposed you will accomplish the objects of the expedition in the course of one summer, but in case you may find that impossible, and that there are sufficient grounds to justify your prolonging the search to a second season, you should be prepared to pass the winter of 1855-6 on the coast, renewing your explorations in spring and summer, and returning to Athabasca in the autumn of 1856. If, in your opinion, it would be incurring too much risk to endeavour to maintain so many people on the coast through the winter, you are at liberty to send back one canoe and some of your men, and it is left discretionary for one of yourselves to return at the same time, as health and other circumstances may seem to render expedient. You will of course take care to be well provided with arms, ammunition, and nets, and in the event of your wintering on the coast, you should follow the example of Dr. Rae in eking out your store of provisions by such additions as the meagre resources of the country may afford.

10. There are forwarded herewith a small assortment of astronomical instruments and some charts, which have been furnished by the Lords of the Admiralty, for the use of the expedition, and which at the conclusion of the service are to be returned. You will of course keep a detailed journal of your proceedings,

take observations for latitude and longitude as frequently as possible, and as far as your opportunities admit, collect information respecting the country you may visit likely to be of interest to the scientific world, bearing in mind that such matters are of secondary consideration, and must not be allowed to interfere with the main objects of your expedition. Should you discover any traces of Sir John Franklin's party, you will carefully collect and bring back with you whatever may be portable, more especially manuscripts; such articles will most probably be found in the possession of the natives, from whom they should be purchased at any cost. Should you fall in with the remains of any of the unfortunate men who are reported to have perished on the Arctic coast in the spring of 1850, you will have them decently interred, erecting over them a cairn of stones to mark the spot, in which should be deposited a written memorial of all that is known of their career and melancholy fate.

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11. Having gone with sufficient detail into the arrangements of the expedition, I will conclude by stating that your proceedings will be watched with deep interest by the whole civilized world. The Lords Commissioners of the Admiralty, in addressing the Company on the subject, desire that those who may be selected to serve on this expedition may be assured that it is the wish of the British Government, and its declared intention, to pay liberally for the service to be rendered, and to reward specially any acts of signal daring and distinguished merit. As a further incentive, if any be wanting, I may add that the Governor and Committee, already cognizant of your past meritorious conduct, have it in contemplation to promote you both in their service in the course of the present winter; and, from their wonted liberality, I feel assured they will mark in a substantial manner their approbation of any extraordinary zeal manifested on the present occasion. Most of the men to be employed on the expedition have previously served under Dr. Rae, whose admirable tact in the command of his people is proverbial, and was highly conducive to the success of his various expeditions. You cannot do better than follow his example on this point, treating the men with kindness and consideration, and maintaining subordination more by your influence over them than by a resort to strict discipline. I have so much confidence in your long experience in the country that I feel it unnecessary to caution you against incurring needless perils in the prosecution of this service; at the same time I rely on your sparing no efforts to distinguish yourselves by success, and so as to earn for the Honourable Company and their officers the approbation of Her Majesty's Government and the English public.

With the most sincere good wishes for your safety and success,

I remain, &c.
(Signed) G. SIMPSON.

EXTRACT of LETTER from Sir GEORGE SIMPSON to Mr. JAMES GREEN STEWART,
dated Hudson's Bay House, Lachine, November 18, 1854.

" By my official letter addressed to Mr. C. J. James Anderson and yourself, you will see that a party of men for the expedition will be sent from Red River, and that Post-master W. McKay is to accompany them. When that party reaches Carlton, you must lose no time in your preparations, but, making over your charge to any person Mr. Ballenden may send to relieve you, or if no one be sent, to your assistant (Spencer), push on vigorously with them to Athabasca, from whence you are to forward the dispatches for Mr. Anderson without loss of time.

" You are left a full discretion as to the employment of the people who accompany you at Athabasca and Fort Resolution before the navigation opens, and as to all minor details and arrangements: You will be able to proceed from Athabasca to Fort Resolution some time before you can get through Great Slave Lake, but everything should be perfectly ready to make a start the very first day the lake breaks up, whether Mr. Anderson has arrived or not. The success of the expedition will depend very much on your forethought and judgment in the arrangements you make for providing against every possible contingency, and until Mr. Anderson joins you, these arrangements must be made on your own sole responsibility; so that should anything miscarry through defects therein, your reputation will suffer. The

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“ construction of the canoes should claim your particular attention ; and you
“ must consider the chances of your wintering on the coast in 1855-6, and
“ make provision accordingly, taking care your party are properly armed and
“ supplied with ammunition, net thread, tobacco, and other matters which your
“ experience will suggest. You should also decide where your reserve stores
“ of provisions are to be deposited, so that you may know where to fall back
“ upon them, and when the boat under McKay shall proceed to meet you on
“ your return.

“ I hope Ouligbuck's party from York and Norway House, with the supplies
“ they are taking on, may reach Athabasca soon after yourself.

“ You will understand you have *carte blanche* to draw on any post within
“ reach for supplies of goods or provisions, or for the services of the Company's
“ servants ; nothing is to interfere with the efficient equipment and organization
“ of the expedition.”

Hudson's Bay House, Lachine,

Nov. 18, 1854.

DEAR SIR,

THE enclosed copy of an official despatch, addressed to Messrs. Anderson and Stewart, will make you acquainted with the arrangements connected with the expedition to be employed next summer to visit the Arctic coast at the outlet of Back's River, in order to follow up the search for Sir J. Franklin's party at the point where it was reported by the Esquimaux to Dr. Rae forty persons perished in 1850. This important service, which excites the most lively interest in England and America, has been left by Her Majesty's Government entirely in the hands of the Company and its officers, and as that circumstance has been publicly announced, I trust no effort will be spared in this country to carry out the arrangements with a zeal and completeness that shall redound to the credit of the Company's service.

The following men who have served under, and are recommended by, Dr. Rae, you will have to engage on any terms that will be a sufficient inducement for them to join this expedition, viz. John Fidler, James Johnston, John McDonald, Jacob Beads, Charles Kennedy, Samuel Sinclair, and Henry Fidler. If any of them are not forthcoming, you must replace them by the very best men for the work who can be found in the settlement ; if accustomed to canoes, it would be desirable.

With as little delay as possible after this reaches you, I hope not exceeding two days at the utmost, the people engaged by you, with four Iroquois canoe-men, who will be sent from hence, should be dispatched for Carlton, where they will place themselves under the orders of Mr. Stewart, who will lead the party for the remainder of the journey to Athabasca. There is also to be attached to the expedition, Post-master William McKay (a son of James McKay, the old Saskatchewan guide, and now either at Egg Lake or Touchwood Hills), who will either accompany Mr. Stewart's party or that from York with Ouligbuck the Esquimaux interpreter, as may be most convenient, which will depend on where he may happen to be stationed ; the York party will of course be later than Mr. Stewart and follow the usual route from Norway House *via* Moose Lake and Cumberland. You must make the best arrangements in your power to supply Post-master McKay's place, and also, if you can, send some person to succeed Mr. Stewart at Carlton, who might take charge of the party of servants from Red River for the expedition. If you have no one to send, Spencer must take charge of Carlton until Mr. Sinclair can make better arrangements.

You will forward by the expedition servants to Athabasca, an assortment of goods suitable for trade with the Esquimaux, consisting of beads, files, knives, daggers, thimbles, fish-hooks, needles, axes, ice chisels, &c., also some tobacco, tea, chocolate, and sugar, and you should see that the men are properly equipped for the service, in as small a compass as possible.

Next summer it will be necessary to forward an additional boat with the Postage la Loche Brigade laden with supplies for the expedition, say pemmican, flour, tea, sugar, net thread, ammunition, two or three bales of blankets and warm clothing, and such other articles as your experience may point out as likely to be required in the event of the party remaining out two

seasons. This cargo is to be deposited at Great Slave Lake, and held subject to the orders of Messrs. Anderson and Stewart.

With this general outline of the arrangements, aided by my instructions to Messrs. Anderson and Stewart, I leave you all matters of detail, for giving them effect as far as they depend on you, relying with confidence on the zeal and experience of yourself and all other of the Company's officers to do all that may be possible to ensure the success of the undertaking.

I transmit this packet under the charge of Mr. James Bissett, clerk of the Company's service, who will start from hence to-morrow, accompanied by four Iroquois canoe-men, *viâ* St. Paul for Red River, where I trust they may make an early arrival. The letters for York and Norway House should be sent forward immediately, so that the people and supplies to be provided from those places may reach Athabasca before the navigation opens, which can only be accomplished by great promptitude in making the arrangements, and diligence on the march.

A duplicate packet will be despatched in the course of a few days by mail, *viâ* St. Paul; and so important is this service, that you will be pleased to send expresses with the duplicate letters to Carlton and Norway House, in case of any accident to the originals.

Mr. Bissett is to return by the same route he goes up by.

I remain, &c.

(Signed) GEORGE SIMPSON.

John Ballenden, Esq., Fort Garry,
Red River Settlement.

Expedition to the
Mouth of the
Back River.

EXTRACT of LETTER from Sir GEORGE SIMPSON to GEORGE BARNSTON, Esq.,
dated Lachine, 18th November 1854.

“ THE unexpected information respecting the fate of Sir John Franklin's party, which was conveyed to England by Dr. Rae, has created great sensation. Her Majesty's Government immediately decided, in accordance with the public sentiment on the subject, that an expedition should be sent next summer to the mouth of Back's River, to make a search for traces of the party of whites who, it is reported, perished there in 1850. The mode of carrying out this service, and all the arrangements connected therewith, have been left entirely to the Company, the Government undertaking to defray all expenses, and to reward distinguished merit, on the part of the Company's people employed thereon. *

“ The scheme of the expedition which has been decided on, is to organise a party of two officers, twelve canoe-men, and two Esquimaux interpreters, at Great Slave Lake, in June next, who will proceed in three canoes down Back's River to the coast, to explore the mainland and adjacent islands, and communicate with the Esquimaux, returning to Great Slave Lake the same season, if possible. The officers appointed to this duty are Chief Trader Anderson and Mr. J. G. Stewart. Among the men recommended by Dr. Rae are two who were with him, and now at Norway House or the adjoining Mission village, viz., Thomas Mistegan and Murdoch McLellan, and I have to beg you will immediately secure their services for this new expedition by the offer of such wages as may be a sufficient inducement for them to join it. I fix no limits; you will understand the men are wanted, and act accordingly.

“ They should be in readiness to proceed to Athabasca in company with William Ouligbuck and another Esquimaux interpreter, whom Mr. Mactavish, in the accompanying packet to his address, is instructed to forward to Norway House with the least possible delay.

“ Ouligbuck's party will bring with them some supplies for the expedition, and from Norway House you will forward three or four 'pieces,' consisting of goods suitable for traffic with the Esquimaux, say, beads, files, knives, daggers, thimbles, fish-hooks, needles, axes, ice chisels, and such other articles as your experience will suggest; also some tobacco, tea, and sugar.

“ If either of the two men pointed out by Dr. Rae are not forthcoming, you must endeavour to supply his place by some really good hand. Thomas Mistegan is reported to be a trustworthy pushing fellow, and I presume

Expedition to the
Mouth of the
Back River.

“ would be qualified to have charge of the party from Norway House to Athabasca ; but if you think otherwise, you must send with them William Anderson, or any other good man about, in whom you have confidence, and who could expedite the march. At Athabasca they will find Mr. Stewart, who will arrive there before them with a party from Red River, *viâ* Carlton and Rapid River, and under whose orders they will act.

“ In all the arrangements which devolve upon you, you have *carte blanche* to carry them out in the manner you think most likely to ensure success, without reference to expense or the inconvenience that may be occasioned to the Company's service, as we are pledged to Her Majesty's Government to use every exertion to carry out their views.

“ An extra boat is to accompany the Postage la Loche Brigade next summer laden with provisions, clothing, &c., for the expedition, which are to be deposited at Great Slave Lake, subject to the orders of Messrs. Anderson and Stewart.

“ On Mr. Anderson's withdrawal from Mackenzie River, Chief Trader R. Campbell will succeed to the charge, unless his services be required on the expedition, in which case Mr. Anderson is authorized to employ him thereon, and make some other arrangement for the charge of the district.”

EXTRACT of LETTER from Sir GEORGE SIMPSON to WILLIAM MACTAVISH, Esquire, dated Lachine, 18th November 1854.

“ HER Majesty's Government have decided that an expedition shall be forwarded to the mouth of Back's River next summer, to prosecute the search for the remains of Sir J. Franklin's party, at the point where, according to Dr. Rae's information, they were last seen by the Esquimaux. The organization and entire management of this expedition is confided to the Company.

“ It is to start from Great Slave Lake in June next, under the command of Chief Trader J. Anderson (a) and Mr. J. G. Stewart, the party to consist of twelve men and two Esquimaux interpreters, in three canoes. We require for this expedition the services of William Ouligbuck, Dr. Rae's interpreter, who I have to beg you will summon from Churchill with all possible despatch, and forward to Athabasca this winter, where he will find the expedition party assembled. He should be accompanied by another Churchill Esquimaux, who could on an emergency also act as interpreter. The main object of the expedition being to communicate with the Esquimaux tribes on the coast, it would be imprudent to trust to one interpreter.

“ Dr. Rae states he left a Halkett india-rubber boat at York, which you will forward to Athabasca by Ouligbuck's party ; you will likewise forward by them, for the use of the expedition, an assortment of portable goods suitable for presents to, and traffic with the Esquimaux, consisting of beads, files, knives, daggers, thimbles, fish-hooks, needles, axes, ice chisels, &c. &c., say to the extent of two “pieces” or more, if the party can convey them, bearing in mind the necessity of their making an expeditious march to Athabasca.

“ To this assortment should be added a moderate supply of tea, chocolate, and sugar, and any portable articles belonging to Dr. Rae's late expedition, which you may think likely to be serviceable.

“ At Norway House, Ouligbuck's party will be reinforced by two men for the expedition, Thomas Mistegan and Murdoch McLellan, their loads being increased by a supply of tobacco, and another assortment of articles for trade with the Esquimaux.

“ The Government desire that no expense be spared in carrying out this undertaking, and you will act accordingly, forwarding everything your experience may suggest as necessary or desirable ; and in order that Ouligbuck may not be delayed on the march by being overloaded, you may send as large a party with him as may appear desirable, the employment of two or three extra men and dog-sleds being of no consideration as compared with the gain of a few days on the journey to Athabasca.”

DEAR SIR,

Hudson's Bay House, Lachine,
November 18, 1854.

Expedition to the
Mouth of the
Back River.

THE services of Mr. Stewart being required on an expedition to the Arctic coast next summer, I have directed him on receipt of my despatches to proceed forthwith from Carlton to Athabasca, making over his charge to any officer Mr. Ballenden may send from Red River to relieve him, or, if none be sent, to his assistant Spencer, until you can make other arrangements.

Further details of the expedition will reach you from other sources; the Government has placed it entirely in the hands of the Company, and all their resources are to be made available for this important service. In whatever way you can render any assistance to the undertaking, I count on your cordial co-operation. The officers commanding the party, Messrs. Anderson and Stewart, have *carte blanche* to call upon every district within reach to contribute goods and people when required.

William Sinclair, Esq.,
Fort Edmonton, Saskatchewan District.

I remain, &c.
(Signed) GEORGE SIMPSON.

DEAR SIR,

Hudson's Bay House, Lachine,
November 18, 1854.

I BEG to refer you to Mr. Stewart for information respecting an expedition to be fitted out in the country next season, and placed under the joint charge of Mr. Anderson and himself, for the purposes of making a search for traces of Sir John Franklin's party at the mouth of Back River; the party are to rendezvous at Great Slave Lake, in time to start from thence for the coast as early as the navigation admits.

Mr. Stewart is to get two canoes built at Athabasca, and two are also to be constructed at Fort Resolution, and I have to beg you will tender him your best assistance in this, as in all other arrangements connected with the expedition, bearing in mind that everything is to give way to this important undertaking. In the event of the services of any of the officers or servants in Athabasca district being required for the expedition, Mr. Stewart is authorized to avail himself of them.

Mr. Stewart and a party of men will proceed to Athabasca this winter; and a second party with Ouligbuck, the Esquimaux interpreter, will be sent from York and Norway House, and I hope will be with you sometime before the navigation opens.

John Bell, Esq., Athabasca.

I remain, &c.
(Signed) GEORGE SIMPSON.

DEAR SIR,

Hudson's Bay House, Lachine,
November 18, 1854.

MR. STEWART will acquaint you with the arrangements that have been made respecting an expedition to be forwarded, by way of Back's River, to the Arctic coast next summer, to search for traces of Sir John Franklin's party at the place they were last seen, of which Mr. Anderson and Mr. Stewart have the command.

Mr. Stewart, with a party of men engaged for this service in Red River, will proceed to Athabasca this winter; and a second party, with Ouligbuck, the Esquimaux interpreter, will also be forwarded thither from York. To both of these parties you will be pleased to render every necessary aid and facility for the expeditious prosecution of their march, it being very important they should reach Athabasca some time before the navigation opens. In whatever way you can facilitate the arrangements of the expedition, you will be pleased to do so, as Her Majesty's Government have placed the entire management of this undertaking to the zeal and experience of the Company and their officers.

George Deschambeault, Esq.,
Ile à la Crosse,
English River:

I remain, &c.
(Signed) GEORGE SIMPSON.

Expedition to the
Mouth of the
Back River.

Contents:—Instru-
ments, charts, &c., fur-
nished by H.M.'s Go-
vernment.

SIR,

New York, December 17, 1854.

WE yesterday received, *per* the "Asia," the Assistant Secretary's favour of the 3d instant, on the exhibition of which to our Collector of Customs, a free permit was at once granted for the box and parcel forwarded by Messrs. McIver; and getting possession of them without any delay, we were enabled to forward them by express to Sir George Simpson last evening. He should receive them to-morrow morning.

We are, &c.

(Signed) MAITLAND, PHELPS, & Co.

A. Barclay, Esq., Secretary,
Hon. Hudson's Bay Company,
London.

No. 19.

SIR,

Hudson's Bay House, December 11, 1854.

WITH reference to my letter of the 7th instant, on the subject of the expedition to the mouth of the Back River, I am directed by the Governor and Committee of the Hudson's Bay Company to inform you, that they have this day received advices from Sir George Simpson, stating that Mr. Bissett, of the Company's Service, and three Iroquois voyageurs, left La Chine at 4h. A.M. on the morning of the 21st ultimo, for Red River Settlement, *viâ* the Minnesota Territory, U.S., and that they had reached Chicago on the morning of the 25th.

W. A. B. Hamilton, Esq.,
Secretary, &c. &c.
Admiralty.

I have, &c.
(Signed) W. G. SMITH,
Assistant Secretary.

No. 20.

SIR,

Admiralty, December 12, 1854.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 7th instant, enclosing copies of the instructions given by Sir George Simpson for equipping the expedition to the mouth of the Back River, in search of further information respecting the fate of Sir John Franklin and the crews of the "Erebus" and "Terror;" and I am directed to express their Lordships' thanks to the Governor and Committee of the Hudson's Bay Company, and to acquaint you that my Lords are much satisfied with the instructions issued by Sir George Simpson, and the arrangements he has made.

(Signed) R. OSBORNE.

W. G. Smith, Esq.,
Hudson's Bay Company.

P.S.—I have further to thank you for your letter of the 11th inst., reporting the departure of Mr. Bissett and three voyageurs from the Red River Settlement.

VI.

Behring Straits Expedition.

From Captain HOUSTON to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship "Trincomalee,"
San Francisco, September 20, 1854.

(Received November 8.)

SIR,

I HAVE the honour to inform you that, in obedience to the orders of my Lords Commissioners of the Admiralty, directing the Commander-in-Chief in the Pacific to detach a ship of his squadron to reach Port Clarence at the opening of the season, viz. the 25th of June, Her Majesty's Ship under my command arrived in that port on that day. We found the "Rattlesnake" there, all well. Commander Trollope's arrangements for wintering in Port Clarence, instead of Grantley Harbour, had been most successful. Arrival:
Port Clarence.

The four live cattle and twenty live pigs, with vegetables (potatoes, onions, and pumpkins), which we got at Honolulu, reached in the best condition: the fodder for the cattle being nearly expended, I recommended Commander Trollope to use them for his ship, reserving the pigs for the "Plover:" this was attended to.

The "Rattlesnake" made a trip to Point Spencer, for a supply of drift-wood for the house which their Lordships have directed to be built on the spit of Grantley Harbour. On her return, we gave her all the assistance she required, viz. watering her, making good her defects, and exchanging officers and men; and on the 15th of July she sailed, hoping to be of use assisting the "Plover."

On that day Mr. Kellard, our carpenter, with eight of his crew, and other artificers landed to work at the house during the absence of Mr. Oliver, the carpenter, and the artificers of the "Rattlesnake."

On the 17th I started, accompanied by Mr. Norway, the master, and other officers, with our gig and second cutter and their crews, and a baidar with an Indian guide, to go up the river Age-e-puk and elsewhere, on a discovery and surveying trip; we were not fortunate, although away 14 days; we had such very bad weather that we did not get more than 50 miles from the ship, and whenever we particularly wanted the sun it did not show. The sea, which gets up in Grantley Harbour, and also in the lake before you enter the river, is a very trying one for boats.

We observed, in all directions, coal. We were successful in our sport, so far as grouse, ptarmigan and plover, but only saw two deer; we shot a few hares also. We returned to the spit house in the night of the 31st of July, and very early on the 1st were surprised and delighted at the arrival of the "Plover:" (she had seen nothing of the "Rattlesnake"). Her commander, officers, and men generally were in the best health; they had experienced the most severe winter, which was concluded by the ice entirely disappearing *days* before it usually commences even to move. Coal.

I gave Commander Maguire a copy of their Lordships' orders: after due deliberation he determined to return to Point Barrow for another winter; I concurred with him. It is undoubtedly possible that the "Enterprise" may fall back on Point Barrow; we know it is an open season thereabouts; it may not be on the Atlantic side. Commander Maguire,
Her Majesty's Ship
"Plover."

Commander Maguire and every one of the officers of the "Plover" were perfectly satisfied with the state of their ship, as to her capability of returning. She makes no water, and although it is true she has some bad timbers, her three and a half-inches of doubling is perfectly sound, as are her many strengthening pieces. We then commenced victualling and storing her, supplying the place of such men as were invalided or desirous of leaving, and making good her defects; these were entirely blacksmiths, and confined to the wear of her heating apparatus, funnels, forge, &c.

VI.

5 Q 4

The provisions we gave her were of the very best description, especially Hogarth's preserved meats, and the very superior bread made for Her Majesty's ships on this station, by Mr. Walker, the contractor at Valparaiso.

During all the time the "Plover" was at Port Clarence, her crew were on fresh provisions, and they took away six very large hogs, with potatoes, onions, &c.

Commander Trollope.
Her Majesty's Ship
"Rattlesnake"

It was not until Saturday the 12th, that the "Rattlesnake" returned; I had been more than usually anxious for her, for she had all the "Plover's" letters. I then arranged with Commanders Maguire and Trollope, that Saturday the 19th should be the day of departure, that is, for the "Trincomalee" and "Plover." I thought we could afford that time for writing letters, and relaxation and change, so necessary, especially for the "Plover's" crew after their long isolation, and on that morning we both started. The wind was favourable for the "Plover," and so it remained the next day, and I have every reason to think she made good progress, and I calculate she would get into her winter quarters easier and earlier than in either of the preceding years.

As the wind was contrary for us, after going a few miles down the bay, we anchored, getting away with a north-westerly wind early on the morning of the 21st, and arrived in this port on Monday the 18th instant.

Lieutenant Moore and
Mr. (now Lieutenant)
Gordon.

Lieutenant Moore, invalided from "Rattlesnake," and Mr. Gordon, mate, returning home from the "Plover," being desirous of getting to England with all despatch, I have given them permission to go *via* Panama, and take advantage of their doing so, to forward in their charge, this letter, and all the Arctic Despatches we have. Mr. Gordon's long service in the "Plover," in the arctic seas, especially the two last years, wintering at Point Barrow, have given him great opportunities of acquiring much valuable information and great experience, which he has not failed to profit by, and their Lordships may depend upon his opinions and statements.

He has generally been an active participator in all extra and detached and difficult services.

I have, &c.
(Signed) WALLACE HOUSTOUN,
Captain.

The Secretary of the Admiralty.

Proceedings of Her Majesty's Discovery Ship "Rattlesnake,"
Commander HENRY TROLLOPE.

Commander TROLLOPE to the SECRETARY of the ADMIRALTY.

(No. 4 of 1854.)

Her Majesty's Ship "Rattlesnake,"
Port Clarence, Bherings Straits, July 6, 1854.
(Received November 17, 1854.)

SIR,

1. I BEG to acquaint you for the information of my Lords with the proceedings of H. M. Sloop "Rattlesnake," since the 4th September 1853. H. M. S. "Amphitrite," Captain Frederick, sailed from Point Spencer on Tuesday 6th September. On Thursday 8th the "Koh-i-noor," (George Devine, Master,) a colonial trading schooner of 135 tons, arrived, and I took advantage of her return to Hong Kong to write, and enclose a paper which her supercargo, Mr. Gustav Overbeck, had copied from some notices in the possession of the natives near Serdze Kamen, on the coast of Asia; the existence of these papers in French and Russian is so far satisfactory that it proves even in that distant part, so remote from the Kolyma, steps have been taken by the Russians to relieve the crews of any shipwrecked vessels. And as this was made known accidentally, it may be inferred like measures have been taken further west. As the "Koh-i-noor" was not going direct to Hong Kong, but intended to visit an establishment for making cocoa-nut oil, collecting tortoiseshell, &c., at Bornabi, or Ascension, one of the Caroline Islands, I send a copy of the French part of the paper.

The "Koh-i-n
trader."

Russian aid.

"Messieurs les Etrangers,

"Les croiseurs m'ont donné connaissance de votre naufrage près de la côte de l'empire Russe. C'est pourquoi je vous prie de m'avertir en écrivant sur le papier de quel pays vous êtes? Quel est le but de votre croisière sur la mer glaciale? Par quel moyen pensez-vous revenir à votre patrie? Et ne vous faut-il pas quelque secours?"

"(Signed) FERDINAND CHMIELOWSSKIEY."

Sredne Kolymsk,
Le 24 Mars 1853.

The "Koh-i-noor" sailed on the 12th September, we also went to Point Jackson and collected a very fine load of timber for building the house, returning with it to Grantley North Spit on the 14th September. From being in Port Clarence we derive one great advantage, in being able to go in the ship and collect the drift timber; we can do three times as much work, and the exposure to wet and cold is not to be compared. We went twice to Point Jackson, twice to Point Spencer, and once went outside altogether, for the greater convenience of rafting off timber. During September the weather was generally fine, the prevailing wind N.E., occasionally fresh, but a dry pleasant smooth water wind.

Drift timber.

2. On the 5th October we returned from our last loading trip, and found Grantley Harbour partially frozen over; on the 11th we were obliged to discontinue watering from the shore, the streams being frozen, and took up our position for winter quarters in the north-east bight of Port Clarence, in five fathoms water; soft muddy bottom, 1,500 yards from the shore, one anchor down, 75 fathoms of chain out.

Winter quarters:
Port Clarence.

October 15.—Withdrew the carpenters and blacksmith from the house; hauled the pinnace up, and commenced housing in. The weather began to get very cold + 23° Fahrenheit, and I believe we felt it more inconveniently than even in mid-winter, when it was 63° lower, or —40°.

Drift ice made its appearance in Port Clarence, (Grantley harbour was hard frozen over); our boats going to and fro, were obliged to make a circuit occasionally, although with the oars and two spades in the bow as paddles, they were generally able to get through the sludge and young ice.

Sylvester's stove.

October 17.—Lighted the Sylvester stove. Captain Parry in 1821 says that the stove in the "Fury" consumed only five pecks of coal, (or less than 100lbs.) by a constant fire through the 24 hours; but I found that our consumption was far more extravagant; in 10 hours (and I seldom kept it in more) 250lbs. were consumed: for this reason we very seldom burnt coal, but used wood, which, although it did not afford equal heat, was very comforting; but using coal at that rate was out of the question, for we should have had none left by the spring. I cannot help thinking that some error existed in the construction of the stove, for I paid particular attention to it, and had a trustworthy petty officer always in charge; the utmost regard was paid to the directions Messrs. Sylvester gave me, but it always appeared too much heat escaped by the smoke funnel, instead of being distributed through the ship by the hot-air tubes; it was, nevertheless, the greatest possible comfort and advantage to us.

Snow water.

October 19.—The thermometer went down to + 12°, but on the next day it rose to + 30°, and the change was most grateful, as we had a great deal to do in the open air. We began to procure water by melting snow; with attention, I believe, pound for pound may be produced; that is, allowing the gallon to weigh 10lbs., 100lb. of snow will give 10 gallons of water; I saw this done at the coppers, and never tasted better water. More or less, every 10lbs. of snow will require 10 or 12lbs. of wood: we used pine or fir, and not of very good quality, being, in fact, drift wood, often sodden and decayed. At first we always got the snow from the land; but on one occasion, a very heavy snow drift came on, and it was impossible to go any distance from the ship: we therefore tried the snow from the ice, and found the water equally good. It saved a vast deal of trouble, as instead of going nearly a mile we had only to go 150 yards from the ship. Throughout the winter, and until May 14th, we supplied ourselves with water in this easy manner.

October 28.—The housing in was completed, the sludge and young ice forming so rapidly that boats were unable to leave the ship.

A native, in his caiaç, was compelled to take refuge, being unable to get on shore; two deer were seen on a floe to the southward.

John Dadd dies.

3. October 29.—I regret to state that we lost John Dadd, coxswain of the pinnace; he had been attacked with inflammation of the lungs in the middle of September, and from the first, Mr. Foster, the assistant-surgeon, thought that the symptoms were unfavourable. His excellent conduct in the ship caused him to be deservedly regretted by every one.

October 30.—Ice passing the ship with a strong ebb tide, the cable cutting it with a loud crashing noise.

October 31.—The native went on shore in his caiaç, but a boat with oars could hardly have done so, without wasting much time; I dare say an hour and a half to go less than a mile.

November 4th.—The weather was very mild, thermometer 32°. The ice entirely disappeared from Port Clarence, after having been hemmed in with it for four days.

November 6th.—We buried the body of our late shipmate, John Dadd, close to the grave of the surgeon of a French whale ship, Monsieur Morin, of the "Nancy," who died July 9, 1851.

November 7.—The boats went on shore for snow, Port Clarence being still clear of ice.

Natives.

On the 8th and 9th, communication was again cut off by the ice coming in from seaward. On the 10th we were visited by the natives with their dogs and sledges, and after this we walked on the ice as on the land; it was to-day six inches thick.

I was desirous to have her head to the N.E. and thought we should have had to cut a dock for her, as she remained for four days with her head E.S.E. hemmed in, the ice not sufficiently strong to bear, although it kept her head in that direction with a canal-like channel astern; but on the second freezing she took up the position, head N.E. without any effort on our part, and so remained throughout the winter.

On the 15th November the cutter and dingy were hauled up on shore, and banked up with snow. Between the 19th November and the 7th December the

weather was very cold and severe;—29°,—25°,—21°, or 61°, 57°, and 35° below the freezing point.

December 7.—Some of the ship's company performed Sheridan's farce of St. Patrick's Day. They succeeded admirably, although we had quite forgotten any dresses for the ladies; the rehearsals and preparation, as well as the acting, gave us all much amusement and gratification. Winter Amusements.

December 20.—The tide rose four feet above its usual level, it did not appear to affect the ship, which was borne up by the ice and rose with it, but communication with the shore was almost cut off; the ice broke away from it, and was in some places twenty feet separated; we broke a sledge in trying to land, and were obliged to give it up.

The site for the house built by the "Plover" in 1850 was not a good one, it was always wet and very inconvenient for communicating with from Port Clarence; it was besides altogether ruinous. I have therefore selected for our house the dry gravelly soil near the lagoon, on the northern spit forming Grantley harbour.

The provisions remaining in the Plover's house have been brought off and surveyed, the lime juice and vinegar were hard frozen, and their strength very much evaporated; the lime juice on being melted made a very pleasant drink, a proof how much its virtue had gone. The vinegar, except two or three gallons in the centre, which appeared the essence, was almost entirely useless. The whole cache has been taken on charge, and will be replaced in the spring, with the exception of pork instead of beef, which is certainly a better meat for a cold climate.

Christmas day fell on Sunday, and on the Monday a very fair game of cricket was played on the lagoon, 11 of a side; in the evening a masquerade took place, in which many characters were admirably sustained, I had great difficulty in recognizing many.

On the Monday following, New Year's day, the same sort of amusements again took place. During this week I issued our last potatoes, which I had reserved on purpose.

4. I had heard and read that communication was maintained by means of dogs and sledges, from King-a-ghee near Cape Prince of Wales, with the Diomed Islands and Asia, and as I thought their Lordships would be desirous of having the fact ascertained, I determined to go there and endeavour to cross Behring's Strait, when I might have found out whether the natives near East Cape travel any distance, or whether they could give any sort of information as to Sir John Franklin or those sent in search of him.

I therefore left the ship on the 9th January, 1854, accompanied by Mr. Stevenson, master's assistant, and Too-tar-shik, a native guide; the weather promised well on our departure, for it was a hard dry day; but on the 10th, 11th, and 12th, it blew so fresh from the S.E. and the snow drift was so heavy, that proceeding was impossible, and we were glad to gain the shelter of a native hut; we had a sledge and eight dogs, provisions for 16 days, and a sledge skin, as it is called, that is, five or six deer skins sewn together, to spread over flexible rods or poles, so as to make a tolerably warm sort of hut for sleeping in at night. I do not estimate the travelling distance at more than 65 or 70 miles, but the snow was very heavy, the days short, and our dogs not particularly good, and round Cape York and Cape Prince of Wales, the ice was so heavily packed that we often doubled the direct distance. We fell in with a native, his wife, and child on the road: they had only two dogs to their sledge, but they travel so much lighter than we do, that they made better work of it by far than we did: they were of great assistance, for our native—guide as we called him—had never been in this part before. We did not, however, reach King-a-ghee until the 18th January. I was much amused with the eagerness of the woman, who beckoned me on with a sort of anxious pride, to be the first to show me the place while endeavouring to describe all its glories; it is a sort of capital in these parts, and has four dancing houses as they are called, which are large and comfortable tupucs, 18 or 20 feet square, lighted and warmed with seal oil lamps, kept up apparently by the public, and used not only for dancing at night, but working or lounging in the day time. I have seen people at work, repairing two sledges, which had been handed in through the window or hole in the roof. On our arrival, the whole population of the upper village turned out to see us; men, women, and children, I daresay 150 or 200 in number, holloing, shriek- Commander Trollope.
Sledge journey.

Natives.

Commander Trollope.
Sledge journey.

ing, and tumbling one over one another. Although we were only two in number, they did not attempt to pilfer, in fact, they assured us in the beginning that they did not steal, "peshak tig-a-lig," whether they were equally observant of the next commandment, I do not know, for in the same breath they warned us not to go to their neighbours, for that they were "an-ghe rov-rak tig-a-lig," great thieves. We had a sort of introduction to one of the principal people from Kaimoky, a man well known to us, and on inquiring for him, his wife came out, and very civilly invited us into her tupuc. I was quite pleased with the comfortable, neat, and even cleanly appearance of the interior, lighted up and warmed with two brilliant seal oil lamps, the wicks formed of dry moss placed in a row at the edge of a trough, fed by a piece of blubber hanging up, so as to be just within reach of the flame, but the odour was at first intolerable.

On ascending the conical hill which distinguishes Cape Prince of Wales, it was apparent that we could not hope to reach Asia this year, for we could plainly see the ice slowly drifting to the northward, and in fact as we rounded the Cape the open water was visible within a mile and a half or two miles of the shore; but although disappointed in this object, I am not sorry that I went, as it has opened a communication with an advanced post, and if any one visits Asia these people do; but I imagine it is by sea, in the baidars, of which we saw five or six very fine ones, thirty-eight and forty feet long, seven broad. I stayed nearly three days, as I had arranged that Mr. Henry Gilpin, clerk, accompanied by Edward Hill, ropemaker, should come and meet me with a further supply of provisions. He arrived on the 19th, having been one day less on the journey—that is, travelling—and had not been detained at all by snowdrift. Our mocassins were all worn out, and everything we had on was wet, so that it would have been almost impossible to have returned sooner, and I was, besides, desirous of making inquiries, and wished to raise some curiosity in the natives as to our object. The tupuc (they call every dwelling place a tupuc; my cabin under the poop, the lower deck, or a skin tent, are all tupucs) in which we were received was the abode of two brothers, very fine looking men, who each had two wives, and two children, one by each wife; the husband going to bed between his two wives, each child with its own mother. As we slept three nights there we became well acquainted with their domestic arrangements, which I have described further in the journal, as I noted it at the time.

Natives.

They appeared to be living in great plenty and abundance. A delicious small fish caught in numberless holes dug in the smooth ice on the north-east side of the cape with hook and line, and rich seal soups and stews form their chief, and indeed, as far as we saw, their only food; and although uncleanly, they are very far removed from being degraded: on the contrary, they are most intelligent and ingenious. Their clothes are uncommonly well made, handsomely and even tastefully ornamented; and their manner to us showed a great deal of natural civility and politeness; but they certainly do stink abominably,—nevertheless I lived three days in their tupuc, and in spite of the odour and many things that went against our habits, was most grateful for the shelter and warmth their habitation afforded; but when a person is cold and wet, with no dry clothes to put on, and the temperature—30° (some 40° below the freezing point) he learns to be thankful for many things he never valued before, and to be less affected by minor discomforts.

I do not think they comprehend our object in wintering here, their ideas are so limited and their notions so entirely confined to obtaining food, providing for their wants during the winter, and bartering for tobacco, knives, needles, &c., and a few articles, such as rings, beads, bells, and so forth, that they cannot conceive our having any other motive than barter—it is thrust upon us on all occasions—and as we do buy many things such as sledges, walrus hides, snow shoes, skin coats, &c., they are in a measure borne out in thinking so.

January 21.—We set out on our return to the ship, rewarding our hosts (husbands, wives, and children), I think, beyond their hopes—beads, tobacco, shirts, and knives, and thimbles and needles were liberally given them, while we endeavoured to explain that if they met any Naloo worg-a-met enoot, that is, stranger men in want or distress, and relieved them, the Angheeroorak domaalik, great chief, Victoria would amply repay them.

Although I believe the natives have very vague and imperfect ideas of our object in being here, still I think they cannot but be impressed with our quiet

and orderly conduct, and also with our power, for they constantly see us mustering at quarters, and are fully aware of the advantages of fire-arms; in this will consist the chief advantage of our wintering here, convincing them how able and willing we are to reward those who assist or befriend us; but, beyond that, this position is far too remote from the scene of action to hope that we can be of any direct assistance in the search for Sir John Franklin.

As I have sent the journal I kept during the trip, I will only add that I returned on board about 5 P.M. on the 27th January, having been 19 days absent. Mr. Gilpin, I regret to say, was severely frost-bitten in the face; and I beg leave to state that I feel greatly indebted to him for his conduct and exertions on this occasion, as well as on all others more immediately connected with his duty. Mr. Gilpin, clerk.

5. As Sir John Franklin's original rendezvous with Captain Beechey was appointed at Kotzebue Sound, I thought it would be satisfactory to their Lordships if Kotzebue Sound was visited, and the depôt of provisions left there by H.M.S. "Plover" in 1850 examined. I therefore sent Mr. W. R. Hobson (mate), accompanied by Henry Toms, A.B., and William Lee, A.B., (provisioned for 38 days, with two sledges and nine dogs) to make all inquiries from the natives, examine the depôt, and leave a record of his visit with any native, or at the "Herald's" information-post on the summit of Chamisso. He started on the 9th February 1854, and on the 5th March I received a note from him dated 19th February, stating that his guide had deserted him, and that he had been obliged to offer the double-barrelled gun as a reward before he could induce another to take his place. I regretted to hear that this extremely high reward, the greatest in fact we have to offer, had been promised; but, under the circumstances, could not but assent: it was a case of necessity, as proceeding without one in such a country would in all probability have hazarded the party, or, at all events, the success of the journey. The guide who deserted him was a man who had been treated with great kindness in the "Plover," and had been strongly recommended to me in consequence. It fully proved what I had long felt, that it is better to keep the natives at a distance, and not to let them become too intimate. The hangers on about the ship generally become, if they are not so at first, worthless, encroaching, and intrusive, which was precisely the case with this man. Mr. Hobson, mate.
Sledge journey.

February 14. St. Valentine.—The ship's company performed "She Stoops to Conquer." It went off admirably; but Thomas Arnold, marine, as *Tony Lumpkin*, and Edward Carter, captain of the main top, as *Mr. Hardcastle*, would have done credit to any boards, let alone the Royal Clarence Theatre, as the starboard side of the galley was stiled by our manager. I believe it afforded great amusement to all; the mute attention and wonder of some who had never seen a play before was in itself a picture.

6. March 21.—As Mr. Hobson had not returned, and the time for which he was provisioned had expired, I sent the master, Mr. Bouchier, accompanied by Edward Hill, ropemaker, and Henry Reynolds, sailmaker, to meet him. The weather had been very severe both in February and March, —35°, —40° for some days, and —18° for weeks, and I could not but feel anxious on their account. Mr. Bouchier had a sledge and six dogs, with provisions for 21 days, besides an additional quantity for eight days for Mr. Hobson. I was gratified by their all returning on the 27th March in good health. Mr. Bouchier fell in with Mr. Hobson on Friday 24th, about 10 A.M., a mile or two beyond Kek-to-a-luk, a tupuc 17 or 18 leagues E.N.E. from Port Clarence. Mr. Hobson arrived at Chamisso on Saturday March 4, and left it on the 6th March, having found the depôt apparently untouched, but the boat in fragments. This, however, was known before. The natives showed some curious traits of superstition, but altogether were not unfriendly, although they suffered from pilfering occasionally. Being well supplied with the means of barter, they had abundance of food—venison, ptarmigan, hares, and fish, besides a deer shot by the guide with the gun which was to be his own. He served them well and faithfully, and was in every way a contrast to the man that accompanied them from the ship. Mr. Bouchier.
Sledge journey.

Mr. Hobson left a record of his route, with a notice of our being here 10 feet magnetic north from the "Herald's" information-mark on the summit of Chamisso Island; but heard nothing whatever as to any Europeans. As his journal, which I enclose, enters into all particulars, I will only add that he showed both energy and perseverance in overcoming no ordinary difficulties, and that it gives me

much pleasure to bear testimony to his merits, as well as to those of Henry Toms and William Dee, of whom he speaks most highly.

7. In January and February, during the heavy snow drifts, a bank, eight feet high, formed, leaving a trench 15 feet wide between it and the side. The weight of the ship caused an eddy wind, which prevented it coming nearer. Dr. Sutherland relates in Captain Penny's voyage that the dogs were able to race over the tilt cloth, the "Lady Franklin" and the "Sophia" being so much smaller. The post on which the thermometer was placed was at first too high, and we had a box on which to stand to read off. It gradually got too low, and in March it was buried altogether, the top being two or three feet below the snow; it is now, as I am writing (May 10), beginning to appear again. A bowling alley also, that we formed with snow walls five or six feet high, entirely disappeared in the drift. On shore, the place could not be recognised. Five or six stacks of wood, 12 feet cubes, were level with the surface. We did not strike lower yards and topmasts, but kept topsails, courses, and jib bent. The top gallant masts, spare jib boom, driver boom, bentinck boom, stud and sail booms, &c., and small rough spars, were used for housing in; the top gallant rigging below in the hold. A great proportion of our salt provisions were on shore, as the main hold required to be clear, on account of the Sylvester stove.

Shooting parties.

8. We have been in the habit of sending out shooting parties every day, and if we did not bring much game, both health and spirits came from these excursions; but at various times, between December and May, we have been indebted to Mr. Bouchier, Mr. Spark, Mr. Hobson, Mr. Newman, and Samuel Drowley (blacksmith), for 12 deer, giving about 1,300 pounds of venison. I have also been in the habit of lending guns to two or three of the natives, with the understanding that, if they shot two deer, they were to bring one to the ship. In this way we procured about 500 pounds more. The venison was served out in lieu of salt meat, and on Christmas-day and New Year's-day as an extra. We have also had during the winter and spring, I may safely say, nearly a thousand ptarmigan brought to the ship, which I permitted the people to barter for, as they only came by twenties and thirties at a time. The people went to the sledge instead of the bum boat, the only difference being that beads, buttons, tobacco, and shirts was the means of exchange. These ptarmigan are exceedingly good and extraordinarily abundant: the natives take them in nets, which they spread before them about two feet from the ground, and then encircle from behind, gradually driving them forward, and as they run along the ground they fall into the snare. We also procured some fish, but not in any great quantity. But the ship's provisions have been so excellent, that these additions, acceptable and beneficial as they no doubt have been, were hardly required. Mr. Hogarth deserves our best thanks for his preserved meats; the vegetables, the cranberries, and the pickles are excellent, but the two last diminish in quantity, although not in quality. Every cask is found about one fifth less than its stated contents. The carrots and parsnips are as good and well flavoured as when taken out of the ground. The mustard and raisins have both deteriorated; both ought certainly to be packed in tin. The raisins were originally a very good fruit, but they have now been 18 months in the ship, and have had a double voyage through the tropics. I think if they had been packed in tin they would still be good. "Edward's" preserved potatoes have been most valuable to us, particularly on our travelling excursions; they are so easily cooked, and make such an excellent addition to the pemmican. The French dried potatoe and dried carrot are also very good, but they require more cooking. The French carrots and apples which gained the prize at the Exhibition have the advantage of being very compact and portable; the latter have been much valued for the sick.

Hogarth's preserved meats.

Edward's potatoes.

I beg leave to enclose the scale of victualling that has been adopted, and the reasons I have had for deviating from the established scale, which will, I hope, meet their Lordships' approval.

"Owen" pinnace.

9. April 7 and 8.—We brought the "Owen" over. "Owen" was the name Captain Kellett gave to the "Herald's" decked pinnace. She had been left near the Plover's house, and we now brought her to the spit, where we are building. She requires a good deal of repair, but she is coppered; is larger than our pinnace, and altogether better adapted for communicating with other places than any boat we have. When the house is finished, I intend to get her put to rights,

and leave her for the use of any party that may take refuge here, in compliance with that part of their Lordships' orders.

10. April 17.—We began to make it summer by partly removing the housing. The weather was beautiful—the snow beginning to disappear from the hills. Some of the men suffered from snow blindness, but the cases were not severe or of long continuance. The snow on the ice still continued hard and binding, making admirable roads. The spare rudder, topmasts, spars, and boats were brought off from the shore. The carpenters commenced caulking the upper deck and repairing the boats on the ice. The gig had been raised and repaired on board during the winter. Approach of summer.

May 1.—The housing was removed altogether, the spare rudder hoisted in, Sylvester stove discontinued, main hold stowed, sails unbent (not in the least damaged by having been frozen on the yards all the winter), and we commenced refitting and caulking the ship outside. Water now began to form round the ship, although she was still hard and fast, upborne by the ice, but she lay as it were in a pond, two or three feet deep, 15 or 16 feet broad all round, which was the trench I have before described. The bank of snow began to disappear; the snow round the dirt-heap began to melt and form in great pools of water; and at some little distance from the ship, where the snow was not so thick, the ice began to show out again. Every day we could see more of the land from the snow melting. The channel into Grantley Harbour was open and covered with flocks of wild fowl and gull. The blacksmith worked with his forge on the ice, and the boats were painted there.

11. May was a gloomy month; frequent snow showers and sleet; although the thermometer did not fall below 24°. The first rain came on the 13th May. The ice began to get dangerous, and several accidents occurred, not altogether without risk, as the tide or freshes from Grantley Harbour generally ran strong, sometimes as much as two and a half knots an hour.

May 22.—We began to cut out; but before we had half finished the task the ship detached herself from the ice and was once more afloat. We found she had been upborne by the ice; for, on being released, she went down in the water five inches forward and nine inches abaft. Cutting out.

12. May 29.—A party under Mr. Oliver, the carpenter, landed to go on with the house. We had to dig the workshop and sawpit out, as there was still six or eight feet of snow in it, and on many parts of the spit; but its disappearance began now to be rapid. In landing the provisions for the party, we had a very narrow escape, from the ice breaking through; as it was, we damaged some biscuit and flour, and lost some preserved meats. There were several natives round the ship at the time, and when they observed our mishap they started for the shore with the utmost haste, without offering to aid us, although when they arrived in safety they showed some anxiety for ours. After this, we did not communicate over the ice, although the natives for some days afterwards continued to make wide circuits outside the ship, between it and Point Spencer, where the ice still continued firm.

June 1.—We were fairly released from the ice; that is, there was open water in all directions round the ship, although heavy floes still drifted about us. A double cayeck came off with three natives. By a present of tobacco and biscuit, I got them first to take the caulker's hammock on shore, and then to take the man himself, to go on with the house. Both landed dry and easily. This was our first communication by water this year. On the following day we landed in the cutter. The ice went away almost as easily as it came, occasionally coming across the bows and jerking the ship, but not violently. At other times, as the tide was strong, we were able to give her a sheer with the helm, so as to let the pieces pass on the one side or the other.* The ice, on breaking up, was 3 feet 9 inches thick. During May the natives brought quantities of a species of flounder to the ship. Wild onions also were found in abundance on the spit. Plover, snipe, duck, geese, a crane, a swan, and now and then a ptarmigan, which had completely changed their feathers, were brought on board by the sportsmen. We had a visit from the people who received us so kindly at King-a-ghee. Ar-naark-looke told me, without being asked, that a three-masted ship or vessel had passed the straits about the 20th or 22nd May. Open water.

* Water melted from the underneath part of this ice was perfectly fresh and good.

It may have been some whaler. He had not communicated with her; and, at this early period, I almost doubt its truth, although I cannot imagine any possible motive he could have for deceiving us.

Natives.

13. We are on the best possible terms with the natives; they are friendly and most inoffensive. They appear amiable, but we have everything to give and do not require much from them in return. They are always asking for something to eat—more as children sometimes do than from absolute want, I believe, although at times, like all improvident people, they are pinched; but food is abundant. Deer, ptarmigan, wild fowl, fish, seal, are all to be procured, if people will only take the trouble to do so. They move about, both in winter and summer, with the utmost independence; and it is interesting to observe how speedily they make themselves at home, and collect all their comforts and necessaries about them.

June 18. The ice has apparently entirely left Port Clarence.

June 21. The pinnace went to Point Spencer to bury information at the station there, and also to examine the wood on Point Jackson, as I find we have not enough to go on with the house.

Arrival of Her Majesty's Ship "Trincomalee."

14. June 25.—H.M.S. "Trincomalee" arrived in 27 days from Honolulu, by which I received their Lordships' orders for the ensuing year. In pursuance thereof I propose, with Captain Houstoun's permission, to sail on the 15th July, and skirt the ice between Asia and America, so as to be off Icy Cape, Wainwright Inlet, or Point Franklin, about the 30th July or the 1st August, and endeavour to fall in with the "Plover," or communicate with her at Point Barrow.

15. The only vessel we have seen is the "Phiel," a schooner of 93 tons, belonging to Honolulu. She is trading for skins, whalebone, and tusks; was off St. Lawrence Island on the 1st June, and on the following day off Point Rodney, but the closely packed ice prevented her farther progress; ran back to St. Lawrence Island, coasted all round it, stood over to Cape Tchapline, and arrived here on the 26th June. She had collected 4000 lbs. tusks, 3000 lbs. of whalebone, and 200 or 300 skins—marten, sable, and others.

16. June 30.—Captain Houstoun has replaced the officers and men who were considered by the surgeons unfit to remain in this climate, besides having brought up most bountiful supplies of fresh beef, pigs, vegetables, and all other stores that we can require, which however will not be transferred until our return from the northward with the "Plover," when we shall ascertain what Commander Maguire may require, and supply both vessels at the same time.

I enclose a state and condition of this ship,

And have, &c.,

HENRY TROLLOPE (Commander).

To the Secretary of the Admiralty,
London.

Enclosure 1 in Commander TROLLOPE'S Letter to the SECRETARY
OF THE ADMIRALTY.

JOURNAL KEPT BY COMMANDER HENRY TROLLOPE, DURING A TRIP FROM H.M. SLOOP RATTLESNAKE IN PORT CLARENCE TO KING-A-GHEE, A VILLAGE FOUR OR FIVE MILES ROUND CAPE PRINCE OF WALES. January 9, 1854—January 27, 1854.

Monday, January 9.

Sledge Journey round Cape Prince of Wales.

AT 1 P.M. I left the ship with a heavily laden sledge, 8 dogs, and Tootashik, a native (well known to us) generally living at Tok-sook or Tup-kukt a-tany. Mr. C. W. Stevenson, master's assistant, was the only person who accompanied me from the ship, as I started with the hope of being able to reach Asia by way Ikmaak-litt or Ratmanoff, the largest of the Diomed Islands; the natives do not know the islands by other names than Ikmaak-litt and Ignalitke. We had 16 days provisions, and I arranged that Mr. Gilpin should follow us on the 14th with an additional supply, in the event of our being detained longer than we expected. He went with us as far as Sin-na-ra-mute, the native village, about four or five miles distant. As we started so late we made this our first stage for the night, and we did not arrive until after dark. The whole population, about 50 or 60, turned out to receive us, and allowed us to go into the Poa-lalley-

tupuc, that is, the dancing-house, where we laid down our buffalo robes and fearnought sleeping bags for the night. These dancing-houses, as they are termed, are peculiar features in the domestic arrangements of these people; they are not by any means applied to dancing only, but are made generally useful as workshops and lounging places throughout the day; we found two sledges in it at this time; the entrance is through a burrow-like hole, through which we are obliged to go on our hands and knees, and then to rise up through a large hole in the floor. It is also occasionally made use of as a sweating-room; they remove the boards and light a fire in the middle, when they strip and sit over it as long as they can bear it, sweating, rubbing and scratching themselves for hours together; it is not by any means an agreeable process to witness, although doubtless very beneficial to them, for they are a dreadfully dirty people, and this village is, I think, as miserable and poor as any I have seen. We had a very animated dance at night in honour of our arrival, great action with both arms and legs, but little grace exhibited; as they get animated and excited they accompany the dance with a monotonous kind of chaunt, yah yah! yah yah! yah yah, yaw! yah yah! yaw yaw, yah! something like the negroes carrying burdens at Rio Janeiro, only not so loud. After some time they get very warm, and invariably slip their skin frocks or coats off and dance in their breeches, which just come up round the hips; they appeared to enjoy themselves very much, and did not attempt to steal anything, although all our things were more or less much exposed; they assured us they would not when we first arrived.

They were much annoyed at not receiving a present, but I had arranged for Mr. Gilpin to make it when he came to meet me. I was sorry when I heard it, but Mr. Gilpin made it up to them on his way to join me.

Tuesday, January 10.—An unpromising day: from the dogs not having been properly fastened up they had gone back to the ship, and we were obliged to send for them; this delayed us until it was too late, and then it came on to blow so fresh from south-east, with a heavy snowdrift, that we could not stir outside the tupuc. I never understood what a snowdrift really was before, and how perfectly helpless a man becomes if exposed to it.

The two following days were nearly as bad, and here we were within five miles of the ship in a native tupuc, hardly able to stir outside the place, thankful for the miserable shelter it afforded us; the last day we witnessed the sweating-bath, and a most disagreeable sight it was; they are certainly terribly dirty, I never thought I could have endured close contact with such filth before. One boy was abominably strong in odour, and he took a great fancy to us, and not only stayed with us all day, but would persist in nestling up to us at night, sleeping in the dancing-house, when all the others went away. While remaining in this village, the smell from one of the tupucs was so offensive, that, without exaggeration, I was afraid to pass to leeward of it; the first time I did so it was almost too much. God help them! the climate is much excuse for them, and I fear we should be nearly as bad in like circumstances with the few means and appliances they have; as it is, I have certainly read of (and even seen) people living even in greater filth and wretchedness in London and Paris than these poor people do.

Friday, January 13.—Before daylight, although it was nearly 9 o'clock, we started on our road; I could not have endured another day, although the weather was very bad, but what with the boy close to us, and the dogs underneath us almost as near and hardly separated by the miserable boarding of the floor, the smells and stinks during the night were something uncommon, and urged us on our road. On looking more closely at our team, I find one of our dogs is only a pup belonging to the guide, requiring to be fed but not able to draw much. A native sledge accompanied us, with a man, his wife, and child, a little girl six or seven years old; they had only two dogs, but they kept ahead of us always; but their sledge was very light compared to ours. We had 14 days provisions, candles, lantern, cooking utensils, spirits of wine, spade, hatchets, tobacco for bartering and presents, and all sorts of comforts, while they had nothing but a skin or two for sleeping under at night, a few wooden utensils for cooking in, very light and few in number, and the child, who also got out and walked when the road was unusually heavy. The day was so thick that we could hardly see 100 yards around, sleeting and snowing, thawing as it fell, for the thermometer was only + 24°. When we got beyond Point Jackson the ice

Sledge Journey round
Cape Prince of Wales.

became very hummocky, 10 or 14 feet high. Within Port Clarence it was perfectly smooth.

It was after dark when we stopped for the night, having got as far as the end of the lagoon that skirts the north shore of Port Clarence; the water of the stream near it was flowing, and partially fresh. The native woman got up a fire in no time with a little charcoal, which they never travel without, and their own strike-a-light, a thing we rarely meet now-a-days, lucifers having put them out of vogue, but they are most useful, and sometimes indispensable as a stand-by; the man got the skin tent ready; the child sung and laughed, and as she was a good humoured little thing, she did good in her way by cheering us all up. We unpacked our sledge, and commenced rigging the tupuc* or hut—these tupucs are made with flexible rods or poles, stuck into the ground and secured at the top so as to form an oval about seven feet by six, over these is thrown the sledge skin, as it is termed, that is, five or six deerskins sewn together, the fur is inside and the skin out. This forms a tolerably warm protection against the cold; it is but small for three people, particularly when a lantern comes to be hung in the middle, and some of the provisions, &c. which cannot be safely left outside are handed in; but it is a shelter, and at the end of the day we are prepared to welcome it. So here, in the desolate shores of Behring Straits, were two families located with many comforts and all the necessaries of life around them; the first thing is to select a good site for the tupuc, the next thing to clear away the snow for a foot or more outside the intended size of the hut, so that the poles can be placed in the ground and the snow piled up round the sledge skin when it is thrown over, to keep the wind from blowing underneath; one generally in the meantime undertakes the fire, collects wood, and puts some snow in the kettle to melt, taking care not to put it on too fierce a fire at first, or until there is a little water melted, for fear of burning it, a most serious misfortune, which one of our parties experienced to their great discomfort. We found abundance of driftwood here, a great thing for the fire; we had some preserved meat, hot tea, biscuit, and grog; and although the sleet had wet everything we passed a very comfortable night. These skin dresses which we had on are very effectual in keeping out the cold, more so than almost any amount of woollen clothing; but they, like the people, stink abominably. We were travelling to-day about eight hours, estimated distance 12 miles.

Saturday, January 14.—Temperature + 25°. Up at 7 o'clock, an hour and a half before daylight; packed up and prepared for starting, but did not do so after all until near 11, on account of a heavy snow drift. Found the ice very heavy travelling. At times great care requisite ere we could move the sledge down between the hummocks. Ice much more heavily packed after leaving the sandy flat between Point Jackson and the rugged cliffs forming Cape York. Getting dark ere we could find a place with drift wood. Mr. Stevenson told me the natives had pointed out a gull, but I rather doubt it myself at this season; I neither saw it or heard it, although I did hear some ravens, the only living thing we met on the road, which is most desolate, the aspect of the country chills the spirit almost as much as the cold does the body. We did not accomplish more than six miles to-day, having started so late. The pleasure not of pitching the tupuc, but of getting it pitched, is great. The first blaze of the fire is cheering beyond measure, and hanging the light up in the tent, and passing a dish of hot pemmican fried with Edward's preserved potatoe into it, after having arranged the buffalo skins, is a well-earned pleasure. I do not think a gill of rum, of the usual strength, too much on these excursions; something in the middle of the day is almost necessary, and it is not always convenient or possible to stop to make tea, and at night one feels very glad of a glass of grog. I only had the half gill and a bottle of brandy, and had not taken any for the guide, but we soon found that we could hardly take it ourselves and not give him a taste, particularly in the middle of the day, as he worked hard at the sledge; one thing to be considered is, that as he had never been accustomed to it it was not so necessary to him.

Sunday, January 15.—II. Epiphany. Read the Prayers and Psalms. Temperature — 25°. Started about 9 A.M. New moon, but no change in the

* These people call every dwelling place a tupuc; the cabin under the poop, the lower deck, a skin tent, or their own winter huts, are all tupucs.

weather, frequent snow showers, very heavy travelling on the sea ice, sinking deeper than the ankles with the snow-shoes on, and up to the knees without them. The steep cliffs come down to the sea with apparently no beach whatever, and consequently not a particle of drift-wood. The ice packed very heavily in some parts. The cliffs in the rocks are for three or four miles inaccessible; at last we came to a ravine or small valley, in which we thought was a tupuc, but we were mistaken; neither was there any wood for a fire, we therefore went on, and, guided by the native, came to a tupuc which we were told existed about this part; it was not inhabited, and appears to have been built on purpose for wayfarers, as there appears a constant communication between Sinnaramute and King-a-ghee. It was not very dirty, and we found some wood. The native family took one side, and Mr. Stevenson, myself, and our native took the other. The fire was made in the tupuc, which nearly smoked us out. Altogether, I would rather have had our skin tent with the fire outside. We were very late in getting in to-night, being nearly 8 when we got the water boiled and tea made. We took pork with us, boiled on board, so that it was ready at once, and I think every body relished it more than the cold preserved meat, although the latter was very good fried with pemmican.

Monday, January 16.—Temperature + 2°. Yesterday we estimated the distance at nine miles. At 8.30 A.M. left the tupuc and descended the valley which we had not seen on the previous night: it has frowning cliffs and is very narrow and ravine-like. Our last night's shelter is on the right hand, looking north-east, the direction in which it trends; there is little to point out its situation, and, unless it was well-known, would in all probability be missed, as in fact the snow now all but covers it.

Our road lay again along the sea ice, which was very rugged immediately outside, but smooth where we travelled close to the rocks. Whether we were on a beach or not I could hardly say, I think not. The natives still in company with us, mostly a-head of us; but, as I said, they have so much fewer wants; on the other hand, they were always glad to come and have some of our supper, and the child came in regularly for some biscuit.

To-day we saw the sun for the first time for a month or five weeks, but it came on to blow very fresh, and the cold was severe (thermometer + 2°). Dogs making very good work of it, although the travelling was heavy. Snow-shoes indispensable. A water sky showed to the south-west, but the weather was too thick to speak decidedly. After a walk of five miles, came to the flat beach off Cape York. Dogs going very well. Stopped for a quarter of an hour at three tupucs called King-a-wic or King-how-common, immediately under a conical hill, with a broad valley to the westward. Through this valley a considerable river runs, which most probably unites with a stream from Schismareff Inlet, thus forming the promontory of Cape of Wales into an island. The mountain appears detached altogether from the range to the eastward, but, seen from seaward, they make very much in the same range. These tupucs form a sort of outlying station for the Sinnaramute people: they come here to catch seals, and also to get fish through holes in the ice. We understood that when the wind comes fresh from the north-east, to which the open valley behind entirely exposes them, they go to the tupuc we slept in last night for greater shelter.

We saw Cape Prince of Wales indistinctly, for the weather still continued very thick; the sunshine was but a passing gleam.

The ice was very rugged, but, although the sledge was on its broadside more than once, we righted it again without causing much delay. They are packed and secured with reference to these casualties. After going about two miles on this rugged ice, we turned on to the cliffs and had comparatively smooth ground to travel over. Finding a good place for the tent, and hearing from Inneraya, the native who was in company, that there was no wood for some distance, we halted and pitched our tent an hour before sunset, making amends for last night when we were three hours after sunset before we reached the tupuc.

The night was fine but cold; temperature + 9°. We estimated the distance to-day at eight miles.

Tuesday, January 17.—Temperature + 4°. Got up at six. Considered we were about 10 miles from King-a-ghee, we found out afterwards that we were 15. The peaked mountain over the Cape was in sight sometimes, but it was still too thick to see objects distinctly. Got our snow-shoes off, as we travelled along

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the stony beach or cliff above the beach, where there was little snow; it was a great relief to get them off when it was practicable, but it would be impossible to get on without them, it would be nearly as bad as walking in water. Ice very heavy and hummocky on the shore. Passed three very prominent graves and four or five deserted tupucs. Snow-drift very high against these places. Very thick mist. Passed the base of a very steep hill forming like a square shoulder apparently rising up to the conical hill of Cape Prince of Wales, which occasionally showed out. After some rough travelling and turning once or twice off the beach, we came out on a flat level plain. We understood from the natives, for we soon found that the man we had engaged as a guide had never been here before, that King-a-ghee was at the end of this beach; we soon found out our mistake. The drift-wood was now abundant. Several large casks thrown overboard from some whaler, the jawbone of a whale, the head of a porpoise, and quantities of blubber, on which our dogs cast longing eyes. We now approached the foot of the cliffs I have before mentioned as a square steep and rugged shoulder. Our farther progress along the land was impossible, and the sea ice was so rugged and hummocky that we found, with only an hour more of daylight, we should have every prospect of spending the night upon the ice, where we could neither get fuel nor pitch a tent. We therefore determined to defer our farther progress until the morning, more particularly as we thought proceeding in the dark would endanger the sledge. It was most fortunate that we adopted this resolution, for, from what we saw on the following day, we should most certainly have met with an accident.

We estimated our travelling distance to-day about nine miles.

We were in great want of dogs' food: these poor creatures are always half starved by the natives, and I am afraid we did not treat them too well: they eat the most revolting food, it is beyond description. We now found some walrus hide, which we cut up in strips; they devoured it as if it had been horse flesh; they always eat the harness, the snow shoes, or belts for dragging the sledge if they are not stowed away. To-night, one found its way into the tent and rummaged out a piece of pork, which he began to yaffle with great goodwill; some one going in, he ran off with it, but we were also sharp set, and gave chase and rescued it, it was our last piece, and I am not sure that the fear of losing it did not give it a keener relish in spite of the dog's teeth.

Wednesday, January 18.—Temperature + 11°. Up very early. Started before daylight but were obliged to stop when we got on the sea-ice, it was so rugged that we could not go on; the dogs had got hold of some blubber during the night and eaten too much of it, so that they could hardly move. We made very slow work from this and the extreme ruggedness of the ice: the actual distance perhaps was not 5 miles, but I am sure we went 11 or 12. We mounted a hill, while we stopped to rest the dogs, and soon saw that all hopes of visiting Asia this season were at an end; we could distinctly see the ice slowly drifting to the northward, certainly not more than two miles distant. The cliffs were extraordinarily broken, jagged pinnacles, coming down perpendicularly to the water's edge, the square shoulder forming its eastern termination still very prominent as a wall-like cliff, it is I think, the rounding point of the cape that is the extreme west of America.

The weather was unpromising, but as we approached King-a-ghee, cleared up, becoming at the same time much colder, but the sun shone out and cheered us up. It gave us much pleasure to meet several sledges going to the southward for wood, it was like approaching a town when the vehicles and traffic become more numerous; the child had been dressed and adorned by its mother in anticipation of our arriving, and I was quite amused by the eagerness with which the woman beckoned and hastened me forward to be the first to show me King-a-ghee, while endeavouring to explain all its glories. The place is a sort of capital in these parts and has four dancing houses, which is a very expressive manner of estimating the extent and population of a place. The ice had been very rugged to the southward of the cape, so much so, that we had great difficulty in getting on at all, and the sledge was capsized more than once, in fact the passes were so narrow and difficult that I was surprised that the sledges, heavily laden as they were, were not broken, which mishap did in fact occur on our return. On one occasion, our only passage was between the cliff and an immense boulder or detached mass, it was so narrow that we narrowly escaped being jammed; but on rounding the cape the change was great, the ice was as

smooth as in Port Clarence, studded with innumerable holes, each surrounded by a snow wall, within which people were fishing; our arrival seemed to attract a good deal of attention, and as we neared the village, the whole population turned out to meet us; men, women, and children, the latter shrieking and shouting, wrestling and tumbling one over the other with great glee; the anglers left their rods and lines, which they very dexterously haul up and wind on a short rod about two feet long, and accompanied us up the steep bank on which the upper village stands; we afterwards procured from them a few fish, which appeared to me a species of Capoline; they were very delicate good eating. The people clustered round us as an English crowd would have done round an Esquimaux, although we were fully clad in the native dress. We had a sort of introduction from a man well known to us, who lives on Grantley Harbour—"Kai-mo-ky," and our guide, on inquiring for him, found he was away for seal, but his wife, a very nice-looking woman, invited us in; I was quite pleased with the neat, tidy, and even clean aspect of the interior, the floor smooth, clean swept and polished, two cheerful rows of lamps or lights, burning almost with the brilliancy of gas, gave the place a most comfortable and warm feel, most grateful to us cold and wet as we were; still I must say the odour was intolerable, a mingled smell of urine and burning seal blubber. As the master of the house was absent I determined not to take up our abode at present, but to have a look through the village. The crowd around us was great, but they assured us "Petak-tig a-lig," that they did not steal, but that their neighbours in the lower village were "Anghee-roo-rak tig-a-lig," that is, great thieves. I suppose they observed that we were keeping a watchful eye over our sledge, and wished to set our minds at ease, and I must do them the justice to say that we lost nothing, nor did they offer even to pilfer anything that I am aware of. King-a-ghee consists of two villages, between which there appears to be some little rivalry; the one we took up our abode in is the upper one, situated a hundred feet or so up the hill, while the other is on a low spit, extending to the N.W. and N.N.W. I estimated the number of inhabitants at about 200 or 250 in each; there were from 20 to 30 tupucs in each, and in each tupuc there are at least 6 or 8 people, and in many 8 or 10; but these sort of estimates must be very vague. We were followed by at least 150 people, and very civilly invited into the dancing houses, poa-lalley tupucs, as we came to them: these were very far superior to the one at Sin-na-ra-mute, where we were detained so long, the entrance or passage higher or broader, so that it was sufficient to stoop low instead of going down upon hands and knees; the interior was really clean and cheerful, a spacious room 20 feet square, with brilliant lights in troughs of seal oil, the wicks formed of moss placed in a row at the edge, and fed by a piece of blubber hanging within reach of the flame; the light was excellent; I was reminded of the jets of gas often seen in shop windows, and the heat was far more than I could have believed, outside the temperature was -25° , and within it was $+36^{\circ}$. They were exceedingly civil, seating us down on the raised dresser or bench, which went all round, bringing some excellent water, which in this country is as great a civility as offering a glass of wine would be in England, and also some seal-stew, which I tasted and found very good, leaving no disagreeable taste or flavour; I was not hungry or I should have had no objection to have eaten more. There were eight or ten people in the place making snow-shoes, fitting spears, arrows, &c.; we went into two others which were not quite so large, and equally comfortable. I could not but admire the arrangement, it seemed to me a sort of club room, and I really think it would be very desirable could we have in our towns and villages places of this sort, where people might go and work or read, supported by all, and open to all; certainly these people are a lounging race with many idle hours on their hands, while in England every man's time is generally occupied; still I think it might be adopted with advantage.

We were treated with equal civility in the lower village, although their neighbours did give them a bad character. The more we saw of the people the more we admired their clothing; the furs were excellent, handsome, and even tasteful in ornament; the children fat, rosy, and happy, continually wrestling with each other.

Towards evening we were on the ice to witness the arrival of the sledges with the seal that had been caught; they are quite different to the draught sledges. It was quite animating to see them coming in, each with four dogs, at the rate of

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six or seven miles an hour; these sledges are called drawing sledges, are very small, will only hold one person, and carry hardly any luggage,* in fact, it would be difficult to place anything except what a man actually has on in them, but they are well adapted for speed; between them and the draught sledges there is no comparison, one is a light gig, the other a heavy waggon.

It came on to snow and sleet, and we therefore were glad to take shelter. Our sledge was unpacked, and most of its contents sent into the tupuc: although our things were much exposed, and the people crowding around us, we lost nothing. Our hostess was very civil in putting our things away, and notwithstanding the odour, which is at first intolerable, we were grateful for warmth and shelter. Our things were damp and unpleasant from the continued sleet and snow; this, although not so injurious as if we had had woollen clothes, is still sufficiently disagreeable; our mocassins also were thoroughly saturated, and sadly wanted repair, so that it really was with no slight thankfulness that we felt ourselves safely housed; they certainly have the secret of keeping their houses warm, and this without even doors, but by means of a long, low, narrow passage, looking from above more like a rabbit hole than a place for human beings; a hole in the roof is covered with a piece of the transparent gut of the walrus, admitting a very tolerable degree of light, a screen of the same sort hangs before the inner entrance of the apartment. The passage is always below the inhabited part, and the aperture communicating with it is not a bit bigger than is absolutely necessary,—in fact, encumbered with clothes, one has to squeeze and turn to get in at all; this is the secret of the warmth of their tupucs, the entrance is so small, and there is only one, so that there is no thorough draught, and they are besides buried in snow. The continual burning of the lamps keeps up a warmth that to us was most grateful, although at the same time it cannot be denied that the stink is abominable. We took our wet skin dresses off and hung them up to dry. Most of our traps were left in the outer passage, but they made no objection to our taking anything into the tupuc itself or household apartment. The man was still absent, but the woman gave us every welcome, and set to work to mend our mocassins, the walrus hide soles of which had been worn out, even a woollen sock was mended, with a piece of fawn skin, which Ed. Hill, to whom it belonged, said he should preserve as a curiosity. About an hour after sunset the men came in, we found that we were in the house of two brothers, Ar-naark-looke and Eemown, each of whom had two wives and two children, one by each wife. The passage was common to both, as was a cooking house, a miserable dirty hole six or seven feet long, and three or four broad, with a hole in the roof for the smoke; but on the right hand of the passage, another branched off leading to Eemown's apartment, which appeared in all respects perfectly distinct from his brother's. Ar-naark-look on hearing who we were welcomed us with great civility, indeed with a good deal of natural politeness. They had been very successful in catching seal, bringing in three. The women went out and thanked them most cordially. It seemed they pulled off their wet things and sat down on the floor, with nothing whatever on but their breeches, a pretty good proof how warm and comfortable the place must have been, the thermometer outside being -20° (52° below the freezing point).

The women soon brought the dinner in, hot and hot at intervals of 20 minutes, it consisted of large pieces of seal stewing in rich gravy, and looked very good; seven or eight sat down on the floor, and began to eat away with great gusto, fingers in the dish, knife at the mouth, with which they sliced away in a manner that had we tried it, our lips, noses, and fingers would have been in great danger: the last dish was hot gravy soup, which they helped themselves to in wooden ladles holding about a saucer-full, apparently as hot as they could well bear it. I tasted it, and found it very good, and I particularly dislike anything in the least rank or fishy: of this I could not perceive the least taint. After dinner a very animated conversation took place between them, which we by their motions, and a word here and there recognized, were quite able to follow as being a description of the sport they had had, and their success with the seal: it made me think of a sportsman in England describing being in at the death. The women attended on the men, and had probably eaten before they returned,

* I have, however, since seen that they do pack two or three, and sometimes even four seal-skin bags on these sledges, which would hold a tolerable amount of warm clothing and provisions; but such things as instruments or cooking utensils would not easily be carried.

but a young child about three years old was given a piece of blubber, roasted over the lamp, looking exactly like a lump of fried fat pork. He eat away, never taking it away from his mouth, but cutting it occasionally close to his mouth, with a short knife; he was fat and chubby, with a belly like a negro child fed on cassava. I was astonished to see this child two or three hours afterwards suckling with his mother,—they wean them very late. The little animal put down his lump of blubber while at dinner, calling out lustily, Ark-hun! Ark-hun! (Mother! Mother!) who put a wooden drum-like tub made of the bark of the birch towards him, which he placed close to his papa at dinner with his seal-hunting friends, sat down, —, and ran back to his blubber again. The utensil in question was as near his father on one side as the dish of seal soup was on the other; the odour is not surprising after seeing this.

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We had crowds of visitors, a succession of evening calls, most likely attracted by our being there; but about 9 o'clock they all departed, and we were left alone with the family. A sort of shelf or dresser extended along one side of the house or room, (which was about 14 feet square, in the centre about nine feet high, but at the eaves not more than five),—on this we slept. My bed was a fearnought bag, an excellent thing in these travelling excursions, as it makes mattress, blankets and all in one. We had the pleasure of being able to take our clothes off, which we had not done for the last 10 days; and the place, as I have said before, was so warm, that we did not feel the want of much clothing. As for washing it was out of the question, I disregarded it altogether; indeed I only took a comb with me.

The people of the house slept on deer skins underneath our dresser, the man went to bed between his wives, each child with its own mother. I suspect like our Saxon ancestors, they go to bed naked; at all events contrary to our custom, they got under the skins with their shirts off, but their breeches on. Both men and women wear breeches, but the coats or frocks of the women are differently cut in the skirts.

On the morning of the 19th January we received a very civil message from Ark-roo-ark, one of the chief people in the lower village: his tupuc was at the extreme of the spit (of which I made the eye-sketch adjoined). We therefore went down to call upon him. His tupuc was much the same as the one we were in; it did not appear to me quite so tidy and comfortable. He had two wives, and a host of children or dependents; for these people very often adopt children and bring them up as their own. The sledges coming in and departing formed a very animating scene. They travel fully four miles an hour, and when they brought in three or four seals behind them, the excitement was general.

We saw some very fine baidars on stages, some 38 or 40 feet long, and seven feet broad. It is with these, I imagine, they communicate with the Diomed Islands (that is, Ikmaaklitke and Ignelitke), and not over the ice, which appears very uncertain, and in fact, as we could understand them, it requires the combination of very calm and very severe weather ever to render the passage safe. We found several articles of Russian manufacture among them, especially knives, kettles, and mugs,—good strong manufacture, but not quite so neatly finished as English goods, not on that account the worse for these people. Their dresses, we understood, came from Asia, and, as I said before, they are really handsome, and tastefully ornamented. On returning to Ar-naark-looke's tupuc, I was glad to find that Mr. Henry Gilpin had arrived with Edward Hill and an additional supply of provisions. About 2 p.m. the town turned out to see him, as they did to see me. He was wet and cold, and his mocassins wanted repair, therefore I determined to wait another day. He was received into Elmown's apartment, so that we were both under one roof, although living with distinct families. We were very fortunate in pitching upon such a tupuc, for I did not see any we should have liked so well.

The country between King-a-ghee and Schismarief Inlet is not much inhabited. It is called the Tass-cockte country, and is frequented for hunting and shooting. We endeavoured by all means in our power to explain to them, that our object in wintering here was to succour some of our countrymen who are in want and distress; but I doubt if we made much impression. Their ideas run altogether upon barter, or providing for their immediate wants, and all their intercourse with European or American ships has so entirely possessed them

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with this idea that they thrust it upon us continually. I have been so deceived by reports, and, on enquiry, have found such ignorance of the means of communication or of affording any explanation, even in simple things, that I have long given up placing reliance on what is told me by people professing to speak and interpret. The jargon that goes on between us and the natives is sometimes amusing enough, but if anything serious is on the tapis, it is not by any means satisfactory. The people seemed to study and watch us continually, to wonder at us and the things we occasionally produced. They were particularly struck with our reading, surprised that our attention could be so riveted by what to them must have seemed so devoid of purpose. Writing also seemed to strike them. I was doubly glad to fall in with Mr. Gilpin, for, owing to the heavy snow-drift on our starting, we had been so delayed that we should have been pressed for provisions.

Although unsuccessful in our object, I do not regret having come. King-a-ghee is an advanced post, and if any people communicate with Asia they do, and are therefore more likely to spread the knowledge of our wintering here than any others. They are, besides, an intelligent race, and though uncleanly, very far removed from being degraded: in fact, the reverse. They are intelligent and ingenious in a very high degree—displayed in their habitations, in their boats, their sledges, and their weapons. I also think they are an amiable people. I never remember hearing any quarrelling or harsh words even between them, although one or two instances of stabbing have been mentioned, which I have reason to believe took place. One arose from jealousy, caused by success in shooting. I think they contrast very favourably with the natives of "Vancouver's Island."

I have said they are uncleanly, and they certainly are so; but I do not think them by any means indecent or even immodest, although their ideas about marriage are not strict; in fact, they only maintain a connexion as long as it is agreeable, but while the connexion lasts they are, I believe, faithful.

I must state what happened on one night when I was at King-a-ghee. I saw the lady having a wash in one of their wooden bowls or dishes. I said to the person who was with me, it being a rare sight, "She is having a wash! you had better lend her your soap." "It is of no use, sir," he replied, without moving a muscle. "Why not?" I asked. "Soap won't take with that, sir," said he again. "Why, good heavens!" I said, "you do not mean to say she is washing in urine?" "She is, sir; I saw it, and smelt it too,"—and so did I, as an awful whiff came across me at the time. She washed herself with it from the waist upwards, nose, ears, and eyes; then the child was called and went through the process. The fact is, they have no patent boilers or kettles, and therefore as they drink a great deal, they make nature supply the place. I particularly remember it, because my handkerchief fell down close to her, and she wiped herself with it, and then returned it to me. I was fain to make her a present of it, although it was my only one. No wonder that, with this and the seal oil lamps, and all the wants of nature being performed in so confined a spot, the odour is overpowering. Nevertheless, I lived for three days among them.

Friday, January 20, was a very bad day, but we could hardly have started had it been otherwise. We procured a quantity of dogs' food by barter; a supply of mocassins and "coppitocks," that is, tight overall frocks made of the gut of the walrus, which go outside the fur dresses, and in snow-drifts keep the snow from penetrating under the fur. They are of very essential use.

On the night before we started, after our host's acquaintances had taken leave, I collected all the family in our apartment, and began to make the two husbands, the four wives, and the four children a speech, endeavouring to make them understand the object of our being in Port Clarence, of the "Plover's" being at Point Barrow, and that if they relieved any of our countrymen they would be amply rewarded by the great chief Victoria. I also left them some tins, with the ship's name stamped upon them, enclosing a paper, stating the particulars relating to the ship, and requesting any one to whom they showed it to give them some trifling present. How much of this they comprehended, or will ever act upon, I can hardly say; but the concluding part they at all events understood, for it consisted in making all round, husbands, wives, and children, ample presents. We gave them, beyond their hopes I think, knives,

shirts, tobacco, beads, rings, bells, &c.; they certainly appeared very much gratified, and, I think, altogether our visit left a good impression.*

Sledge Journey round
Cape Prince of Wales.

Saturday, January 21.—Temperature, minus 11°. Although the weather was still very bad we started, the whole town again turned out to speed the parting guests, and with much shouting and shrieking dragged our sledges about 300 yards on the road round the cape, that is, the sea ice. We had sad work in returning through the heavily packed ice, and broke our sledge very seriously, which caused us much detention. In the end, however, I was not sorry, as it gave us another trait in these people's habits. We passed several sledges returning to King-a-ghee with wood, for, as I think I before said, there is no wood to the northward where the village is situated, but they are obliged to go five or six miles to the southward, round this heavily packed ice, to get every bit of firewood they use. This is a sad drawback; but no doubt the advantages of fishing, and having the open water so near, with the smooth ice on which to drive their sledges, amply counterbalances it. The circumstance, I imagine, tends to prove the existence of the northerly current, and also that the wood found in such abundance mostly comes from the southward. It was quite dark ere we got on the land, and we pitched our tent as quickly as we could, having been on the road about seven hours, although we had done little more than six miles; but it was equal to 12 of any other part of the journey.

Sunday, January 22.—Temperature +13°. We had to repair our sledge, and just as we had finished it, and were going to have prayers, we were surprised by three arrivals from King-a-ghee. Ark-roo-ark, the chief of the lower village, was one; they had heard that we had broken our sledge, and had brought another to barter with us, if we found it necessary to replace it. Although I believe it was in the regular course of trade with them, I must say I was much pleased with the promptitude with which they came to remedy our mishap; however they wanted too high a price for it, and we made ours answer sufficiently well. Our friends in the upper village had warned us that these people were thieves, and we certainly suffered some losses; Mr. Gilpin lost his flint and steel, and one of the men lost his knife. We, some three or four months afterwards, took justice upon this thief, by laying violent hands on his spear, telling him when he brought the knife back we would restore the spear. He had two or three companions with him, to whom he shouted out lustily while this act of justice was being performed, but they refused to assist him, and he mounted his sledge and started off full speed to ruminate on our mode, or ideas, of justice.

I was certainly glad to get quit of them, and after making Ark-roo-ark a present, we packed up and started. Our journey lay along the land, which was very favourable for travelling. Being Sunday, and the arrival of the natives having interfered with the morning service, we pitched early, having travelled about six hours, and accomplished nine miles of our homeward journey. We had dinner, read the prayers and psalms for the day, and retired to rest. I was glad to be free from the natives, they are not pleasant companions.

Monday, January 23. +4°.—Our dogs began to fail; it was also snowing the whole day. Passed our fourth sleeping place on the outgoing journey about 1 p.m.; passed near the deserted tupucs, but it was so thick that we could hardly see 100 yards around. Our native guide, or rather Mr. Gilpin's guide, was invaluable to us. His name is Pow-y-anna, and he certainly worked hard and well. I walked on before the sledge, as it was always necessary to have some one 20 or 30 paces ahead of the dogs to encourage them. If he saw me taking a wrong lead among the heavy, hummocky ice, he would shout out, "Hoy! Holloppy Solloppy!" waving me to go into a better track. That was the way they pronounced my name. Others were nearly as bad—"Gilpin" was "Killowpin," "Hobson" was "Apshin," "Sharp," "Sharpey," and so on.

The way was very tedious, we were often up to our knees in sludge and drift-snow, notwithstanding the snow-shoes. When dark, I determined to push in for the land, and pitch the tent in the first available spot. For the first time we found no drift-wood, although I afterwards understood from Mr. Gilpin

* Spades, small hatchets or bill hooks, butchers' knives with sheathes, glovers' needles, would be admirable things for bartering with these people; but all ought to be of good quality, strong and serviceable. No one knows the ill-will, suspicion, and distrust, engendered by bartering with inferior, bad articles, made to sell and not to use.

Sledge Journey round
Cape Prince of Wales.

that Pow-y-anna could have taken us a little further and shown us some; however, we had the spirits of wine to fall back upon, and we did very well. Our sledge was in a very bad condition, and I regretted not having taken advantage of our King-a-ghee friend's offer. We were, however, so near King-a-wic or King-how-common that Pow-y-anna went early in the morning and borrowed a sledge from the tupucs, with which we proceeded, having three sledges instead of two. Three crows passed us; such is the silence and death-like stillness in these regions that even such a sight and sound is worthy of note.

Tuesday, January 24.—Thermometer, zero in the morning; -26° in the evening; -30° at midnight. Snow and sleet all day. Felt almost wet through, even with double skin coats on; towards night it cleared, but the cold became intense, and wet as we were, our clothes became encased as it were with ice. I was most anxious to get into the land, for the sea ice was still rugged and sludgy, so that every five minutes or so we were ankle deep in what seemed to penetrate every pore. The sudden clearing up, pleasant as it was, being accompanied with such severe cold made us feel it bitterly; and Mr. Gilpin was seriously frost-bitten in the face while preparing the dinner and getting wood for the fire. These sudden changes, accompanied with a keen wind, try more than a far lower temperature. Our resting place was in an open valley, exposed to the north. I was quite thankful when the wind went down. The tupuc in which we slept going up was not a mile distant, but I had no wish to try it again, more particularly as Mr. Gilpin told me in his journey up he had slept there, and had been joined by two other parties, who so filled the place that he could not stir out the whole night; and that, in accordance with their usual habits, the stench became almost overpowering. It is not pleasant to dwell upon these things, but it is impossible to understand what these people are, and how revolting they at times become, without doing so.

Wednesday, January 25.—Thermometer -35° . A beautiful day, but very cold. Thermometer -28° , travelling along the rugged cliffs of Cape York, or that part of the coast between the valley beyond the Tussuc and Cape York. Ravines, steep cliffs, with little or no beach, characterize this part. No drift-wood is to be met with, and it would not be easy to get upon the land in any part, or to find 20 square feet of level ground. Snow very soft and heavy. Even with our snow-shoes we sank continually above the ankles. Just at sunset we got in upon the beach skirting the northern shore of Port Clarence, and again came on abundance of drift-wood. A remarkable double peaked point out, stands by itself in the centre of this valley, which, like that at King-a-wic, has every appearance of having been the bed of a river; but there is no stream of any magnitude hereabouts. We were all suffering from diarrhoea. Natives were worse than we were. Mr. Gilpin suffered very much. Some were inclined to attribute it to the pemmican, but it was more likely the exposure and over exertion:—the remedy, morphine, is almost as bad as the disease, it produces such a distressing drowsiness, when we feel at the same time that every exertion is absolutely necessary. Our dogs also began to give way, and were failing fast; from the first they were not by any means powerful. The day was so clear that we distinctly saw Ratmanoff or Ikmaaktlitke, one of the Diomed Islands. We were now about 18 miles from the ship, and had travelled nine hours, accomplishing about 12 miles. Temperature -35° .

Thursday, January 26.—Temperature minus 32° . A dark and gloomy morning. The night had been beautiful, but piercingly cold. The inside of the tupuc was encased in ice. We were rejoined on the night before by our companions on the up journey, Inneraya, her husband, and child. They only left King-a-ghee on Monday, but, as I said before, they are so much lighter as to luggage than we are, that they invariably make better work than we do, and they also understand how to manage the dogs better. They had but three and sometimes only two: we had five to each of our three sledges; notwithstanding their two dogs had less work than ours. The travelling was very good now we were on the Point Jackson beach. The natives erect numerous marks on these flat beaches, to guide them as they go when the snow is deep and the drifts heavy. We also came across some of the stacks we had made in September and October, when we were wooding down here in the ship. We got over about 10 miles to day. Temperature minus 20° .

Friday, January 27.—Temperature -23° . We packed up for the last time, and about 10 A.M. got sight of the ship. Travelling was heavy. Men and

dogs were both complaining. The two natives were both suffering much, and they had been of great assistance to us. We did not go into Sinnaramute, but kept on the outer beach. However, Pow-y-anna sent some seal and a bag containing hard frozen oil to his wife, by one of his neighbours whom we met on the road. We found the ice had in many parts separated from the land, leaving broad cracks, sometimes nearly a foot in width; these having been filled with snow, could not always be distinguished, and the sledges got into them every now and then, causing us much delay. Temperature minus 24°. About 5 P.M. we got on board, and were glad to find all well. James I. used to say it was too great a luxury for a subject to scratch himself; I felt it to be as great a luxury as I ever enjoyed. All our clothes were actually lousy; therefore the pleasure of taking them off and having a wash may be easily imagined.

Sledge Journey round
Cape Prince of Wales

ORDERS TO AND PROCEEDINGS OF MR. GILPIN, Clerk, H.M.S. "Rattlesnake."

Enclosure 2 in Commander TROLLOPE'S Letter to the SECRETARY
OF THE ADMIRALTY.

Her Majesty's Ship "Rattlesnake,"

MEMORANDUM.

Port Clarence, January 9, 1854.

As you have expressed a great wish to be employed on any travelling party that may be necessary in carrying out our orders, and as I am desirous that an officer should meet me on my return from examining the state of the ice in Behring's Straits—I wish you to prepare to start on Thursday the 12th instant, taking with you Edward Hill, ropemaker, and Pow-e-anna, a native of Sin-a-ra-mute, as a guide, and proceed to King-a-ghee with the provisions and presents, (the lists of which are prepared), and wait three days for my return; making all enquiries that your knowledge of the language may enable you to express, and endeavouring to ascertain whether any idea exists among the natives about Sir John Franklin's expedition, or that the object of the "Rattlesnake's" wintering in Port Clarence, and the "Plover" at Point Barrow, is to afford assistance to our shipwrecked or distressed countrymen.

I should wish you to pay liberally for anything, keeping an account of the same; and taking some papers expressing our object in wintering here, to give to the chief at King-a-ghee; also bring a tin case to leave a record of our visit, with an information-board, to be placed in a conspicuous spot at Cape Prince of Wales.

The route you will follow, will be that usually taken by the natives, branching off from the coast after leaving Cape York. I shall be employed at least three days after arriving at King-a-ghee, so that I shall expect to meet you there; but as I shall leave information with the chief of my proceedings; should I be absent when you arrive, you can occupy two or three days in examining the land to the northward, (particularly observing the state of the ice,) and in endeavouring to explain to the natives the object of our search; but as I should be sorry to miss you, or be in doubt as to your proceedings, I do not by any means wish you to prolong this search beyond three days.

If I do not return on Wednesday, 18th January, I should wish you to remain at King-a-ghee until you have only five days' provisions left, when you will leave the week's spare provisions for us with Ar-nark-look (Kaimoky's friend) or with Ark-roo-ark, the chief, as you may find best, and return to the ship with all the information you can acquire as to our proceedings, the wind or weather, or any thing that may tend to show when it is probable that we shall return, or if it is necessary that we should receive more assistance from on board.

(Signed) HENRY TROLLOPE,
Commander.

To Mr. Henry Gilpin, Clerk,
H. M. S. "Rattlesnake."

Enclosure 3 in Commander TROLLOPE'S Letter to the SECRETARY
OF THE ADMIRALTY.

Her Majesty's Ship "Rattlesnake,"

Port Clarence, January 28, 1853.

SIR,

IN compliance with your orders of the 9th instant, directing me to proceed to the native village King-a-ghee, at Cape Prince of Wales, to meet you with a

supply of provisions for yourself and party, and presents for the natives, I beg leave to enclose herewith a journal of my proceedings for your information.

Commander Henry Trollope, (Signed) I have, &c.,
H. M. S. "Rattlesnake." HENRY GILPIN, Clerk.

Mr. GILPIN'S JOURNAL.

Her Majesty's Ship "Rattlesnake,"
Port Clarence, January 28, 1853.

Sunday 15th.
January 1853.
Temperature 25 +.

Left the ship at 8 A.M. for King-a-ghee; stopped at native village Sin-a-ra-mute for half-an-hour to get a second sledge-skin, and to give presents to natives in compliance with Captain's orders; all much pleased. Proceeded on the lagoon, but sledge sinking deep in sludge ice we were on one occasion, obliged to take all the provisions, &c. out of the sledge, and carry them 20 yards in advance to get it out of the ice. Got on the beach; snow soft and deep; bad travelling; stopped at 4 P.M. for the night; supposed distance made, good 15 miles.

Temperature 31 +.

Monday 16th.
Temperature 19 +.

Started at 8.30 A.M., struck across lagoon to get on outer spit, stopped three times by sledge sinking deep in sludge ice; party of natives joined us on their way to King-a-ghee: too thick to see any distance; travelling on spit uneven; and bad ice outside, hummocky, as far as I could see, apparently firm. An abundance of excellent drift-wood all along the spit, some very good large spars. Passed over a river on to the land about four miles from Cape York; stopped at 3.30 P.M. about two miles from Cape York; supposed distance gone, 11 miles.

Temperature 22 +.

Tuesday 17th.
Temperature 24 +.

Started about 7.30, a very disagreeable morning, very dense fog, which continued all day; snow very soft and deep, travelling very heavy; stopped at native hut at Ag-go-luk; after getting all our gear into hut, and making comfortable for the night, was disagreeably surprised to hear that a sledge with eight natives were coming; passed a most disagreeable night in a small hut with 18 other persons. Supposed distance gone, eight miles.

Temperature 25 +.

Wednesday 18th.

Started about two hours before daybreak; two native sledges in company, snow soft and bad travelling over the land; for about three miles on the ice smooth and good travelling; stopped at three natives huts (King-ow-wuk) to shift some of our gear to an empty sledge going to King-a-ghee. From this place, as far as the eye could see, the ice very hummocky; proceeded over it for about two miles, then got on the land, where we found it very fair travelling. Stopped on the high land about 4 P.M.; supposed distance gone about 18 or 19 miles. Saw two hares, the only living things since leaving the ship.

Temperature 18 +.

Thursday 19th.
Temperature 20 +.

Started at 8.30, proceeded along the beach for about two miles, when we attempted to go over the land to King-a-ghee; but finding the snow too deep and soft, continued on the beach, and from thence on the ice round Cape Prince of Wales; ice more hummocky and worse travelling than hitherto; had great difficulty in getting the sledge along. Observed the ice two or three miles from the shore drifting through the strait to the northward and eastward. Several ravens about the high land. In the morning, on the beach, saw three ton casks, one with a small quantity of oil in it, also large pieces of whale, no doubt left by some whale ship. Arrived at King-a-ghee about noon; found here Commander Trollope and Mr. Stevenson, they having arrived the previous day.

Since leaving the ship have not seen any brushwood or tree of any description growing.

Friday 20th.
Temperature 23 +.

Fine clear day. Observed the open water in the strait, about two miles from the shore, also the ice drifting fast to the northward and eastward. Found the natives very attentive and civil, not inclined to steal; huts large and clean. Natives do not appear to know why we are wintering at Port Clarence, nor were they aware of the "Plover's" being at Point Barrow, or that any of our countrymen had lost themselves. As well as I could understand, they stated that it was very uncertain when it would be possible to cross over to the coast of Asia on the ice; they told me they did so when the weather was very cold with no wind.

Saturday 21st.

11 A.M. started from King-a-ghee for the ship with the captain, found the snow soft and deep, ice very hummocky; had much difficulty to get sledges along; snowing fast all day, with a fresh breeze in our faces. Stopped about 4 P.M. on the spit close to Cape Prince of Wales; found my sledge broken in three places; distance gone, about six miles.

Got up soon after daylight, shortly after several natives arrived from King-a-gee, on driving sledges, to know if we required any assistance, as they heard one of our sledges had broken down. Repaired sledge. Just before leaving found some of the natives inclined to steal, Mr. Stevenson having lost his knife and I my flint and steel. Started about noon; snow soft, and bad travelling, made but little way; stopped about 3 P.M., having gone about six miles.

Sunday 22d.

Started about 8.30, but owing to the snowdrift the last few days, found it very bad travelling, strong wind in our faces all day, snow falling fast. A most disagreeable day. Stopped about a mile from King-ow-wuk, about sunset; distance gone about eight miles.

Monday 23d.
Temperature 22+.

Bitter cold morning. Outline of land from Cape Prince of Wales to Cape York very distinct, everything frozen hard; much snowdrift during the night. Pow-e-ana, native, borrowed a sledge from people at King-ow-wuk, thinking we should do better with three sledges; travelling bad, sinking up to our ankles in the snow with snow-shoes. A most beautiful day. Stopped at sunset a short distance from native hut at Ag-go-luk; supposed distance gone eight miles.

Temperature 18+.

Tuesday 24th.
Temperature 0.

Fine day, ice hummocky, snow soft and deep, sledge sinking below the runners; stopped soon after sunset about three miles to the southward of Cape York, on the land. Joined by three natives on their way to Sin-a-ra-mute; supposed distance gone 11 miles. Suffering from diarrhoea.

Wednesday 25th.
Temperature 24-.

Thick day, small snow falling, good travelling. Mr. Stevenson, Tou-tar-shik, native, and myself, suffering from diarrhoea. Stopped on the spit at sunset; distance, about ten miles—about 12 miles from ship.

Temperature 26-.

Thursday 26th.
Temperature 26-.

A beautiful day, good travelling. Arrived on board the ship about 4 P.M. All well.

Temperature 28-.

Friday 27th.
Temperature 22-.

I beg respectfully to suggest, that in the event of any other parties being sent away, one gill of spirits and half an ounce of tea should be supplied as a daily allowance for each person.

I have much pleasure in stating that Edward Hill, ropemaker, conducted himself much to my satisfaction, and the native, Pow-e-anna, proved himself a an excellent willing man.

HENRY GILPIN, Clerk.

ORDERS TO AND PROCEEDINGS OF MR. HOBSON, MATE, H.M.S. "Rattlesnake,"
and Mr. BOURCHIER, ASSISTANT MASTER.

Orders to, and
Proceedings of,
Mr. Hobson, Mate.

Enclosure 4 in Commander TROLLOPE'S Letter to the SECRETARY
OF THE ADMIRALTY.

Her Majesty's Sloop, "Rattlesnake,"
Port Clarence, February 9, 1854.

SIR,

As I consider that it will be satisfactory to their Lordships, if Kotzebue Sound was visited, and the state of the caché left there by H.M.S. "Plover" in 1850 examined, it is my direction that you proceed to Chamisso Island, by the following route, Toop-cut-atawne, Tok-sook, Cove-e-aruk, Kek-to-a-luk, Ko-gru-park, Oboli, Show-e-yuk, thence to the head waters of the Spafarief, on to Spafarief inlet, and across the Sound to Chamisso Island. As far as we can discover, this route appears tolerably easy, with the farther advantage of being much frequented by the natives.

Kotzebue Sound was the original rendezvous agreed upon with Captain Franklin and Captain Beechey in 1826 and 1827; and on the "Investigator" leaving the "Herald" in August, 1850, it was not definitively settled whether Kotzebue Sound would, or would not, be the wintering place for the "Plover," therefore it might possibly happen that Sir John Franklin or Captain M'Lure might seek it as a rendezvous; it is with this view that I send you there.

You will be supplied with every comfort we can give, and I trust entirely to your care and caution in preserving yourself and your men from frostbite, and other casualties; remembering how much may be done, and has been done in far more difficult circumstances, and how utterly want of forethought may mar every effort, and seriously interfere with the more important destination of the ship.

You will be accompanied by Henry Toms, A.B. and William Lee, A.B., and will have provisions for 38 days.

Orders to, and
Proceedings of,
Mr. Hobson, Mate.

On arriving at Chamisso you will examine the place marked in the chart, near the cliff, close to the left hand or north-west root of the spit, on the N.E. side of the island, as the spot in which the provisions were buried, and as far as may be, satisfy yourself that they have not been disturbed, but without attempting to dig them up. You will then ascend to the summit of the island, and nail an information-board on the post erected by the "Herald," burying, 10 feet magnetic north from the post, a tin cylinder with an account of your proceedings, the date of your leaving the ship, of your arrival at Chamisso, and anything you may consider useful in aiding a party to reach this ship.

You will keep a journal of your proceedings, with an account of the weather, &c., and any remarks, however simple, that tend to give knowledge of the country, its contour, the trend of the valleys, the height of the hills, rivers, trees, brushwood, drift-wood, &c., the number of inhabitants, their food and clothing, the number of dogs they keep, &c. must always be useful and interesting. Pay particular attention to the state of the ice in Kotzebue Sound, in Spafarief Bay, as well as between Choris and Chamisso.

You will use the utmost care in issuing and economising your provisions, and as you are amply supplied with the means of barter, procure, whenever it is possible to do so, venison and fish; so that in the event of being detained by bad weather, you will not be distressed for food; with this view you will of course refrain from using your own store, when other food is to be had.

Pay liberally for anything you may buy, or for any assistance you may receive from the natives, and cultivate a good understanding with them, endeavouring as far as you can, to make them understand that our object in being here, is to relieve our distressed and starving countrymen, and that any assistance they grant them, will be amply repaid.

You will keep an account of your expenses, both as regards presents and barter, for my information on your return.

On Sundays I wish you to start an hour later in the morning, and pitch your tent an hour earlier, so that you may have time to read the prayers and psalms for the day, morning and evening.

After remaining a day at Chamisso, and making every inquiry in your power of any natives you may meet, I wish you to use all despatch in returning to the ship by the speediest and most practicable route.

Mr. William R. Hobson, Mate,
H.M.S. "Rattlesnake."

(Signed) HENRY TROLLOPE,
Commander.

Enclosure 5 in Commander TROLLOPE'S Letter to the SECRETARY
OF THE ADMIRALTY.

Her Majesty's Sloop "Rattlesnake,"
Port Clarence, March 21, 1854.

MEMORANDUM.

As Mr. Hobson and party were only provisioned up to this date, and as we hear no tidings of his return as far as Tox-sook; I am desirous of sending a farther supply to meet him at Show-e-yuk, about 35 or 40 leagues distant. I therefore wish you to proceed in that direction on Tuesday, March 21, taking with you Edward Hill and Henry Reynolds, provisioned for 21 days, with a farther supply of eight days for Mr. Hobson, Henry Toms, and William Lee.

You will make every inquiry on your road to avoid the chance of passing him without being aware of it, and leave the letters I have given you at Cov-e-arick, Kok-too-a-luk, Ko-groo-park and Oboll, or any other place you may consider advisable, with such further intelligence of your own proceedings as you may consider would be of service to him on his return. On arriving at Show-e-yuk, you will of course make all inquiries, and if unable to elicit any information from the natives, as to Mr. Hobson, you will, after remaining one or two days, leave the provisions (with whoever you consider most trustworthy), and a letter detailing your proceedings for Mr. Hobson's information, and return with all speed to the ship.

After leaving Show-e-yuk, I do not know which route Mr. Hobson pursued, therefore I do not wish you to proceed beyond that place, unless indeed you have certain information as to his position, when you would of course endeavour

to reach him. As you have had great experience in travelling in these regions, I need hardly repeat the necessity there is for taking due care of yourself and the men accompanying you. On no account omit changing at night, always keeping dry socks and mocassins for that purpose, even if you have to put wet ones on re-commencing the journey. I always wish the Sunday observed by reading the prayers and psalms for the day, and also, if practicable, by making a shorter journey than on other days.

Given under my hand on board Her Majesty's Sloop "Rattlesnake," Port Clarence, March 21, 1854.

(Signed) HENRY TROLLOPE,
 Mr. Thomas Bouchier, Acting Master, Commander.
 H.M.S. "Rattlesnake."

Orders to, and
 Proceedings of,
 Mr. Hobson, Mate.

Enclosure 6 in Commander TROLLOPE's Letter to the SECRETARY
 OF THE ADMIRALTY.

H.M. Sloop "Rattlesnake," Port Clarence,
 April 11th, 1854.

SIR,

I HAVE the honour to inform you that, in pursuance of your order, dated February 9th, 1854, I have visited Chamisso Island and examined the site of the provisions left there by H.M. sloop "Plover" in 1850, burying a record of my having been there, ten feet magnetic north from the pole erected by H.M.S. "Herald," with information as to the route that should be pursued by a party retreating upon this vessel. We reached Chamisso on Sunday evening, March 5th, having followed the route laid down in your orders, as far as Show-e-yok, which lies about 120 miles to the north-east of this place, after which it was no further practicable.

The coast was struck about 85 miles to the westward of Cape Deceit, on the ninth day after leaving Show-e-yok, at which place my guide deserted me, and I obtained another with considerable difficulty, for the reward of a double-barrelled gun. The road by which he led me is little frequented by the natives, of whom very few were met with. After a careful examination of the place, I am convinced that the depôt is unbroken, but the notice painted on the rock overhead is nearly effaced, and at present illegible. The only word I could distinguish was "provisions," with the date (1850), and a few straggling letters. It would, probably, be more legible when the frost is off the ground. The fragments of a heavy clinker-built boat, completely destroyed, are strewed about the place. We started on our return to the ship on the 6th. Met Mr. Bouchier with a supply of provisions for us on the 24th, and reached the "Rattlesnake" at 6.30 P.M. of the 27th March, having been absent 47 days, and travelled 560 miles. During the whole time we have enjoyed perfect health, and returned none the worse for the severity of the weather we experienced.

Our progress has been much delayed by bad weather, and the loss of our dogs, which, notwithstanding that we were able (with one short interval) to procure them ample food, with only two exceptions fell victims to a distemper prevalent amongst the native dogs.

Our treatment by the natives has been hospitable, and our intercourse with them most friendly, with the exception of those at Show-e-yok, who robbed us, and on our second visit seemed much inclined to molest us, the particulars of which are given in my journal.

I do not think that they comprehend the object of our visit, and seem to pay little attention to promises of future reward for assistance they may render to people whose business or situation they are unable to understand.

The ground we have passed over is an almost unvaried succession of low rounded hills, composed of morass; no vegetation is seen, except on the banks of the rivers, which are tolerably thickly clothed with dwarf willow. I have seen nothing that would bear the name of a tree in the whole distance travelled. I herewith forward a journal of my proceedings, with such remarks as I have been able to make on the heads pointed out in your orders. I can suggest no other improvements in the victualling of any future parties that may leave the ship than that the meat taken should be equal parts of preserved meat and pemmican, and an increased allowance of Edwards' preserved potatoes. The

rum should be concentrated, as we found that, when reduced, it froze with a comparatively high temperature.

In conclusion, I beg to recommend to your favourable notice the two men who accompanied me, namely, Henry Toms (A.B.) and William Lee (A.B.) Their conduct during our absence from the ship has been most praiseworthy; they were active, willing, and cheerful throughout.

I have, &c.

WILLIAM R. HOBSON,
Mate H.M. Sloop "Rattlesnake."

JOURNAL OF THE PROCEEDINGS OF MR. W. R. HOBSON (MATE) AND PARTY UNDER HIS CHARGE, WHILST TRAVELLING FROM PORT CLARENCE TO CHAMISSO ISLAND, AND RETURNING TO THE SHIP. Between February 9 and March 27, 1854 (inclusive).

Journal of Mr. Hobson,
Mate, from Port
Clarence to Chamisso
Island and back.

Thursday, February 9, 1854.—Thermometer -33° . Started from the ship at 7.30 A.M., with two sledges, nine dogs, and provisions for 38 days, accompanied by Henry Toms (A.B.) and William Lee (A.B.)

On first starting we had no difficulty in getting on, but in crossing Grantley Harbour found the snow heavy and our strength insufficient. After trying every method I could devise, without success, we were obliged to quit one sledge and drag the other to the beach, returning for the second as soon as we landed; this caused a delay of not less than two hours. One of the sledge dogs here refused work; he had shown symptoms of illness before leaving the ship, I therefore had him cast off to return if he can. Found the travelling along the beach easier, but still had great trouble in getting both sledges along together. At sunset we were about two miles from Tup-cut-a-toui, and the dogs so fagged as to be unable to get on, we were therefore obliged to put all our strength on the heavy sledge, leaving the other; shortly after doing so, met Tudlig, who is to be our guide, and reached Tup-cut-a-toui, about 5.30, from which place I despatched a native and four fresh dogs to bring up the light sledge; it arrived in about an hour and a half. We put up here for the night. Time of travelling 10 hours; distance about 10 miles. Several deer were seen in the distance during the day. The number of natives at this place is about 30, present at all of whom are suffering from coughs.

February 10.—Thermometer -30° . Packed and started about 8 A.M., accompanied by Tudlig and his wife, having borrowed one dog. The morning was clear, with a keen N.E. wind, which we lost on entering the gorge; found the travelling very good. The ice had in many places fallen away from the beach, in such a manner as to appear that the water has fallen considerably since its first being frozen over; several hares were seen whilst passing through the gorge, where the cliffs are high and steep; it is the mouth of the river Cug-i-oe-to-uk.

At 11.30 reached Tocsuc, a village of three huts; I tried to purchase a dog there but without success; there were only three about the place. Foreseeing a night in the snow, I procured a set of benders, to make a hut with. Proceeded after remaining about half an hour in the village. Shortly afterwards a herd of 11 deer passed almost within gun-shot distance of the sledges. We were now crossing a large sheet of water, almost a lake, called by the natives I-mou-ruk, where the travelling was very heavy. At four o'clock, having reached the last point where we could obtain brushwood, pitched for the night, under the lee of a cliff. Our hut is made with seven slight bent poles or benders, and the sledge skins, which are each six deer skins sewn together. The poles are fixed in the snow, bent over at the top, and lashed, forming a circular framework about four feet high in the centre, and covering just sufficient space to allow five persons to lie upon. The snow shoes are stuck into the snow between the poles to prevent the lower part of the skins from being pressed in. The sledge skins are then thrown over, and snow heaped round the sides to keep the wind out. When procurable, a little dry brushwood to lie upon. This is the native plan, to which we add our tent bottom, which is a great improvement. Time of travelling eight hours; distance about 11 miles. Going out of the hut a little before 12 o'clock, I observed the thermometer standing at -39° , with rather a good aurora. On taking the glass inside it rose to $+05^{\circ}$.

February 11.—Thermometer — 36°. Packed and started at 6.30 A.M., crossing the lake. On our right hand the Kig-li-wi-ak hills rise almost abruptly from the margin, whilst on the left the land is low, and composed of the low rounded hills which seem to be the main feature of the country about here. I observed a deep gorge leading to the eastward, through the Kig-li-wi-ak range. After travelling about two hours, found the second sledge considerably in the rear; stopped, and sent the dogs back; on its coming up shifted the weights, and gave them one of our dogs. Arrived at Cuv-vi-i-rook at 6.45, after 12¼ hours of heavy dragging, during which time we travelled about 18 miles. Put up for the night at a deserted hut; there are seven here, all large. The inhabitants are absent now, hunting.

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February 12.—Thermometer — 34°. Read prayers. Started at 8.30. In getting the sledges down a steep bank, the light one (No. 4) broke down, and was taken back to the hut, where I left it, and the sledge skin lent by Ki-mo-ki; packed everything on the remaining sledge and proceeded; it was nearly ten o'clock before we got away. Struck the banks of a river called by the natives Cug-i-oe-to-uk, almost immediately up which we travelled, at times striking across the land to avoid a bend of the stream. The travelling generally was very heavy, it being at times as much as we could do to start the overloaded sledge. At 3.30 arrived at two huts called Hung-i-ow-ret, where there are about 30 inhabitants, children forming the greater part of the number. The banks of the river are thickly clothed with brushwood (dwarf willow), amongst which a great number of ptarmigan were seen. As we are informed that the road to Kek-to-a-lek is very bad, I resolved on not pushing on. I am not altogether sorry that we have made such a short day's work, as it is Sunday, and our clothes want drying; the dogs will be none the worse for a little rest. The huts here are small and dirty, but the people seem tolerably well off; they have abundance of hares, ptarmigan, and fish, and a good many dogs. Read the evening service.

February 13.—Thermometer — 40°. A clear calm morning. Started at seven, having bartered seven ptarmigan. Found the road overland so bad as to force us to keep the course of the river, which was pretty fair travelling, but increases the distance much. The banks are thickly lined with brushwood and literally teeming with ptarmigan. The sledge running tolerably lightly, I got out of harness and shot three; I could easily have killed many more, but they sat on the bushes in places where they would have fallen into thick snow and been lost; even shouting at them would not make them fly. At 1 P.M., passed Kek-to-a-lek, which is deserted; opposite this place we found clear running water, where the river had been dammed, seemingly for the purpose of fishing. 3.30 arrived at Noo-kei-row-e-lek, two inhabited huts; the people seem well off, but refuse to sell anything for dogs' food; I therefore fed them on ptarmigan, reserving the remains of what was brought from the ship as a stand by. Shortly after our arrival a man brought in four hares he had just snared. There are about 15 inhabitants here; they will by no means permit us to put anything on their fire, although there is a large one in the hut; there seems to be some superstition against it. They have many dogs, but refuse to sell any. Time of travelling, nine hours; distance, 16 miles. The temperature has been so low to-day that some brandy I had with me was frozen, no uncommon occurrence with the reduced rum.

February 14.—Thermometer — 22°. Started at 7 A.M., a fine clear morning, with a light northerly breeze. Found the travelling good, making considerable progress along the river. 8.30, struck across a piece of land where the road was better than any land travelling we have yet met with. On striking the course of the stream again we were obliged to take the dogs out and lower the sledge down a steep bank. Since starting this morning, we have been passing some strange peaks on our right; one on the top of a slightly rounded hill has much the appearance of a ruined fortification. The banks of the river are less thickly clothed than nearer the mouth. A few ptarmigan were seen. During the day we passed two inhabited huts, at the first of which we were unable to procure dog's food, but succeeded in getting some large fish at the second. It was about 3.30 P.M. when we passed this hut, and Tudlig, who had become exceedingly lazy and useless, wanted to remain; I however determined on pushing on. He remained behind on pretence of getting his moccasins mended, saying he would follow. After travelling until dark, we saw two deserted huts and a

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boadar, which I supposed to be Ko-gru-poik, the place I wanted to fetch, and prepared to remain there for the night. When the sledges were unpacked and the hut cleared, Tudlig, and his wife, who had also remained behind, came up and told us we were not at Ko-gru-poik; it was too late now, so we had to make the best of it. The hut we chose, although better than the other, is little short of ruinous. We found it excessively cold during the night, from which cause my watch stopped; this will prove a great inconvenience. Time of travelling, 11 hours; distance, 15 miles.

Wednesday, February 15.—Thermometer — 22°. Packed and started about 8.30, having made a later start than usual, from misjudging the time. Passed Ko-gru-poik about 11.30, and pushed on without stopping, hoping to reach Obell to-night; the road, however, became so heavy as to plainly show that we had but little chance of doing so. The river, as it narrows, is less clear of snow, and the travelling consequently heavier. Took the land at 3.30, and pushed on until nearly dark, when, getting into heavy snow, and the dogs, from sheer fatigue, refusing further work, I found that it was useless to attempt proceeding, our strength being barely sufficient to start the sledges; we therefore pitched for the night, under the lee of a low hill. Our hut is made in the same way as when we first slept on the snow, except that we were forced to substitute the tent bottom for the sledge skin left at Cuv-vi-e-rook, and had nothing to lie upon but a buffalo skin. I am sorry to see a mist over the hills this evening, which I have observed to be a certain forerunner of wind. Time of travelling 9½ hours; distance, 12 miles. There being no wood near, we were obliged to content ourselves with some frozen pork and tea boiled by the spirit lamp.

February 16.—Thermometer—23°. Started without breakfast at about 9, only intending to reach Obell to-day. Shortly after leaving our camping place a strong north-easterly wind sprung up, sweeping across the plain that extends for a great distance before us, with a cutting severity that I have not before experienced; we were passing along some rather high cliffs, which were almost hidden from us by the snow drift; we got on with great difficulty, the dogs almost refusing to face the snow drift. Reached Obell at about 3 P.M., having come six miles in as many hours, with exceedingly hard labour. One of our dogs died almost immediately we arrived; he gave up work, and seemed to be taken ill exactly in the same way that the other one we lost was. There is a man ill in the hut we put up at, apparently with cold and asthma, the women therefore refuse to sew anything for us, although our mocassins are much out of repair. I hear that a child has died here lately. We had much trouble in procuring wood and making a fire; the people will not suffer us to cook in the hut. As far as I can discover, this superstition is in some way connected with their catching deer; they do not seem at all willing to explain it. During the evening an old man performed a strange incantation for the recovery of the sick man. Seating himself before the fire, in a crouching position, he commenced shaking a skin between his hands, and rapidly uttering strange guttural sounds, seemingly only a few words, which he constantly repeated, being occasionally joined by others of the party, but only in ejaculations. My knowledge of the language is insufficient to allow of my catching the sense of what he said. This lasted for more than an hour and a half, during which time the chief performer never for an instant ceased shaking the skin, or altered his position in the slightest. About 12 o'clock at night I was awakened by one of the natives lighting our candle, and, without speaking, turned round to watch proceedings. The sick man was groaning much, and seemingly in great pain; an old woman passed a skin band round his head, with a stick attached to it, which she used as a handle to lift and lower his head by; at times he permitted this to be done, but at others obstinately refused, on which she pronounced a few words (always the same), the only one of which I could catch was their name for the evil spirit (Ee-ri-goek). There are three huts at this place, and about 50 inhabitants, a large proportion of them children. They seem well off for venison, clothing, &c., but have few dogs, which they refuse to barter.

February 17.—Thermometer—17°. A light air from the northward. Started from Obell about 7.30, having had much difficulty in getting Tudlig out of the hut; he is exceedingly lazy and sulky, and evidently disinclined to proceed. Shortly after starting the sledge capsized in going down a steep bank. I rather suspect Tudlig, who was leading the dogs, did this for the purpose, as he made a sharp turn in a manner that no one so much acquainted with the management

of a sledge as a native must be would be likely to do by accident. When we were righting and restowing the sledge, he laid down and refused to assist. On first starting, we followed the river for a short distance, then striking across a low hill, we got upon an extensive plain, where our progress was slow from the heaviness of the road. Several small rounded hills spring from the plain, having much the appearance of islands. A great number of deer were seen during the day; towards the evening, a herd coming rather near, I despatched Tudlig to try and shoot one; he fired a good many shots without success. About five we again struck a bend of the river; shortly afterwards the sledge, shooting rapidly down a steep bank, broke the ice, and remained fixed; we all got wet up to the knees. I was much afraid that frost bites would be the result; this was fortunately not the case. I think the low temperature caused the water to freeze on our mocassins too quickly to penetrate much. We were forced to unload the sledge, and take it some distance round before we could get sound ice. I attribute the weakness of the ice in this place to rapid springs. It was nearly 8 o'clock before we reached the hut, all a good deal tired, having had 12 hours most laborious dragging, and made about 14 miles. The name of this place is Poe-loe-low-reuc. There is one large hut inhabited, and several more or less ruinous in the vicinity. There are about 25 people here, who seem well off, but have few dogs, which they will not part with.

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February 18.—Thermometer—22°. On packing the sledge this morning I discovered that it had been so seriously damaged by its capsizing yesterday, and the descent through the ice, as to render it useless for us to proceed with it; one of the runners was snapped and all the arches broken; I therefore exchanged it with a bunch of small blue beads and eight hands of tobacco for another, the best I could get, but much inferior in quality to our own. Packed and started about 8.30, having bartered a double haunch of venison, two hares, and three ptarmigan. Morning fine and clear, with a light northerly wind; found the travelling heavy. Arrived at Show-e-yok (a village of four huts) shortly after 3 o'clock, having travelled about seven miles in six hours and a half. This being the last village met with for several days we remained here to get a supply of dogs' food. The huts here are two and two, considerably detached, so as almost to form two distinct villages. The inhabitants are well clothed and have a large supply of venison, which they seem ready to barter; of dogs they seem to have no more than they require for their own use, I have been unable to barter one. The natives here are less civil than we have found them elsewhere, and evince a strong disposition to steal anything they can lay hands upon.

February 19.—Thermometer—25°. The natives being troublesome I dispensed with reading prayers; packed and was ready to start about 8 o'clock, when I discovered that Tudlig had made up his mind to proceed no further, nor could I prevail upon any man in the village to become my guide, even for the reward of a gun. Truly, the native reports of the road are far from encouraging; they describe it as hilly and unfrequented, without brushwood, or any possibility of procuring supplies. I can gain no information as to the probable number of days it will take to reach the coast. As a last resource, I started off for the hut I slept at last night, in rather a despairing mood, and repeated my offer of a double-barrelled gun, which to my great joy and surprise was accepted by an old man named Ow-wock; the only preparation he required to make was putting a supply of dry grass and tobacco into his bag, and he was ready to accompany me; resolved not to part with him again. We returned together to Show-e-yok, and start to-morrow morning.

I wrote a short account of our proceedings to Commander Trollope this evening, which I intend giving Tudlig to deliver.

February 20.—Thermometer—20°. The guide I engaged yesterday told me this morning that a man in the village would lend me a capital sledge. I quickly struck a bargain with him, giving 10 hands of tobacco and a shirt. Another man lent me a dog, for which I gave five hands of tobacco and a few blue beads. I considered it better to take both sledges with me. Whilst packing the sledges, I discovered that our axe, two large knives, and some tobacco had been stolen. I succeeded in recovering the axe and one knife, but could get no clue to the other things. Some small gear was also taken, amongst which were a spoon, some matches, &c. Started about 7.15; finding the road better than I expected; there was a sharp N.E. wind which rendered travelling very unpleasant, especially as our road was across some hills. Lee got his nose

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and wrist frost-bitten, but not severely. Our progress was good, the snow being very hard frozen; several deer were seen whilst on the hills. About 2.30 struck the course of a stream called by the natives E-nu-lu-muk, which I think is a tributary to the Cug-i-oe-to-uk; before we got into the course of the river our guide stopped and made a small fire, for what purpose he would not tell me. The snow being blown off the river we made great progress along the smooth ice. There are a great number of large stones along the banks and but little brushwood. Shortly before stopping for the night a pack of at least 40 hares started from a small patch of brushwood; I tried to get a shot at them, but without success. Pitched for the night at 4 P.M. under the lee of a cliff close to a patch of dry brushwood. On opening the sledges we discovered that at least 30lbs. of biscuit had been stolen from us at Show-e-yok, which is a most serious loss. A great number of hares were seen along the banks of the river. Time of travelling $8\frac{3}{4}$ hours; distance about 14 miles.

February 21.—Thermometer -28° . Packed and started about 7.15, with a good road. For the two first hours we were able to keep the dogs at a smart trot. As we got further up the river found the snow lay heavier on the ice and the banks less stony. The land on both sides of us is still a succession of low rounded hills, composed of morass. The course of the stream is rather circuitous, but enables us to make good progress. One fox, a great number of ptarmigan, and the tracks of many deer and some wolves were seen during the day. The weather has been dark and gloomy. Towards the afternoon a stiff north-westerly wind sprung up, which, however, from the shelter afforded by the banks of the river, did not incommode us much. At about 3.30 we came to a bend where the stream winds back nearly in the direction from which we had been coming. Shortly after passing this, saw a small deserted hut, where, as it was now blowing very hard, with a considerable snow drift, I determined on passing the night. The hut is called E-tum-ner-it, and is the smallest that I have yet seen: it seems not to have been inhabited for a long time. Time of travelling, $8\frac{3}{4}$ hours; distance, 13 miles.

February 22nd.—Thermometer -15° . Blowing nearly a gale from N.N.W. with so heavy a snow drift as to render it impossible to travel. The hut had been bitterly cold during the night, but by raising a large fire we contrived to keep ourselves warm at the expense of being almost suffocated with the smoke. On going down to the sledges in the evening, for the purpose of feeding the dogs, I found that they had torn the tent bottom, which we use as a sledge skin, so much as to allow them to drag out a bread bag, in which some of their food is kept. Towards night the wind fell, and the weather assumed a better appearance.

February 23.—Thermometer $+4^{\circ}$. Shortly after waking this morning, received a call that soon put us upon the alert. Toms, who had gone down to the sledges, called out to me that they were both gone, and that he thought he could see them some way down the river. I could attribute this to no one but the natives, and remembered that our fire-arms had not been brought into the hut. Arming ourselves with heavy sticks, we started in pursuit of the supposed marauders, but were glad to find the sledges safe at the bend of the river. After satisfying myself that the contents were untouched, we dragged them back to the place they had been left at. It turned out that our guide had removed them during the night, to be out of the way of the dogs and snow drift. Packed and started at about 8.30, having been some time delayed refitting our harness, &c, which the dogs had torn to pieces during the night. They gnawed the canvas and rope to pieces, besides utterly destroying two pairs of snow shoes that had been left within their reach. After following the course of a small stream, which falls into the river near where we slept, for about three hours, we commenced the ascent of a steep hill, up which we were obliged to take the sledges separately. It was two o'clock before they were both up. Shortly afterwards we struck a small mountain rill, the course of which we followed until about four, when we came to some old deer snares, and pitched near them. They supplied us with wood for cooking. There are the largest pair of deer's antlers near them that I have ever seen, save those of the moose, which they nearly approached in size. The hills we are crossing are excessively barren; nothing but a little withered grass and stunted brushwood (the latter very scarce) is to be seen. Time of travelling, $7\frac{1}{2}$ hours; distance, 8 miles. Both of the men are complaining much

of their eyes, from the effect of yesterday's smoke. The day has been dark and gloomy, with a light easterly wind.

February 24.—Thermometer — 3°. Packed and started at 7.30. A most unpleasant morning, with a light easterly wind and snow-fall, which increased as the day advanced. For some miles we travelled over a succession of low rounded hills, composed (as indeed all the land about here is) of morass. At 11 A.M. struck the course of a stream, the same we followed yesterday afternoon, here much increased in size. It bears the appearance of the head waters of a small river, which must lead us to the coast soon. After travelling down it for three hours, brushwood again began to make its appearance, and a few ptarmigan were seen. A slight break in the weather showed us a rather high and sharply outlined peak, bearing nearly west from us. About 4 P.M., finding a convenient place, we made our hut by the left-hand bank of the stream, near a patch of tall dry brushwood. Time of travelling, 8½ hours; distance, 15 miles.

February 25.—Thermometer — 8°. Packed and started at 7. A considerable fall of snow had taken place during the night, which makes the travelling very heavy; the wind still continues to the eastward. Whilst following the course of the stream many ptarmigan were seen. At 1 P.M. struck across a hill to the eastward, up the steep part of which we had to drag the sledges separately; after getting them up, we continued ascending a gentle slope until about 3, when we commenced the descent, and camped at about 4.30 at the foot of the hill, near a small lagoon where there is brushwood. Time of travelling 9½ hours; distance 14 miles.

February 26.—Thermometer -- 3°. Read prayers, packed and started at 8; wind from the S.E. with a light fall of snow; travelling tolerably easy. There are two remarkable peaks visible to the westward of us, which I suppose to be either the Asses or False Ears. At 10 reached an extensive plain which stretches as far as we can see before us. We here met two natives, the first seen since leaving Show-e-yok. Shortly after 12 arrived at Kip-lik-tok, a village of four huts; the only people there are two women and some children, who are particularly dirty and ill clothed; the men are all out hunting. There seems to be a good supply of venison in the place. There are very few dogs about. I observed that before we entered the village the women lit a small fire in the track we were to pass over; they hailed the guide to stop until it was done; I was unable to discover the meaning of this, but conclude it is some superstition regarding the arrival of strangers. We purchased a hare, about 15lbs. of venison, and some dogs' food, for a little tobacco and some needles. They would by no means permit us to chop the dogs' food with the edge of an axe, but had no objection to its being broken up with the back; I have noticed the same thing at other villages. As it was early in the day, I only remained about half an hour, and then pushed on until 3.30, when we pitched by the banks of the river which we had struck again at Kip-lik-tok, but did not follow as it is very winding. We saw a very large quantity of deer on the plain, and met one native who was hunting. One of our best dogs refused work this morning, but I hope may recover, as he took his food greedily. Time of travelling 7 hours; distance 12 or 13 miles. Read the evening service.

February 27.—Thermometer — 22°. Started at 7.30; travelling across the plain, at times crossing a bend of the river, which is called by the natives Pittock, and steering for a low point about 10 miles distant. About 12 passed a village, which we are told has been lately deserted, on account of three men having died there. 1.30 passed the last brushwood that is in sight; we therefore put sufficient on the sledges for cooking, and pushed on; reached the point seen in the morning about 3, and stopped at 4 under the lee of another, about a mile and a half further on. The ground we have been passing over for the last two hours is exceedingly rough, and in summer is, I should imagine, an extensive marsh; there is no high land to the northward of us, and altogether the place has the appearance of a river's mouth. I expect to strike the coast to-morrow; the road has been very bad all day. Time of travelling 8½ hours; distance 11 or 12 miles.

February 28.—Thermometer — 3°. Packed and started at 8, with one sledge, and ten days' provisions, being convinced that we are close to the coast, and not many days' journey distant from Chamisso. I left the other in a conspicuous place near where we slept, and buried the remaining provisions and every thing else we could spare close to it. For two or three hours after starting we

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were travelling over a frozen marsh; about 11 we had emerged on to clear ice; I broke and tasted it, and found it perfectly salt. About 2, we were abreast of a low point, and after rounding it found the land trend to the southward considerably; I therefore conclude we are to the westward of Cape Deceit. Not a vestige of brushwood is to be seen; the hills, which are low and rounded, are bare of anything approaching vegetation; the ice in some places rough and slightly packed. In the afternoon the dog borrowed at Tup-cut-a-toui gave up work; as he was evidently dying, and in much pain, I shot him through the head. The dog that was taken ill yesterday gave us much trouble to get him on; I fear he will not last long. Pitched for the night at 4.15 close to the beach, where we found plenty of drift wood, most of which seems to have been thrown up some time. Whilst we were making our huts, &c. a number of deer passed near us, I despatched the native to try and shoot one; he returned in about an hour and a half in great glee at having succeeded. This being his first attempt with the gun, I am very glad that he has got one, as I am thus supplied with a good stock of dogs' food. Time of travelling $8\frac{1}{4}$ hours; distance 15 or 16 miles.

March 1st.—Thermometer $+20^{\circ}$. Started with the empty sledge at about 6 A.M. to bring in the carcass of the deer shot yesterday, leaving one man to cook breakfast. On coming up to the place where it was buried, we found a wolf prowling about; he slunk off without giving us a shot at him. Cutting up the venison, and selecting what we wanted, occupied us until 8, when we started, having buried about one third of the whole in a secure place, which we marked by putting up a pole. The travelling was very good all day. We have been passing shallow bays, the headlands of which are high stony cliffs, which, from their ragged frozen surfaces and the masses of ice collected about them, present much the appearance of ice cliffs. The ice is rough and much packed, especially abreast of the points just referred to; by keeping well off those we had a smooth road. The day has been dark and gloomy, with a fresh south-westerly breeze. During the afternoon four high peaks were seen inland some miles distant. About 4 P.M., finding we could not reach the point of the next bay before dark, kept in for the beach, which we reached in half an hour, and pitched under the lee of a steep bank. There is plenty of drift wood here. A great number of deer were seen during the day. Several native graves have been passed, and here and there we crossed an old sledge track; a native fishing net and drinking cup were also seen, indicating the vicinity of natives. Time of travelling $8\frac{1}{2}$ hours; distance 13 or 14 miles.

Thursday, March 2.—Thermometer $+5^{\circ}$. Packed and started a little before seven; morning gloomy, with a strong south-easterly wind. Found the travelling better than we have yet had it. The land we are passing along is a succession of high cliffs of the same description as those seen yesterday, with shallow bays between, on the beaches of which there seems to be abundance of drift wood. The ice is much packed, especially inshore, but by keeping out a little we got smooth travelling. In many places immense blocks are thrown up under the cliffs. I should think, from appearances, the ice must have been broken up by a heavy gale of wind, after obtaining considerable solidity. About 12 passed a point, off which there is a very remarkable rock, distant about 200 yards, and leaning slightly towards the cliff. Adjoining this there is a perfect wall of ice, formed of heavy pieces, and extending nearly to the shore. At this place we had much difficulty in threading our way through the rough ice. As soon as we opened the bay, a village on the heights was observed, which at first seemed to be uninhabited. A fox was prowling about within a few yards of a hut, and a couple of ravens were perched on the stage where skins, &c are kept. Concluding from this that there was no one there, I was on the point of sending a ball at the fox, when a woman appeared from the hut. The wind having freshened considerably, and the snow drift and fall being considerable, I decided on remaining here for the night, although it was yet early. I was glad to meet natives, for the sake of gaining certain information as to the distance we are from Chamisso. Time of travelling six hours; distance 10 miles. The name of this village is Kip-pel-lik. There are two huts in repair, and two ruinous; only one is inhabited. The people here are one man, three women, and three children; two of the latter are perfectly blind, and the third seems to have defective eyesight. The remainder of the people are absent seal hunting; they have left no dogs or sledges here, and the inhabitants seem to have but a scanty supply of food. We are informed that Chamisso Island may be reached in one day from

here; but that we shall probably spend one night on the ice, as it is a very long day's journey.

March 3.—Thermometer — 16°. Blew very hard from the south-east during the night, with a considerable fall and drift of snow. Towards the morning the wind fell, and the weather cleared, and by daybreak became very fine; the wind had shifted to the N.E. We saw Chamisso Island from the heights before starting. The people here have treated us with great civility, and promise to sell me a supply of blubber for the dogs on our return. Packed and started by seven. Found the travelling better than I expected, considering the quantity of snow that has fallen. As we drew out from the land, found the ice rough and packed, caused, I should think, by shoal water. After passing through six or seven miles of this, we again got upon smooth ice, and continued travelling until 7.30. I intended to push on to Chamisso, but was obliged to pitch at that time short of our mark, as since sunset the weather has become thick and overcast, and we got amongst rough ice, lost sight of the land, and had nothing to guide us. Time of travelling, 12½ hours; distance, 20 miles.

March 4.—Thermometer + 20°. A dark gloomy morning, with a strong easterly wind and much snow-drift. Started at 6.45, and reached, as we thought, Chamisso Island about 9 o'clock, having travelled five miles. I immediately ascended to the highest point to bury the information, but on arriving there was disappointed to find that we were on Choris peninsula, instead of the island; a slight break in the weather showed the right place, and we could distinguish the pole on top of it; there is a large pile of stones here, I suppose one of the "Herald's" surveying marks, which in the gloom we mistook for the information-post. As the weather has become very bad I resolved on not taking the sledge across, but tried to reach Chamisso Island myself; the snow-drift and fall, however, increased to such a degree that I was obliged to relinquish the attempt. The place that our tent is pitched is a sandy bay, extending to the northward of Cape Garnet, which has, I believe, received the name of Blubber Bay; there is a good deal of wood standing up along the beach, seemingly for the purpose of fire wood; the only drift-wood I saw was a fine straight young pine-tree, that would have made a mast for a large boat.

March 5.—Thermometer—26°. Blew very hard from the E.S.E. with a heavy fall and drift of snow. The morning was so bad as to prevent our starting, although I am most anxious to do so, as we have very little dogs' food with us, and not enough of our own provisions to give them a single feed from it. Read the morning service, and afterwards, there being a slight improvement in the weather, I attempted to cross to the island, accompanied by Toms, with the materials for burying the information-cylinder; but when midway between the land and Chamisso Island, the wind freshened again, raising so great a snow-drift as to prevent our seeing 20 yards. We were therefore obliged to retrace our footsteps, which we did with much difficulty, the snow-shoe tracks being filled up: fortunately two of the dogs had followed us, and their feet having sunk deeper than ours, enabled us to find our way back. At about 3.30 the weather cleared sufficiently to allow of our striking the tent and pushing across to Chamisso, which we reached about 5.45 and pitched under the steep cliffs at the northern point. I intend, weather permitting, to make an early start to-morrow, so as to reach Kip-pel-lik, without sleeping on the ice. Read the evening service.

March 6.—Thermometer + 25°. Started for the information-post at 5 o'clock, accompanied by Toms, leaving Lee to go on with the sledge as soon as he could get it packed, he got away about half an hour afterwards; I hoped by starting thus early to reach Kip-pel-lik to-day, but was doomed to disappointment. On reaching the summit of the island we immediately commenced to nail up the notice, and bury the cylinder in which is the following information:—

"Her Majesty's Sloop 'Plover,' Commander Rochfort Maguire is wintering at Point Barrow.

"Her Majesty's Sloop 'Rattlesnake' is wintering in Port Clarence with the view of affording assistance to Sir John Franklin's expedition, and the crews of the vessels under Captain Collinson, sent in search of him.

"HENRY TROLLOPE,

"Commander H.M.S. 'Rattlesnake.'

"Port Clarence, February 9, 1854."

Journal of Mr. Hobson,
Mate, from Port
Clarence to Chamisso
Island and back.

“ Chamisso Island, Kotzebue Sound was visited by a party from H.M.S. ‘ Rattlesnake ;’ we left the ‘ Rattlesnake’ in Port Clarence, on Thursday February 9, 1854, passing through the following places, each place forming one day’s journey, with the estimated distances annexed.

| | Miles. | |
|---------------------------------|----------|--|
| “ Tup-cut-a-tam - - - | 10 | |
| Snow near Tocsuc - - - | 11 | |
| Cuv-vi-e-rook - - - | 18 | |
| Shung-e-ow-ru - - - | 09 | |
| Noo-kui row-i lik - - - | 16 | |
| Hut near Ko-gru-pack - - - | 15 | |
| Snow near Obell - - - | 12 | |
| Obell - - - | 06 | |
| Poc-loc-low-rel-ec - - - | 14 | |
| Show-e-Yok - - - | 07 | |
| Delayed for a guide - - - | — | |
| Snow - - - | 14 | } On River E-nu-lu-nuk. |
| Deserted Hut - - - | 13 | |
| Delayed by weather - - - | — | |
| Snow - - - | 08 | } Crossing between rivers E-nu-lu-nuk and Pit-tock. |
| Snow - - - | 14 or 15 | |
| Snow - - - | 14 or 15 | |
| Snow - - - | 12 or 13 | } On River Pit-tock. |
| Snow - - - | 13 or 14 | |
| Snow - - - | 15 or 16 | } On sea coast. |
| Snow - - - | 13 or 14 | |
| Kip-pel-lek - - - | 10 | |
| On sea ice, near Chamisso - - - | 20 | |
| Chamisso Island - - - | 05 | |

“ We arrived at Chamisso Island on Saturday March 4, 1854, and placed this record of our proceedings 10 feet magnetic north from the ‘ Herald’s’ mark on the summit of the island, and propose returning to the ‘ Rattlesnake’ on the same day.

“ WILLIAM R. HOBSON,
“ Mate, in charge of the party.

“ As far as Show-e-yok, a better route would be made by sleeping at the following villages:—

| | Miles. | | Miles. |
|---------------------|----------|-------------------|----------|
| “ Tocsuc - - - | 16 | Ko-gru-puck - - - | 16 to 18 |
| Cuv-vi-e-rook - - - | 24 | Obell - - - | 10 to 11 |
| Kek-to-a-lik - - - | 10 to 12 | Show-e-yok - - - | 21” |

The coast is struck just to the eastward of some high cliffs, near which there is a village on the heights called Kip-pel-lek; after three days’ journey down the coast, a deep inlet will be seen which is the mouth of the river Pittock; two villages are here met with, at the last of which, Kip-lik-lok, a guide should be obtained for Show-e-yok. Between these places no natives are seen, and no supplies can be obtained. The date given here for our arrival at Chamisso, is that on which we reached Point Garnet; the weather prevented our starting on the same day, but as this can be of little importance, I made no alteration on discovering my mistake. The “ Plover’s” bottle was not sighted, although our cylinder must be close to it. The earth has evidently been disturbed, although not very lately, and we found the remains of a small fire that had been lighted over the place. I conclude that the “ Plover’s” information must be buried under a large stone which we were unable to remove. Besides the “ Herald’s” mark there is a small slab here, put up by a Russian vessel several years before. While we were thus employed, a change took place in the appearance of the weather. The wind, which had been light from the E.N.E., had freshened considerably, and the morning and the sky became overcast and threatening. We now proceeded with all speed to the spot where the provisions are buried. I find that, to all appearance, nothing has been touched. We dug up some

fragments of a large boat, apparently clinker-built. She must have been literally smashed to atoms. For some time I could discover no notice of the presence of provisions, but at length saw something painted on a large flat stone, high up on the cliff. Climbing up to this, I was able to make out the word "provisions" without difficulty, as also the year when they were placed there (1850), but nothing else was legible, except a few straggling letters. I spent some time in scraping and rubbing the face of the rock, in the hope of reading the notice, but without success. It might possibly be read when the frost is off the ground. It was 9 A.M. before we had finished, and there being now a considerable fall and drift of snow, we went round to our last night's sleeping place, and struck the sledge track at once. Following this, we passed between Puffin Rock and the island. In a very short time it became difficult to follow the track, so rapidly was it filling up. It also became apparent that the wind had shifted or the sledge swerved from its course. On catching the sledge, which we did after three and a-half hours' rapid walking, I consulted the compass, and found that both had been the case. Travelling being no longer practicable, we were obliged to pitch at about 1 P.M., having been under weigh about 7½ hours, and travelled about 14 miles, although, I fear, in a very circuitous direction. The dogs had the last food we had last night. If the weather permits us to reach the village to-morrow, this will not matter much, but the evening is most unpromising; the snow drift and fall have increased, and it blows a perfect gale from the south-westward.

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March 7.—Thermometer — 2°. The morning even worse than last night. The south wind, snow-fall and drift, are almost blinding, but the falling temperature gives some hopes of a change. I begin to feel considerable uneasiness about the dogs, and judge it prudent to reduce our own allowance, as we have not much provisions with us. At 12 the weather cleared a little and we made a start, but there was still a snow drift and the most cutting wind I ever experienced blowing in our faces: these, however, decrease as the afternoon advanced. Pitched about 5.30, having travelled seven miles. We found that we had wandered considerably out of our course yesterday. Pock (the white dog) died yesterday: he has been evidently failing for the last week. I had him skinned, and tried if the other dogs would eat him, but nearly all of them refused.

March 8.—Thermometer — 10°. Spent a most wretched sleepless night. I do not think that one of the party, natives included, slept half an hour during the whole time. The wind had shifted to the northward, and the drift-snow, finding its way through the torn tent bottom, which had now become the weather side of the hut, was so deep inside as to bury a large canteen. From the late high temperature, and snow-drift, our clothes and skins became wet and are now frozen as stiff as boards. In the morning there was still a considerable snow-drift, but the wind fell as the sun rose, and we started about half-past eight. Our spirits of wine were exhausted, so we were unable to cook anything. The men being cold and cramped, I served out half a gill of rum a-man, off which, and a little raw pemmican, we breakfasted. About 10 we met a Spaf-a-rief native, who had been out sealing. He promised to bring some seal and blubber to Kep-pel-lik, for barter.

We reached the village about 1.30, right glad to do so, having travelled ten miles in five hours—thus passing over 31 miles for the 20, which is about the distance between Chamisso Island and this place. I remain here for the night as our clothes require mending and drying. The dogs worked better to-day than I should have deemed it possible to do after so long a fast as they have had. They were perfectly ravenous when fed. I got some moccasins at this place, but had much difficulty in getting them to sell me sufficient blubber to last the dogs to Kip-lik-tok.

March 9.—Thermometer — 18°. Started about 7, having got our clothes in a manner dried and mended, the weather was exceedingly fine, with a light north-easterly wind, travelling very good. We did not stop until after 6 P.M. when finding a convenient place for camping, we pitched for the night. Time of travelling 11 hours, distance 22 miles. Our last provisions were used to night, but we pick up the venison we buried, early to-morrow, which will be more than sufficient to last until we reach the sledge we left behind. All our biscuit is out to-day, although it has been used with the greatest economy since our loss at Show-e-yok.

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Friday, March 10.—Thermometer -2° . Blowing very hard from E.N.E with a considerable fall and drift of snow, started shortly before 6, and reached the place where our venison was buried about 9: on approaching the place it became evident that we had been forestalled, as deers' bones was strewing the snow in all directions: on coming up to where it should have been we found that a wolf had been beforehand with us, and left nothing but the skin and one shin bone perfectly cleaned. There was now nothing to be done but to push on for the other sledge, which is within reach of a long day's work. After getting into the inlet at the mouth of the Pit-tock, being nearly before the wind, we made sail on the sledge, with a buffalo skin, which I think helped us a little. We were forced to stop short of our mark about 6 P.M. as the snow-drift was so thick as to hide everything from our view, and we feared getting embayed. I do not think we can be far from our sledge, as notwithstanding the travelling has been bad, and the weather worse, we have made a long day's work and considerable progress: my only fear is, that from being obliged to keep the left hand land on board, we have got into a bay we noticed here in passing the other way. Time of travelling, 12 hours; distance, 18 miles.

March 11.—Thermometer -5° . We were all awakened about 2 o'clock this morning by the sledge skin blowing off the top of our hut, the wind had shifted to the north-west, and blew very hard with a great snow drift: daylight brought no improvement, we tried to make a start but could not face it, I have not seen such drift since we have been out. We have been compelled to remain here all day, our condition is far from enviable; the hut is full of snow, and we are cold, hungry, and without the power of helping ourselves; the native seems to feel it most: he is sitting with his head buried under his coat, knocking his feet together, and looking the picture of misery, he has not moved or spoken during the whole day although he is generally most loquacious.

March 12.—Thermometer -15° . The weather having cleared during the night, started at 6.30, and came up to our sledge in about an hour; we immediately set to work upon some raw pork and pemmican, the first food we had tasted for more than 60 hours. Packing both sledges we proceeded until about 12, when striking the course of the river Pittock in a place where there is brushwood, we stopped for an hour and a half, and cooked some dinner of which we were all much in need. Proceeded at 1.30, and shortly afterwards had to kill one of our dogs, which was taken with a fit, she tore the tent bottom a good deal with her teeth, and bit three of the other dogs severely. About 2.30 passed the village seen on the 27th of last month, it bears the appearance of having been very recently inhabited. The travelling was very heavy in many places: during the afternoon we had the assistance of a native we met returning from hunting, I gave him a hand of tobacco for his trouble. Camped about 5 by the bank of the river. Time of travelling nine hours, distance 11 or 12 miles. The wind has been very variable, and a good deal of snow fell in the afternoon. A great many deer were seen. Read the evening service.

March 13.—Thermometer $+3^{\circ}$. Started at 6.45, and reached Kip-lik-tok about 1 P.M., having had heavy and most disagreeable travelling, the wind is from the north-eastward, very fresh, and there is a great snow-drift. We remain here for the night, as I want a large supply of dogs' food and as much as I can get for ourselves. Time of travelling, six hours; distance, seven miles. There is only one of the huts inhabited; the people in it are four men, four women, and two children, they do not seem very anxious to sell venison, but I have nevertheless succeeded in obtaining a fair supply. I feel the want of knives much in bartering, I have used all my own, and all that the ship supplied, with the exception of one which I keep as a stand-by. I was forced to borrow one from the guide to-day, he had sold me a pair of moccasins for it some time ago. The wind and snow-drift have increased greatly since our arrival.

March 14.—Thermometer -20° . Blowing very hard from E.N.E.; the wind exceedingly cutting, with a considerable snow-drift, which prevents our starting from here, the dogs work being over a hill, and much exposed. I care less than I otherwise should about the delay, as we have procured a considerable supply of venison and hares, and are still getting a little more. Our clothes and sleeping gear are in very bad order, and we shall get them mended and partially dried by remaining a day in the village. About 2 P.M. the weather cleared, and shortly afterwards we might have started, but it was too late in the day.

March 15.—Thermometer -18° . Started at 6.15, having obtained about 70lbs. of venison, 6 hares, 3 ptarmigans, and sufficient offal to last the dogs two days. I also bartered one dog, which I had much difficulty in getting. The wind was fresh from W.S.W. (right in our faces), and increased until 11 o'clock, at which time it blew nearly a gale, raising a considerable snow-drift. I have noticed that about here these winds are far keener than the northerly ones, and to-day we found it worse than anything we have yet experienced. At about 9 A.M. we commenced mounting a hill, over which we only got the sledges by exerting our utmost strength. The dogs would scarcely face the wind, and it was quite painful to us to do so; the native guide had his face much frost-bitten. If there had been any place near where we could have found the slightest shelter, I should certainly have pitched, but as there was not, we were forced to proceed. Shortly after noon the wind dropped, and we were able to get on a little better, but still had very heavy travelling. At about 6 P.M. we had got over the hill, and struck the course of the river at the foot of it; we were glad enough to pitch, which we did, by the banks near some dry brushwood. This has been the most fagging day's work of any we have had since leaving the ship. Time of travelling, $11\frac{3}{4}$ hours; distance, 15 miles. There is a very beautiful aurora this evening, the thermometer has fallen to -36° , and the wind, which is now very light, shifted to the northward.

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March 16.—Thermometer -33° . From the frozen state of our buffalo skins and sleeping bags, and the sudden fall in the temperature, we spent a wretchedly cold night. Packed, and started at 6.30; a fine clear morning, with a light north-easterly wind. Following the course of the river, we found the travelling so heavy that we could make scarcely any progress, I therefore abandoned the small sledge, and packed everything on the other, which is not particularly heavy now. We soon got into a better road, and made good progress. At about 5 P.M. we came to the last brushwood that is seen on this river, and pitched close to it. Time of travelling, $10\frac{1}{2}$ hours; distance, 17 miles. There is a very beautiful aurora again this evening.

March 17.—Thermometer -34° . Started about 6.30, having felt the cold again very much; our skins are in such a state that it is impossible to wrap them round us. The morning is beautiful, with a light north-east wind. About two hours after starting we commenced ascending the hill, up which we first had to drag our sledges separately. On this side it is a very gentle slope. We kept the water course, instead of the hill sides, and found the travelling excellent. The snow is so hard frozen that the runners do not sink in the least, and the gradual ascent is scarcely felt with our light sledge. Within less than a quarter of a mile of the top we lost the watercourse, and had a steep bit of hill, but soon got to the brow, where we again saw the Kig-li-qui-ak hills. They seem almost like old friends to us. The hill being steep here, the sledge descended very rapidly; we at times had to throw ourselves on the fore part of it to prevent its running over the dogs. It was about 4 o'clock when we again struck the course of the E-nu-lu-nuk, and in an hour and a half reached E-tum-ner-te, the small hut, where we were weatherbound on the 22d of last month. Time of travelling, 11 hours; distance, 25 miles. Many tracks of wolves were seen during the day.

March 18.—Thermometer -25° . Started about 6.30, keeping the course of the river, and made the same journey as our corresponding one in coming, except that we travelled about six miles further down the river in hopes of reaching Poi-loc-low-ree-ec to-morrow. I wished to avoid sleeping at Show-eyok if possible. A great number of ptarmigan were seen during the day. At about 4 P.M. we passed the patch of brushwood from which we started a large pack of hares when going up the river, and now saw a still larger one in the same place, certainly not less than 60 together. After this, at every bend of the river that we opened, they started by dozens from amongst the stones. I should think that between two and three hundred must have been seen during the evening, we could not get within range of them; we also saw the tracks of several wolves and a few deer. The day has been very clear, with a light northerly breeze and considerable glare. Pitched about 6 P.M., having travelled $11\frac{1}{2}$ hours, and made about 19 miles. We used the last of our spirits to-day, and lost another dog.

March 19.—Thermometer -34° . Started about 5.30, hoping to reach Poi-loc-low-ree-ec, which is about 16 miles distant from our sleeping place. At

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the foot of the hill we should have crossed over to Show-e-yok. Met a native, who told me they were driving deer on the hill above, and that by going up we should turn them; I therefore consented to keep the river, which, he said, would not delay us much. At about 11, we reached a hunting hut, where I bought a double haunch and some small pieces of venison, five ptarmigan, and some dogs' food; they seemed to have a large stock of the former. Shortly after leaving this we struck across a hill, and found that the round we had taken, instead of delaying us a little, had led us several miles from our course. The guide not knowing the position of Show-e-yok, we should have been late in getting there had we not met a native about two o'clock, who pointed out a sledge track to us. We have, however, spoiled a day's work, as I fear that we cannot reach Obell to-morrow. Reached the village (Show-e-yok) about 4.15, having travelled $10\frac{3}{4}$ hours, and passed over at least 18 miles for the nine which we should have gone had we followed our former route. We had to cross a small stream near here, which is overflowed for some distance, I suppose from the presence of springs. A very great number of deer were seen to-day, and one wolf followed up a small herd. The snow is literally cut to pieces by deer's tracks. The wind has been from the north-eastward, and freshened a good deal towards evening. Show-e-yok, at present, is indeed the land of plenty, their stages are literally loaded with venison, and there is an immense quantity buried about the place. A man brought me a double haunch as a present directly we arrived. The hut that I am in at present is crowded with natives; they have an immense fire in it, and are eating venison as fast as they can cook it, with appetites that seem insatiable. I have been obliged to commence writing in self-defence, as they are literally overwhelming me with pieces, and I prefer waiting for my own dinner; they are too busy to barter with us to-night. When we arrived, all the village came out to meet us; they dragged our sledge in, and seemed to think it rather strange than otherwise that we should have returned.

March 20.—Thermometer — 15°. Turned out before daybreak, intending to start at once; breakfast at Poi-loc-low-ree-ec, and push on for Obell. In this, however, I was foiled; the sledge had yet to be bought, and this was not to be accomplished so easily as I had imagined. After considerable delay and difficulty, I thought I had satisfied the owner, and went outside the hut, where I presently bartered as much venison, and as many fish and ptarmigan as we could carry. We were just lashing up the sledge when the man to whom it belonged came out and wished to return what had been given to him for it. Anxious to start, I gave him some more beads, but he was still unsatisfied. Whilst he was hesitating about the price, the man who had lent me a dog (which died the day before yesterday) came up; I had already remunerated him, but he noisily made a further demand. A young native, who had been very troublesome on our former visit, commenced throwing things off our sledge; this was the signal for a sort of attack. The sledge would soon have been stripped had I not interfered to prevent it. The man who commenced pushed me back two or three times, but was not strong enough to prevent my interposing myself between the sledge and him: the men doing the same, they could touch nothing without attacking us, which I feared, from the growing excitement amongst them, that they were inclined to do. I immediately gave the owners of the dog and sledge a large bunch of beads, even making each man express himself satisfied before quitting my hold of them, lashed up and left the village as quickly as I could. Had weresented, or not resisted their conduct, I think a skirmish would have been the consequence, in which, from their numbers, we should probably have been overpowered, although our firearms were at hand. It is worthy of note, that although the Obell and many river natives are congregated here, all but the Show-e-yok men stood aloof, and showed no disposition to interfere; as we were leaving the village, venison, ptarmigan, and fish were almost forced upon us; I could have bought 1,500lbs. of the former without the slightest difficulty. We had been so much delayed that it was nine o'clock before we were away, so I had to content myself with reaching Poi-loc-low-ree-ec, abreast of which place, we got into the river, wetting ourselves nearly to the knees; we reached the hut about 2 P.M. As it is now deserted we were able to raise a large fire in it to dry our clothes. A great number of ptarmigan and deer were seen during the day; a great number of the former, and two or three of the latter might have been shot without leaving the sledge. Time travelling,

five hours; distance, seven miles. There has been a fresh north-easterly breeze all day, and the travelling has been heavy.

March 21.—Thermometer -8° . Started about 7 A.M.; travelling along the course of the river for a short distance, and then across the plain which divides the two villages. The snow on the plain was rather heavy, but the weather has been beautiful; there was a light north-easterly breeze all day, and the glare was so great we were glad to use the snow spectacles for the first time; we complained of heat to day, and were glad to be without skin coats whilst actually dragging at the sledge, but felt the cold directly we stopped; at about three we reached two hunting huts near Obell, and remained there half-an-hour. The people gave us some boiled venison, in return for which I made them some small presents of tobacco; reached Obell at four, and found it, as we had been led to suppose, deserted in consequence of several people having died there lately. Time of travelling $8\frac{1}{2}$ hours, distance 15 miles. Awakened in the middle of the night, I observed our guide sitting up in a corner of the hut, and asked him why he could not sleep: he told me that it was hard to sleep in a hut where any one had died, and could not be persuaded to do so.

March 22.—Thermometer -8° . Whilst we were at breakfast this morning two women came to the hut with venison, &c. for sale, which I got from them for a mere trifle; started at seven, a beautiful morning with a light north-easterly breeze and considerable glare; found the travelling very heavy; arrived at Kogru-pack about 5; it is still deserted. Time of travelling 10 hours, distance 10 miles. Our best dog died shortly after reaching the village: we have only two left that are worth anything, and those much fallen off. A good many ptarmigan were seen during the day.

March 23.—Thermometer -2° . Started about six; our progress during the early part of the day much impeded by the ice on the river being, in many places, overflowed; about nine we were brought to a full stop, the ice being weak all round us, and no passage out to be found; had to make a run for the shore, which we did with the ice cracking and water springing at every footstep: after reaching the land, dragged the sledge along a steep snow bank formed against the side of a cliff, with difficulty preventing a capsize; after this was passed we got upon smooth ice, and made good progress until one, when we came to a hut inhabited by two old men, who seem ill off and have nothing to barter. The river now again became difficult to pass, and continued so for a mile and a half, when we got on to the wide part of the stream, and no more water was met with, but the snow was so heavy that we made but bad travelling with our weak team of dogs, and had to keep the stream which increased our distance much; stopped at about five at a deserted hut called Oa-te-ue, having travelled 11 hours, and made about 15'. A great many ptarmigan seen during the day.

March 24.—Thermometer $+2^{\circ}$. Started at 6.30 and reached Noo-kui-row-elic in about two hours; being unable to barter anything there, we only remained a few minutes. Shortly after leaving we passed through a patch of brushwood, where there was a track barely wide enough to let the sledge pass. The snow here was exceedingly deep and soft, causing us much labour to get the sledge along; a considerable bend of the river is cut off, however, by crossing here. Shortly after getting on the river again we saw another sledge coming towards us, which was soon made out to be Mr. Bouchier and party, with eight days' provisions for us. Our ship's provisions were all out, but we had sufficient venison and ptarmigan on the sledge to carry us to the ship, even if we failed to get anything more. We were exceedingly glad to meet the supply sent us, as our biscuit has been out since the 9th, and spirits since the 19th of this month; the tea and sugar lasted till the 21st, and I kept a small quantity of meat as a stand-by, until we obtained a supply at Show-e-yok. We met Mr. Bouchier about 10.30, three miles from Kik-to-a-lik, which we reached about an hour and a-half afterwards, and decided upon remaining there for the night. Time of travelling, $5\frac{1}{2}$ hours; distance, 7 miles. We met some natives, who were passing on the river at a place where it is dammed close to the village.

March 25.—Thermometer $+12^{\circ}$. Started at eight, having packed everything that we are not likely to use on Mr. Bouchier's sledge, and taken the eight days provisions for us. He lent me a dog to enable us to keep up with him. There was a strong north-easterly wind and slight snow-drift, but the travelling was very fair. Arrived at Shung-e-ow-ret about 11, at which place we remained for nearly an hour, and bought one hare, 15 ptarmigan, and two large fish, as

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Clarence to Chamisso
Island and back.

well as some dogs' food. The water by the banks of the river is brackish here, which is not the case five miles further up the river. Shortly after leaving the village, I was obliged to shoot another dog; she was evidently dying in much pain. Reached Cuv-vi-e-rook about four. Time of travelling, seven hours; distance, 12 miles. A herd of deer were seen close to the huts.

March 26.—Thermometer + 15°. Read the morning prayers; started about 5.30, having a long day's journey before us. A few deer were seen in the morning. The wind from E.N.E. during the day. We continued travelling until about seven, when we reached Toc-suc, and stopped there for the night. Time of travelling, 13½ hours; distance, 24 miles. The huts are very small, and full of natives; a number of them turned out of the hut we are in to make room for us, sleeping outside themselves.

March 27.—Thermometer + 18°. Started about six, and stopped to cook breakfast at 7.30 in the gorge, where there is a little brushwood. After remaining two hours, we again started; sighted the ship about 11, and reached Tup-cut-a-taut at 12. After remaining there nearly an hour, we pushed on for the ship, which we reached at 6.30 P.M., having been absent 47 days, and travelled 560 miles. During the whole of the time we have been travelling, not an hour has been spent out of harness by any of the party, myself included. Our dogs, which were not very good when we left the ship, have all died, with the exception of two; we lost one to-day, making the ninth that has died. Time of travelling, 9½ hours; distance, 16 miles.

WILLIAM R. HOBSON, Mate.

Enclosure 7 in Commander TROLLOPE'S Letter to the SECRETARY
OF THE ADMIRALTY.

Her Majesty's Ship Rattlesnake,
Port Clarence, March 28, 1854.
(Received November 17, 1854.)

Proceedings of
Mr. Bouchier, Acting
Master.

SIR.

I HAVE the honour to report to you, in compliance with your orders, dated the 21st instant, I left the ship at eight o'clock in the morning of that day, with provisions for Mr. Hobson and his party.

Owing to the inefficiency of the dogs our travelling on the first day was very heavy, we did not arrive at Lox-suk until half-past six in the evening; on getting up the next morning, I found that one of the dogs brought from the ship had run away; I succeeded in hiring two more from the natives, and, having already two from another native of this place, I deemed it advisable to hire a boy named Oo-ternia, for a large knife, to proceed with us as a leader for the sledge, the dogs following him more willingly than they would strangers.

While crossing the great lake called I-mow-ruk, we met a native who told us he had seen the track of two sledges, and three people which had passed to the northward of us before daybreak: followed the track and were led out of our route to Cove-e-a-ruk: had consequently to sleep in the snow, finding in the morning that we had encamped about two miles from that place.

We started at sunrise on the morning of the 23rd, having spent the night rather miserably. On our arrival at the village, found it deserted by the natives: saw Mr. Hobson's sledge that he had left on his way to Chamisso; to it I attached one of the letters given me by you for his information, and proceeded on to Shang-e-ow-rel, where I stopped for the night.

Passed through Kek-toa-a-luk about nine o'clock on the morning of the 24th; left there, as you directed, a letter for Mr. Hobson; secured it to a post, as there are no natives at this place. On getting about a mile and half from the village, saw a sledge coming down the river, which proved to be Mr. Hobson and party, all well; returned with him to Kek-too-a-luk, where we spent the night and then started for the ship. Passed through Cove-e-a-ruk on the 25th: slept at Lox-suk on the 26th, and arrived on board last night at 7.30 P.M.

I have, &c.

THOMAS BOURCHIER, Acting Master.

From Commander TROLLOPE to the SECRETARY OF THE ADMIRALTY.

ABSTRACT OF PROCEEDINGS from 6th September 1853 to 30th June 1854.

Her Majesty's Sloop "Rattlesnake,"

Port Clarence, July 6, 1854.

(Received November 17, 1854.)

SIR,

IN addition to the detailed account of our proceedings, it may be convenient to their Lordships to have an abstract of the longer letter.

Abstract of Proceedings of Her Majesty's Ship "Rattlesnake."

September 6, 1853.—"Amphitrite" sailed from Point Spencer.

September 12.—"Koh-i-noor," trading schooner, sailed for Bornabi and Hong Kong.

October 5.—We returned from our last wooding trip, having been five times to Point Spencer, Point Jackson, and once outside.

October 11.—Streams frozen over; discontinued watering; took up our position for winter quarters in the north-east bight of Port Clarence.

October 15.—Ice began to form; withdrew carpenters and blacksmith from the shore.

October 29.—John Dadd, coxswain of pinnace, died (inflammation of the lungs).

October 30.—Port Clarence covered with ice; confined to the ship by it.

November 4.—Port Clarence entirely clear of ice. Supplying ourselves with water by melting snow.

November 6.—Buried the body of the late John Dadd.

November 9.—Frozen in for a full due; natives came to us over the ice in sledges, with dogs.

December 21.—Disruption of the ice from the shore, caused by a very high tide and mild weather.

January 9, 1854.—I went to King-a-ghee.

January 15.—Mr. Gilpin followed, with a further supply of provisions.

January 27.—Both returned without any intelligence, and without having been able to communicate with Asia, the open water extending within two miles of Cape Prince of Wales.

January 28.—Surveyed and brought on board provisions from caché in Grantley Harbour.

January 29.—Mr. Hobson and party went to Kotzebue Sound.

March 21.—Mr. Bourchier went with provisions to meet him on his return.

March 27.—Both returned to the ship without having obtained any intelligence, or met with any tidings of Europeans. The depôt of provisions untouched.

April 10.—Brought the "Owen" over from "Plover's" house in Grantley Harbour, to the house we are building on the North Spit.

April 17.—Got the rudder off, boats, spars, &c.; began to take the tilt cloth off.

May 1.—Discontinued Sylvester's stove; got the tilt cloth off; unbent sails; caulked ship.

May 14.—Discontinued using snow water; refitting; repairing boats, sails, &c.; painting the boats on the ice. Water began to form round the ship in large pools or ponds, but she was still up-borne by the ice.

May 22.—Began to cut the ship out; but before we had finished she disengaged herself from the ice, and went down in the water five inches forward and nine inches abaft.

May 29.—Party under Mr. Oliver, carpenter, landed to go on with the house; had a very narrow escape of losing a sledge load of provisions and four men, by the ice breaking through in going on shore; some of the provisions and stores were lost.

June 1. Open water round the ship; first communication by water this year, by a native Caiac, who landed the caulker to go on with the house.

June 2.—The cutter landed with stores and provisions. Sound still encumbered with ice; obliged to haul the boat upon shore if she remained, and to hoist her up immediately on returning to the ship, to avoid the large floes as they came drifting down.

Abstract of Proceedings of Her Majesty's Ship "Rattlesnake."

June 10.—Sheered the ship occasionally to clear the floes; when they struck her, it was not with any violence. The boats were occasionally detained in coming off and going on shore by the ice.

June 18.—Ice has apparently entirely left Port Clarence.

June 21.—Sent Pinnace to Point Spencer to bury information; and to Point Jackson with the carpenter to examine the nature and quantity of the drift-wood there.

June 22.—Swung ship for deviation.

June 24.—Observed a ship between King's Island and Point Spencer. About 7 P.M. lost sight of her again in the mirage.

June 25.—Sunday. Made our number to H.M.S. "Trincomalee," Captain Wallace Houston; 27 days from Honolulu.

June 30.—Captain Houston replaced those officers and men who were considered by the surgeons unfit to remain in this climate.

I have, &c.

(Signed) HENRY TROLLOPE,
Commander.

The Secretary of the Admiralty,
London.

FURTHER PROCEEDINGS of COMMANDER TROLLOPE, H.M.S. "Rattlesnake."

COMMANDER TROLLOPE'S LETTER to the SECRETARY OF THE ADMIRALTY.

(No. 8 of 1854)

Her Majesty's Sloop "Rattlesnake,"
Port Clarence, Aug. 18, 1854.

(Received Nov. 17.)

SIR,

I BEG to acquaint you for the information of my Lords, with the proceedings of H.M.S. "Rattlesnake" since my last letter of July 15th.

During our cruise to the northward we have closely skirted the pack between Asia and America, without having even seen a ship, or, I regret to say, anything could give the slightest clue to the fate of Sir John Franklin.

It was my desire to have examined the more distant peaks seen by Captain Kellett in 1849; but the ice has prevented our approaching within 60 miles of Herald Island. We sailed from Port Clarence on the 15th July, beat through the Strait on the following day, passing between Krusentern and the Fairway rock, with a fresh breeze from N.N.W.: on the 17th July we had a fine view of both continents, and stood for Serdze Kamen with the wind at N.E., falling in with the ice heavily packed off that Cape, and extending to the northward between the 172d and 173rd degree of west longitude. We skirted it very closely, seeing very few whales but countless herds of walrus, until we were in 70° 8' north, and 173° west, standing through much sailing ice, and trying several lanes;—the ice made a sudden trend to the eastward about 15 or 20 miles south of Herald's shoal; in 168° west, it again took a northerly direction, and we followed it to 71° 45' and 165° west, with a strong southerly breeze, when the ice again trended to the eastward. As it was now the 28th July I was desirous of being on the American coast, to keep our appointed rendezvous with the "Plover" off Point Franklin or Wainwright Inlet. On the 29th we made the land about Point Belcher several hours before we expected to do so, proving the existence of a strong north-east current: the wind was dead on shore, and far too fresh to admit of landing. On Sunday 30th July it fell calm for seven or eight hours, during which time in a fog we drifted to the north east two miles an hour. Very fortunately it cleared up in the afternoon, and we were able to get observations both for time and latitude, which put us in 71° 10' and 157° 10'. I was now desirous to make the land, and sighted Cape Smyth about 7 P.M., the ice closely packed on the shore, and the main pack some four or five miles off, but apparently closing round to the low sandy neck running up to Point Barrow. The natives from the village on Cape Smyth were attracted by the ship, and I thought they were endeavouring to launch a baidar; I doubt, however, if it was practicable. I was very desirous to have communicated with them, but the position of the ship was not by any means desirable. I imagine I saw a lane three miles off shore, through which a properly fortified ship might have passed, but with our overhanging channels I did not like risking being beset; the weather was threatening also, the wind dead on shore, and the pack evidently closing in on

Track chart
enclosed.

the lane through which we had entered. From the masthead we could see into Elson Bay, and I reluctantly gave up the prospect of going round Point Barrow, when the ice would not permit the ship to go farther to the north-east, without entering a narrower lane than we were already in. With the idea that some of the "Plover's" might be at Cape Smyth, I fired a gun and showed our number, for I could not imagine that she was released at this early period (30th July).

Further Proceedings
of Her Majesty's Ship
"Rattlesnake."

The wind was still from the westward, and notwithstanding the experience I had had of the strength of the current, in endeavouring to maintain a station off Point Franklin the ship was set into the depth of Pearl Bay, and between the 1st and the 4th August she was in a very critical position: the hands were constantly called for three nights, which, as we only number 17 in a watch, was very trying to the men; but to hold our own we were obliged to carry a heavy press of sail, treble reefed topsails and courses, when I would gladly have seen her under a close reefed maintopsail and forestaysail; but we were beset, tacking in 10 fathoms, and the ice evidently setting down upon Point Franklin, and a short hollow sea that tried every rope and spar to the utmost. I am glad to say that we had no mishap, and succeeded in getting to the westward before the ice set down upon us.

On Sunday, 6th August, we were between Cape Collie and Point Belcher, the pack having set down on the coast very considerably. The wind fell light, and the current was so strong that I had no other resource but to anchor about 10 or 12 miles north of Cape Collie. On the 7th I went on shore, and was, on landing, overwhelmed with printed and written papers (presented by a most friendly, obliging, but particularly dirty set of natives), which had been distributed by Captain Maguire and the officers of the "Plover," by travelling parties, between the 31st May and the 23d July. I do not know whether I was more pleased or surprised to hear that she had actually passed this place on her way to Port Clarence on the 23d ultimo. I was so fully impressed with the idea that it was not possible for her to be released before the first week in August, that my great anxiety was that she should not pass us. I distributed presents and rewards, erected a mark, and returned on board. A light north-east wind carried us off the land, from which the ice had now cleared away, but in 71° north, and 162° and 164° west, we again fell in with it. I was now most desirous of joining the "Plover," and made all sail to the southward, sighting Cape Lisburn on the 9th August, and passing the straits in very thick weather on the 11th, without seeing land, until we hauled up for Cape York. We entered Port Clarence in the evening, and had the pleasure of finding the "Plover" in company with the "Trincomalee," all well, she having arrived on the 1st August.

The "Plover" had experienced a very severe winter, and Commander Maguire anticipated a longer detention even than in 1853, but the reverse was the case—another proof of the extreme uncertainty of the seasons and the movement of the ice.

The "Plover" has been completed with stores and provisions (41 men for 540 days), and being in every respect ready for sea, will sail on the 19th August for Point Barrow—five days earlier than in 1853.

In obedience to their Lordships' orders, I propose to leave Port Clarence about the 10th July 1855, again skirt the pack between Asia and America, and be off Wainwright Inlet about the 23d July; there look out for the "Plover," and return with her to Port Clarence; then return to the northward, and endeavour to ascertain if any tidings have been received of Captain Collinson, and at the end of September or beginning of October, having placed all our spare stores and provisions, &c. in the house, proceed to San Francisco and Valparaiso.

With the assistance of Captain Houstoun, the house is now nearly completed. I have sent a plan of the channel into Grantley Harbour to Sir Francis Beaufort, which will show how ill adapted it is for a ship drawing more than 14 or 15 feet of water.

I beg leave to enclose a state and condition of this ship, and

I have, &c.

Secretary of the Admiralty, (Signed) HENRY TROLLOPE, Commander.
&c. &c. &c.

From Commander TROLLOPE to the SECRETARY OF THE ADMIRALTY.

REPORTING THE ARRIVAL of Captain COLLINSON, C.B., at Port Clarence, and Safety of the "Enterprise."

Her Majesty's Ship "Rattlesnake,"

(No. 9 of 1854).

San Francisco, September 25, 1854.

(Received November 17.)

SIR,

Further Proceedings
of Her Majesty's Ship
"Rattlesnake," and
reporting the safety of
Her Majesty's Ship
"Enterprise."

1. I BEG to acquaint you, for the information of my Lords, that H.M.S. "Enterprise" arrived at Port Clarence at 11 P.M., on Monday 21st August 1854. Captain Collinson considered that it was of importance that the speediest intelligence should be communicated to their Lordships of the safety of the ship, and desired me to lose no time in proceeding to San Francisco, and forwarding his Despatches.

During the three years he has been unheard of, three men have died—William Driver, ship's cook, on the 14th May 1852; William Greenaway, A.B., 14th November 1853, and William Cheeseman, private, Royal Marines, 29th June 1853; but Captain Collinson himself, and the remaining officers and crew, 59 in number, are in good health.

As the "Plover" only sailed on Saturday 19th instant, Captain Collinson determined to follow and recall her, and having completed his immediate wants of provisions and stores up to three months, and taking an anchor and 60 fathoms of chain from this ship, sailed at 3 P.M. on the 22d. for the straits and Point Barrow.

2. The winter of 1851–2 was passed by the "Enterprise" in a sound called by Captain M'Clure, Walker's Bay, in Prince Albert's land, latitude $71^{\circ} 35'$ north, $117^{\circ} 35'$ west; but she had previously been to the head of Prince of Wales' Strait,* and finding the ice impenetrable, tried the west coast of Baring Island as far as 73° north, where it was equally so. They found numerous traces of the "Investigator's" track, and also of her depôts of provisions; but I grieve to say no clue whatever as to Sir John Franklin.

Having found the ice impracticable through Prince of Wales' Strait, and also round Baring's Island, Captain Collinson on being released from the ice on the 5th August 1852, tried the Dolphin and Union Strait, and found winter-quarters 1852–3, in Cambridge Bay, Wollaston (69° north, $105^{\circ} 30'$ west), on September 26. Travelling parties went as far as $70^{\circ} 15'$ north, and 102° west, where they discovered that Mr. Rae, of the Hudson Bay Company, had been searching before them.

The winter in this place was very severe, the mean temperature of January 1853, being 30° . They were released on the 5th August, but no farther advance to the eastward could be made; after being set to and fro by the ice, by baffling currents and westerly winds, they reached Camden Bay on the 26th September, where they were frozen in 1853–4, latitude $70^{\circ} 08'$ north, longitude $145^{\circ} 30'$ west.

3. On the 2d July 1854, natives from Barter Island, produced papers printed on board the "Plover" at Point Barrow, dated July 4, 1853, by which they learnt that the "Investigator" had not been heard of since 1850; they also fell in with a quiet well behaved people called the Rat Indians, and by their means obtained information of the Hudson Bay Company's fort on the Youcon, in about 66° north, and 150° west.†

10th July the coast water opened sufficiently for a boat to proceed along the shore; Lieutenant Jago went in the whale-boat to communicate with Commander Maguire, and prepare supplies to enable the "Enterprise" to go to the "Investigator's" assistance. The whaleboat much damaged by the ice, reached Elson Bay on the 24th, only four days after the "Plover" had sailed; they found the cachés much disturbed and some of the bread eaten.

The "Enterprise" was not released until the 15th July, and was then much delayed by the ice, so that she did not round Point Barrow until the 9th August, when she picked up the whale-boat. I believe Mr. Jago saw the

* Within 90 or 100 miles of Winter Harbour, Melville Island.

† The position of this fort appears doubtful; I do not know its exact site.

“Rattlesnake” off Point Barrow, but so far off, that in the damaged state of the boat he could not attempt to come off; indeed at the time he mentions having seen a ship (about noon on the 30th July) we were six or seven leagues distant.

Further Proceedings
of Her Majesty's Ship
“Rattlesnake.”

Captain Collinson passed Icy Cape and Point Hope on the 10th, but was baffled by calms and southerly winds, so that he did not reach Port Clarence until 11 P.M. on the 21st August.

4. His crew are looking in most admirable health; meeting him was to me like welcoming one from the dead; it was so unexpected, that in the darkness of the night, after being actually on board, I could not believe it was the “Enterprise” until I recognised Captain Collinson and asked if it was really him. Except meeting with Sir John Franklin himself, I do not know anything that could have given me greater pleasure.

5. Captain Collinson desired me to embark all the stores and provisions from the house; but as I had more time to consider the matter than he had, I thought it better not to break up the caché entirely, as it is not impossible that both “Enterprise” and “Plover” might be caught in the ice during 1854-1855. It is perhaps not probable, but it is certainly possible, and with this view I left a small store of provisions in the house (as by list enclosed). Of this deviation from my orders I hope their Lordships will not disapprove, more particularly as Captain Collinson gave me to understand that he should, under favourable circumstances, return to Port Clarence, when he could embark the caché.

From the enclosed lists of provisions it will be seen that, even should the “Enterprise” and “Plover” be detained in the ice during the ensuing season, they will have, although not full allowance, amply sufficient to secure health and comfort during the winter.

The “Plover” has 540 days for 41 men, or 294 days, on two-thirds allowance for 100 men (the number in both ships). The provisions in the “Enterprise” will extend this as follows, for both crews, 100 men, on two-thirds:—

| | |
|----------|-------------------------------------|
| 420 days | Cocoa, |
| 400 | „ Sugar, |
| 370 | „ Tea, |
| 370 | „ Rum, |
| 460 | „ Beef and pork, |
| 470 | „ Bread or flour, in lieu of bread. |

besides the various articles in the “Plover” called special comforts.

Captain Collinson did not appear to entertain any doubt of his being able to recall the “Plover” before the end of the season, and his opinion is of great value; but the wind was from N.W., and continued so when we left.

The “Enterprise” is not the least altered in appearance; the copper is much rubbed, which of course affects her sailing; but I did not hear it particularly mentioned.

6. We sailed at 8 P.M. on Wednesday 23d August, and arrived off the Aleutian Isles on Monday 28th, when the wind fell light and hauled round to the southward, with calm and fog, so that we did not pass through the Amoukhta Channel until the 31st of August. After being much detained by east and south-east winds, and, on nearing the coast by thick fogs, a momentary clear on the morning of the 24th September enabled us to get a bearing of the Farallones, and to pick up an anchorage off the entrance of San Francisco in 14 fathoms. Punta Boneta E.N.E. (true), $6\frac{1}{2}$ miles. We received intelligence that war had been declared against Russia, and that the Amphitrite and Trincomalee, in company with a French frigate, had only left the port on the previous day. An American pilot, who gave us the information, on hearing that we had been engaged in the search for Sir John Franklin, offered his services gratuitously, in the name of all the pilots; and I could not but be much gratified with the spirit which induced them to make this handsome offer of assistance, and told him I should certainly mention it to their Lordships. The pilot who came on board was Mr. Peter M'Nally. I did not, of course, express any wish for him to come, but felt that it would be uncivil not to accept the offer.

We anchored in Saualito Bay, San Francisco, at 9 A.M. In compliance with their Lordships' orders, I shall lose no time in proceeding to Valparaiso, and hope to sail to-morrow.

Further Proceedings
of Her Majesty's Ship
"Rattlesnake."

Captain Collinson told me that, after re-calling the "Plover," he intended to proceed to Hong-Kong.

By the "Trincomalee" I sent full accounts of our proceedings during the winter, and also of our cruise to the north.

I beg leave to enclose a state and condition of the ship.

I have, &c.

HENRY TROLLOPE, Commander.

Enclosure 1 in Commander TROLLOPE's Letter to the
SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship, "Enterprise,"

Port Clarence, August 22, 1854.

SIR,

As I deem it very important that their Lordships should be acquainted with the intelligence of the safety of the "Enterprise," it is my direction that you use all despatch in embarking the stores and provisions from the house on Grantley North Spit, and proceed to San Francisco and Valparaiso, endeavouring by all means to save the September mail.

As Her Majesty's Sloop "Plover," only sailed on Saturday the 19th instant, I shall sail in Her Majesty's ship "Enterprise," and endeavour to fall in with her prior to her arriving at Point Barrow, or to follow her there, and return with her to this port; from thence, I propose proceeding to Hong Kong, while the "Plover" will go Valparaiso.

Commander Henry Trollope,
H.M.S. "Rattlesnake."

I am, &c.,
(Signed) R. COLLINSON, Captain.

Proceedings of Commander Maguire, Her Majesty's Discovery Ship
"Plover," Behring's Straits Division of Arctic Search.

Commander R. MAGUIRE to the SECRETARY OF THE ADMIRALTY,
reporting Proceedings.

Sir,

Her Majesty's Discovery Ship "Plover," Port Clarence,
August 18th, 1854.

I HAVE the honour to report to you, for the information of my Lords Commissioners of the Admiralty, the proceedings of Her Majesty's discovery vessel "Plover," during her second winter passed at Point Barrow, 1853-4.

Proceedings
of Commander
Maguire.

In accordance with my last communication, dated from the outer roads of Port Clarence, the 24th of August, 1853, I proceeded to sea at 3h. A.M. On the following day shaped a course for Behring's Strait, and passed through the eastern channel at noon, with a light wind and strong favourable current. In the afternoon we were boarded by a boat from the American whale ship "R. Morrison," of New Bedford, lying to a kedge waiting for a wind to take her over the current to the southward. The only intelligence we received was, that they considered the season a month later than any former one they had experienced; and giving them the information they required as to where the most whales had been met with and the position of the ice, we parted company.

Our passage to the north was delayed by contrary winds, although much assisted by the current, and it was not till the morning of the 29th we made Point Hope, where I hove to for a short time for a party of Esquimaux, landed there by us on our passage to the southward from Point Barrow. Seeing no appearance of them, we proceeded onward, and entered the ice in loose streams on the morning of the 31st, and previous to noon, when we observed in lat. $70^{\circ} 22' N.$, long. $161^{\circ} 30' W.$; we had to stand to the S.E. in order to gain more open water. During this, a very fine day and nearly calm, we were surrounded with whales and walrus, and it seemed to me that a ship in pursuit of the former might have made good her cargo without incurring much risk from the ice, as it was light and open.

On the following morning we found ourselves amongst very heavy ice, and by forcing our way to the S.E., gained open water, making the land about Wainwright Inlet at 10h. A.M. the same day. We hove-to off the Sea Horse Islands in the afternoon, to allow two native oo-mi-aks to come up; we found most of them were old acquaintances from Cape Smyth, who came on board in their usual clamorous style, and did not lose much time in making known their wants of tobacco, &c. We could gain no satisfactory intelligence from them as to the state of the ice to the northward, and their boats becoming in danger from the ice getting closer, they were sent away; and we pursued our course, assisted by a strong favourable current, with thick foggy weather, making it difficult to avoid the grounded masses of ice along shore. In this way we were carried, stern in, to a heavy piece, of a cubical form, the bowsprit being saved by a smaller piece of ice intervening, and we were drifted past at the rate of two miles an hour.

I would gladly have made the ship fast, as we were approaching a very shoal point (Cape Franklin), and night coming on, but we were carried along at too quick a rate to afford a chance of doing so without incurring considerable risk of getting separated from some of our people. Passing the cape in four and a half fathoms, we had a clear run for six hours, when we were again stopped by the ice in Peard Bay; and by the evening of the 2d September, to avoid being beset in the event of a change of wind, the ship was warped and forced through five miles of close ice, and secured to a grounded floe, within one mile of the shore. The next four days were passed in exposed positions close to the shore, making a few miles whenever an opening occurred, young ice forming in the night of sufficient thickness to hamper the boats materially in laying out the warps. Frequent fogs, however, caused us to take wrong leads; and when the weather cleared up, we could see from the cliffs on shore a clear lane of water outside, without being able to take advantage of it.

It is under such circumstances, when the shore offers no shelter, and the lanes

of water are too narrow for a ship to beat in, that steam becomes so available, particularly in this passage, where, if a ship is caught in a breeze from the westward, she would be very fortunate if not forced on the beach by the ice.

Whilst thus detained off Refuge Inlet, I sounded along shore, and found the beach sufficiently steep to allow the ship to be hauled within her own length of the shore, which was so far satisfactory, as I considered our chance of lightening the ship, and hauling her up where we were, was preferable to that of getting out again to the southward, if the unfavourable state of the ice should prevent our advancing.

Visiting the inlet, we found it most vexatiously wanting, to people in our situation, in depth of water at its two entrances, both of which were so shoal that it was with difficulty we got the boat inside, although there is a depth of thirteen and fourteen feet close to on the outside; otherwise its appearance is everything that could be desired. Some natives approaching us from the northward, I landed in that direction, being anxious to communicate with them, and found they were from Cape Smyth, who, seeing the ship under sail in the morning, came down the coast to visit us. The head man of the party was an old acquaintance, who had made himself very useful and friendly when we transported our boats over the ice in the previous July. He proposed returning on board in our boat, which I willingly acceded to, and brought also a companion for him, imagining that I might by that means get some useful information as to the state of the ice to the northward. I think, however, we give them credit for more knowledge in that way than they possess; and for ship work, we have found their experience of no value.

The next morning, after some hours with the warps, we gained a lead of open water, and ran for two hours to the N.E., when the weather became so thick that we lost our lead for the land, and although abreast of Cape Smyth, we had three or four miles of close ice intervening. Endeavouring to force our way through the slackest part, the ship became beset, and drifted to the N.E. at the rate of two miles an hour, with thick foggy weather. In a partial clear, a little after noon, open water was made out from the mast head to the northward, and soon afterward Point Barrow and the heavy ridge of ice hummocks off it, the current setting us fast past them. All sail was made to bore towards the hummocks, either to force our way between them or to make fast to avoid being carried off the land; the closeness of the barrier as we approached precluded any hope of the former, and the rapid rate the current was carrying us made our approach a business of some hazard in the event of being brought in contact with the grounded ice. The wind favouring us, we succeeded in making the ship fast to the grounded berg, in $7\frac{1}{2}$ fathoms, and between 20 and 30 feet high, where we held on against a drift of heavy ice, from which the ship sustained some severe pressure; a shift of wind relieved us of this inconvenience, and left us undisturbed for the night.

The natives of Point Barrow having made us out previous to our seeing the land from the ship, came off in their oo-mi-aks; the lane of water between the hummocks and the land being about four miles, hauled their boats up on the ice, and walked across to the ship. The head people were allowed to come on board before we were secured, much to the satisfaction of the two men from Cape Smyth, who had become rather anxious about getting on. As our visitors were for the most part those who make the eastern journey to Barter Point, we were surprised to see them back so early compared with the former years; but as we found afterwards that the winter set in much earlier, it may be supposed they anticipated the season. They soon mentioned having performed all our commissions relative to distributing printed notices of the "Plover's" position and intentions amongst the eastern Esquimaux, who in their turn had promised to give them to the Mackenzie River tribe.

By this means it is possible that any parties travelling along the coast from the ships may receive them. A very intelligent man, of Point Barrow, who clearly understands, through the medium of Mr. Simpson the surgeon, the purpose for which the "Plover" was stationed there, and who, previous to setting out, was desired particularly to make the inquiry, informed us that none of the eastern people they met had ever seen or heard of ships being on any part of the coast they frequent; making it probable that the "Investigator" and "Enterprise" have not communicated with the shore to the westward of the Mackenzie from the time of their leaving the Return Reef of Sir John Franklin, where they were visited by the natives of Point Barrow, in their successive

years of passing, 1850-1. Our informant and two others had procured muskets from the eastern people on their last journey, making up the number to four amongst the Point Barrow tribe, all of the Hudson's Bay Company's manufacture. Gunpowder was much asked for in consequence, and tobacco was not forgotten in their rejoicings at seeing us again.

By 2h. A.M. the following morning, the wind had cleared a passage for us through the hummocks, and with the earliest daylight, 3h. A.M., we stood through into the open water; making a few tacks to windward we were in a position to weather Point Barrow, and steer for the passage into Elson Bay. In doing this there was much difficulty in hitting the narrow channel, from a late fall of snow obliterating the marks and deceiving us as to distance. From this cause the ship took the ground on the south side, but was easily warped off with a kedge, and by noon of September 7th, we were anchored in Elson's Bay, considering ourselves very fortunate, as it was far from certain at one period of our passage that the ice would admit of our proceeding. The ship had been severely tried, and bore the marks of some heavy rubs, but strange to say, she leaked less than when she left Port Clarence.

I now proposed securing the ship without loss of time in her winter quarters, to enable me to take the boats to the eastward to examine the passages through the chain of islands in that direction (the "Plover's" group) for a ship channel, and to collect wood for building a house. A succession of easterly gales, however, prevented our doing either, and sludge ice forming in the bay as early as the 11th instant, I abandoned the idea of taking away the boats; and on the 17th, the ice having set permanently fast, the ship was moved into her winter quarters, near the position occupied the former year, and there housed in.

On the completion of the latter, and of a house built on the neighbouring spit to receive our deck load of provisions, the decks were cleared, and a winter routine established, calculated to afford the necessary cleanliness, occupation, and exercise, to ensure good health, which I am glad to say the crew have enjoyed.

To carry out their Lordship's instructions, relative to depositing notices of our proceedings and intentions, and of the store of provisions to be left at Point Barrow, I made a sledge journey as far as Cape Halkett, distant 100 miles, considering it the most extreme position we could gain at that season, between the 7th and 18th of October, which is a very favourable period for ice travelling, as the snow has not then attained a thickness to cause an impediment. We buried 120 lbs. of pemmican at Cape Halkett, and left two separate marks to point it out. Marks with notices cut on boards were also placed on several prominent headlands, for the guidance of any parties falling back.

Compared with last year the winter set in with great severity, the ship being frozen in ten days sooner, and the temperature falling below zero on the 28th of September, sixteen days earlier than in the previous season. This winter was altogether colder than the last, with a considerable less fall of snow and the sky generally clearer, but there is some reason to consider it nearer the mean climate of the place. Associated with this was a more frequent display of aurora borealis, suggesting the idea of this phenomenon being connected with terrestrial radiation.

With the low temperature was also remarked the absence of southerly gales and strong breezes near the solstice; but these, though later, were not altogether absent, commencing on the 10th January; the thermometer rose to within five degrees of the thawing point, and the wind at S.W., on the morning of the 13th, blew with such force as to drive the ice completely off the coast, as in December, 1853, leaving the ship within two cables' length of the open water.

The sun was invisible for sixty-six days, re-appearing on the 21st of January, and during the spring months a hazy state of the atmosphere gave rise to frequent parhelion, which on several occasions were more numerous than I had before observed.

On the 8th of April a circle of white light surrounded the horizon at the same altitude as the luminary, and upon it were counted as many as ten images, diminishing in brightness as they receded from the sun towards the opposite point of the horizon, which was occupied by a pillar of white light. Below the sun was also a white spot and a faint display of prismatic colours above.

The conduct of the natives during our second winter has been a very pleasing and satisfactory contrast with their former behaviour. We found them on our return as quiet and orderly as any civilized community, entering into the regu-

lations made for the time of visiting the ship without any show of opposition. The result has been a most amicable intercourse, no occurrence taking place to cause the slightest misunderstanding. Owing to their want of success in killing whales in the autumn, and during the winter a similar bad fortune in catching seals from a greater prevalence of westerly winds closing the open water, they have suffered severe privations from the want of food and fuel, and many deaths have occurred in consequence.

No attempt could be made on our part to afford general relief to such a large number. In some cases of disease, and to those who had lost their supporters by sickness and disaster, assistance was given.

A very melancholy case of the latter occurred on the 2d of October, when three men, who were out on the ice, sealing, were carried away by a portion of the floe suddenly breaking adrift; and as the wind was blowing along the land, they were carried down the coast, often within view of it, and lived without sustenance the extraordinary time of twelve days, when the wind brought them in contact with the land ice between Icy Cape and Cape Lisburne, where they reached the shore. Two of the party, who were elderly men, died soon afterwards, although they had previously met with a store of walrus flesh; the third man eventually returned home, a shadow of his former person, and died also some days afterwards of disease of the lungs. Mr. Simpson, the surgeon, was unceasing in his attendance, carrying him daily some nutritive food and wine, to endeavour to restore his strength, but without avail.

As five natives have been carried out and lost from Wainwright Inlet this winter, and two cases having occurred at Point Barrow in our first winter, one of which was fatal, it seems to be a casualty they are more or less accustomed to.

In consequence of the general scarcity of food, they availed themselves of the first possible opportunity of carrying their oo-mi-aks over the ice in the spring to the open water, and launched them in pursuit of whales as early as the 26th of April, ten days sooner than they had commenced on the former year; yet with fine weather, and an open sea in their favour, they met with no success in proportion to their wants. A few of them attributed their want of good fortune, through some superstitious belief, of which they have a good many, to the presence of the ship, and others to the then prevailing easterly winds making the open water too extensive; the true cause of the falling off in their supply, I think, may with better reason be attributed to the sea being fished out by the large number of vessels that annually enter Behring's Strait in pursuit of whale.

Several of the officers wishing to avail themselves of invitations they had received from the principal boat owners to accompany them in a trip and witness their method of capturing whale, I gave them permission to do so; and although none were fortunate enough to see a whale struck, it gave the natives an idea that we placed every confidence in them, and tended to strengthen the good feeling existing between us. The officers have described their conduct to them as considerate beyond their expectations, showing that our good opinion of them had not been misplaced.

By the 21st of June the whaling oo-mi-aks were all brought to the land, when an interval of ten days' festivity took place to celebrate the return of the boats and the preparations for the summer's excursions.

We received invitations to witness some of their dances, and the officers and portions of the crew attended at three. I availed myself of one of these occasions to distribute some of the presents supplied for the purpose, requesting them in return, through the medium of their chiefs, to supply any of our countrymen with food, if they should meet with any in distress along the coast whilst on their extended journey. This request was repeated quickly from one to another, and answered with a general shout of acquiescence, and I believe it would be fulfilled to the extent of their means, which, I am sorry to say, is very precarious and not to be relied on.

I may here remark, that in speaking to the Esquimaux of the time since the "Investigator" and "Enterprize" have been heard of, they invariably answer, "Oh, they must have got on the land by this time," tantamount with them to being quite safe, as the region where they could not make out subsistence must be barren indeed.

On the 2d of July the eastern expedition, consisting of fifteen oo-mi-aks, carried on sledges with seventy-five people, pitched their tents close to the ship, and printed notices, containing information of our position and provisions buried, &c., prepared for distribution amongst the eastern Esquimaux, were given to

each of the men, who were requested to make inquiries whether any white people or ships had been met with or heard of by the Mackenzie River tribes. As the Point Barrow people are now well aware of the circumstances connected with the ships gone to the eastward, and the object for which we were stationed there, I think they may be depended on; and should any parties have reached the shore to the westward of the Mackenzie, it will be known at Point Barrow on the return of the natives at the end of each summer.

I made a further distribution of presents on this occasion, which included a small supply of gunpowder to those provided with muskets, this article at all other times having been withheld from them. They received also a liberal supply of preserved meat tins, much prized for cooking and other purposes, which put them in a disposition on setting out, that would, if their professions are to be relied on, prove very beneficial to any of our unfortunate friends who may happen to fall in with them on their journey.

During two winters passed at Point Barrow, I saw there was much information that was new and interesting to be gained from the natives, of whom very little was previously known; and as their intercourse extends to Point Barter on the east, and to Point Hope on the south, a distance of eight hundred miles of coast line, they form the connecting link with the eastern people, the particulars of which are new and interesting.

In acquiring this knowledge, I found Mr. Simpson, the surgeon, who has now passed his fifth winter in these regions, the most successful; his knowledge of the language and untiring attention, enabling him to gain as good an insight of the people as an intercourse of two years afforded. I therefore requested him to draw up a statistic account of the tribes we have been in communication with for their Lordships' information, and I have much satisfaction in placing before them the result of that officer's industry and research.

As soon as the temperature would admit, the carpenters were employed making a runner sledge, and preparations made for an extended journey to the eastward. It is a matter of great regret that the frequent movements of the ice during the winter and spring preclude any attempt to travel upon it, and that our efforts to assist in the search for the crews of the ships already in the ice should be necessarily confined to the coast line eastward, and even that is so frequented by the Esquimaux in the summer, that they would be almost certain to hear of strangers if they had arrived on the coast.

Since hearing of these people having discovered the cache left by Captain Moore at the Seahorse Islands, after some of the tins were exposed by the wash of the sea in a gale, they have become fully aware of our practice of depositing provisions in this way. It is therefore with great anxiety and some misgiving I entrust food in localities almost certain to be visited by them, and which are besides of a nature offering scarcely the means of concealment.

A spring travelling party, consisting of Mr. Gordon, mate, eight seamen and myself, with one runner sledge, reached as far as Point Berens in the month of April, and returned to the ship on the 5th of May. In consequence of the river Colville flowing in May, the journey could not prudently be deferred until the low coast line became visible by the thaw, and therefore but little could be added to our previous knowledge of it. I was surprised to meet a party of four Indians, called by the Esquimaux, Ko-yu-kun, at Point Berens, who followed our track from their hunting ground at the mouth of the river Colville; as I had on my former journey seen no traces of the coast being frequented by them at this season, and had the assurance of the people of Point Barrow, that neither Indians nor Esquimaux ever visited it except in the summer. Presuming on the certainty of these assurances, I had provided my party with only two guns, and seeing these strangers each armed with a musket, and being in some measure warned by the attack on the Russian post of Derabin, and the murder of Lieutenant Barnard by the same tribe, I did not carry out my intention of going on to Return Reef, but contented myself with noting our visit and position on the post erected by Commander Pullen and Lieutenant Hooper in 1849, and distributing notices amongst the Indians. I was unfortunately also unprovided with articles for presents or barter, so I fear the impression we made was not so favourable as could be desired. Indeed, their disappointment at not being able to trade (as they evidently considered that our journey could have no other object) was but too plainly shown in their countenances to be mistaken.

On this journey, which I feel sorry to say was not attended with any beneficial results such as we anticipated, conspicuous marks, with boards

attached to them, having the necessary information relative to the "Plover's" movements and provisions buried cut on them, were placed on the several headlands in compliance with their Lordships' instructions.

Having understood verbally from Commander Trollope, that he would be off Wainwright Inlet as soon as the ice might be expected to clear away, I was desirous of opening a communication with him, and dispatched Lieutenant Vernon with a travelling party, consisting of Mr. Hull, second master, and eight men, on the last day of May. Lieutenant Vernon was directed to proceed in the first instance to Wainwright Inlet, and having erected marks sufficiently conspicuous to be observed from the sea, and distributed notices amongst the natives, he was at liberty to travel as far in the direction of Icy Cape as he judged prudent from the appearances there of the thaw.

In that part of his journey he was directed to make inquiries of the natives relative to the rivers that discharge themselves into the sea, as we have been informed of one flowing from the Colville towards Icy Cape. Information was also to be obtained, if possible, of the position of the veins of coal on the coast, washings of which are abundantly strewed along shore as far to the northward as the Seahorse Islands. The second master, Mr. Hull, was sent to obtain a practical acquaintance of the coast line, the sameness of which offers no marks to fix the position of a ship passing it. On our passage to the northward last year, some discrepancy occurred in the bearings and distances of the land as seen from the ship when fast to the ice in Peard Bay, and as it was marked in the chart, which it was desirable to have cleared up.

Lieutenant Vernon arrived at Wainwright Inlet on the 7th June, having fulfilled his instructions; then proceeded towards Icy Cape the following day, but he was stopped by the depth of the pools of water on the ice, and returned to the ship on the 15th. The land floe between Point Barrow and the Seahorse Islands was found to be all of this winter's formation, to the distance of half a mile from the land, where the ridge of hummocks commences, which extending a mile further, placed the open water about a mile and a half from the shore.

Mr. Hull was enabled to ascertain by observations and angles that the coast-line between Refuge Inlet and Point Belcher has been drawn too far to the northward and westward, the error in Peard Bay amounting to six miles N.W. by N.

This journey was particularly useful in giving us the native names of the different points and winter huts, and in establishing the identity of the river falling into Wainwright Inlet with that reported by the natives to be a mouth of the Colville.

Judging from the severity of our second winter compared with the first, and from the published accounts of experienced people on the subject, who describe the openness of the summer as being much governed by the temperature of the previous winter, and as in our former year we did not get clear of winter quarters, after a mild winter, until the night of the 7th August, I deemed it prudent to place the crew on two-thirds allowance of provisions for five months, so as to enable me to take advantage of the whole open season; otherwise it would have been necessary to have deserted the ship on the 21st August, only 14 days later than the time of our being released on the former year, to ensure a probability of our reaching Port Clarence by the boats, in compliance with their Lordships' instructions; as this step would be necessarily attended with much difficulty, I determined to remain by the ship under every circumstance, feeling certain of being released sooner or later, the last few days of the two previous years being the most favourable, of which I should not have been able in the former case to have availed myself; and, remaining after the 21st August, it was necessary to take into consideration the possible contingency of another winter without further supplies.

This privation was necessarily much felt by every individual on board, but, I have much pleasure in stating, was borne with a very good feeling; and although it had the effect of weakening the physical force of the crew, this was restored by our shooting parties, who, after the birds came, provided weekly a good supply of wild fowl, which were served out in addition to the ship's provisions.

I may here remark, that the supplies of provisions received for the last two years have been excellent in quality, particularly one of preserved meat received from Her Majesty's Ship "Amphitrite" in 1852, manufactured by Messrs. Dickson, Hogarth, and Co., of Aberdeen. They bore no high-sounding title,

being plainly styled boiled beef; and the cannisters being strong, few instances occurred of any proving unfit for use. In the second year the supplies received by Her Majesty's ship "Rattlesnake" were most liberal, but the cannisters were slighter than those of the former supply, and were more frequently damaged, particularly the preserved vegetable, many tins of which were unfit for issue, although the cannisters showed no external sign of injury, and the vegetable presented a wholesome appearance, but had become quite acid and unfit to be eaten. The salt meat of the older supplies have invariably come under the limits of the circular in boiling, and instances have occurred of a four pound piece not exceeding one pound when boiled; the same may be said of the beef received from the "Rattlesnake," and, in some instances, the pork also.

A good deal of this waste has been attributed to the fact of its being frozen, as it is necessarily stowed on the upper deck while at sea, and landed when in winter quarters.

The dried vegetables is an admirable invention, and was found invaluable by the travelling parties cooked with the pemmican. The vegetables preserved in this way, although much concentrated and made easy for stowage, retain quite as much of their original flavour as those preserved in the more bulky form of tin cannisters. The potatoes prepared by the same method are not spoken so favourably of, as they require a good deal of boiling, and do not, when cooked, possess much of the flavour of the fresh root. Edwards' potato is certainly preferable, although a little more bulky for stowage; this is made up for by its other good qualities.

The pickles and cranberries were of the best description, but ran short of their respective weights as much as one-third, which is of consideration where another supply is not available.

Until the 11th of May the low temperature of the season continued, but during the remainder of that month it rose very considerably, and gave great hopes of an early season for navigation. June and the first part of July was also warmer than the same period of the preceding year, and easterly winds prevailing to a greater extent; the sea as far as could be seen along the coast from Cape Smyth not only remained open, but the passage forming the entrance to our winter harbour became freed on the 15th of the latter month.

In the meantime the subject of building a house and burying provisions, in accordance with their Lordships' orders, for any parties falling back on Point Barrow after the ship had left, was a subject of serious consideration, being beset in an increased degree by the same difficulties and apprehensions I have already mentioned in reference to making caches along this coast, within the range of a numerously populated settlement.

The point of the spit near the ship seemed the best adapted, and without doubt the only available position likely to be visited by parties retreating for relief, should any come this way; and on it, as soon as the natives who travel eastward every summer had passed, I had a house constructed by placing posts of driftwood on the highest part, to be above the wash of the sea, stretching between them skins and tarpaulins to form the walls, against which an embankment of gravel was thrown up. The roof was also made of driftwood, so as not to excite the cupidity of the natives, and covered with skins and tarpaulins.

The purpose of building the house was explained to them, and they promised to preserve it in the same state we left it until our return, or the arrival of "Kalittsin" people, as they call the crews of the "Enterprise" and "Investigator."

One of the end posts of the house was left about twenty feet high, so as to be conspicuous, and on the ridge of the spit towards the village, distant 106 yards, a similar post was erected, and a direction board placed on each.

Provisions, consisting of two months' pemmican and preserved meats, and one month's bread, tea, cocoa and sugar, &c., for a party equal to the "Plover's" crew (41), with a small cask of spirits, were buried in three separate portions: one inside the house, and one on each side of it, at different distances, in a line with the two posts, in the hope that if one should be discovered by the natives the other two might escape their notice.

Papers of directions were then printed and distributed amongst the people remaining at the village, promising them a reward on delivery to any white people who might arrive there.

Having thus fulfilled my instructions to the best of my abilities and judgment, on the night of the 19th of July, I considered my next duty was to take advantage

of the first easterly breeze to get out of winter quarters and proceed to the southward; and having recalled a shooting party then encamped on the mainland, six miles distant, I sailed from Point Barrow on the evening of the 20th of July, being eighteen days earlier than I was able to in the previous year, after a mild winter.

In the first part of our passage we had moderate but contrary winds and thick weather, but the sea was so much clearer than on any of the previous years, we met with no obstruction from ice, and on Sunday, the 23d, the sky cleared up and at noon we were able to make out the marks at the entrance of Wainwright Inlet, erected by our travelling party in the previous month, and on the north spit of which nineteen natives' summer tents could be counted from the ship. Lieutenant Vernon landed and succeeded in placing a board on the mark, and distributed notices amongst the natives of the "Plover's" having passed. He was followed on board by several boats filled with natives, for whom I waited in order to make them presents, and allow them to barter their peltry.

To them papers of the same purport were given (as had been done the day before off the Seahorse Islands, to the crews of two boats that came alongside) under the promise that they should be delivered to any other ship they might see on the coast; thus ensuring the information of our having passed being received by Commander Trollope, should the "Rattlesnake" have sailed from Port Clarence before my arrival there.

Several days of strong west and south-west winds followed, in which we had to carry a press of sail in order to hold our own, twenty-five miles north of Cape Lisburne. On the 29th, we picked up a strong favourable wind at N.W., and off Point Hope, on the 30th, we boarded the American whaleship "Gideon Howland," of New Bedford, who gave us a confused account of the state of affairs in Europe, and of one of the Discovery ships having made the north-east passage.

We carried a strong favourable breeze to the southward, passing through Behring's Straits in the afternoon of the 31st and arrived in Port Clarence at 2h. A.M. of the 1st of August, where we had the happiness to find Her Majesty's ship "Trincomalee," the "Rattlesnake" having sailed for the northward to meet us on the 15th July.

On receiving my instructions for the ensuing year, it was with sincere pleasure I found that Captain M'Clure had been so successful and had received such timely support. But I regret not being able to give any further information relative to the progress of Her Majesty's ship "Enterprize," which ship I think must necessarily be obliged to take the same course along the north shores of America as the "Investigator." Her success in doing so, however, has not been the same, or Captain Collinson must have overtaken Captain M'Clure when stationary in 1852, or communicated with him by travelling parties in the spring or summer.

In taking the responsibility their Lordships have been pleased to confer on me relative to remaining another year at Point Barrow, I gave the subject the deliberation its importance deserved; and although I am of opinion that it is unlikely, from the progress to the eastward Captain Collinson must have made along the coast in 1851, that he will return by the western route, I thought such an event was possible; and whilst there was a hope of being of assistance to him under such circumstances, it was determined, with the approbation of the senior officer present, Captain Wallace Houstoun, that the attempt should be made to return to Point Barrow, the "Plover" being thought by myself and the officers on board as capable of doing again, in what we consider a favourable season, what she had already done under unfavourable circumstances, together with our experience of the three former years in making that passage; and although her state cannot be pronounced as good, are in every respect, with the exception of a few changes which have been made, capable of bearing another winter in this climate.

It may appear unaccountable that we should not have heard of Captain M'Clure from the natives after passing Jones Island (Return Reef); but as they assert that there are no inhabitants on any part of the coast between Point Barrow and Demarcation Point, where Sir John Franklin noted some winter Esquimaux huts, except the summer travelling parties from these two extreme positions who meet yearly at Barter Island, and as Captain M'Clure by his track chart does not seem to have touched near Point Demarcation, the chain of communication with the different tribes was interrupted: it would require a

lapse of several years for the news to be brought by the slow mode of native communication from Cape Bathurst or Point Warren to the Point Barrow parties visiting Barter Island. It is not too much to hope that in the course of another winter some information relative to the progress of the "Enterprize" may be obtained from the natives at Point Barrow. It may be a matter of interest to know that the chief met with by Captain McClure at Jones's Island in 1850, possessing a musket made by Barnett (1840), is the same who so pertinaciously followed Commander Pullen in the previous year, and upon whom he had to fire, and who also figured so disagreeably on board the "Plover," is now our great ally O-mig-a-loon, the chief at Point Barrow.

On the 12th August the "Rattlesnake" arrived, five days from Cape Collie, where they had obtained information of our early and unexpected release from Point Barrow on the 20th July. All our Arctic supplies having been received from her, and there being no further cause for our detention, it was determined by the senior officer we should return to Point Barrow on the 19th August.

I beg leave to take this opportunity of saying how much I feel indebted to Captain Houstoun for the most cordial co-operation in supplying our defects, and in giving us all the assistance we could require.

In the opening of the season 1855, I propose returning to Port Clarence in accordance with their Lordships' orders, and proceeding to San Francisco without much loss of time, in order to avoid the heavy gales that may be expected later in the season. Commander Trollope, in Her Majesty's ship "Rattlesnake," proposes to remain until the end of September, so that the latest intelligence may be brought from Port Clarence. This arrangement will render it probable that we shall both arrive at Valparaiso about the same time.

Permit me, in conclusion, to express my highest admiration of that zeal which has characterized the conduct of all on board, both officers and crew, and of that perfect unanimity which has at all times existed.

Enclosed is a "state and condition" of this ship made up for to-day for their Lordships' information.

I have, &c.

(Signed) ROCHFORD MAGUIRE, Commander.

Commander MAGUIRE to the SECRETARY OF THE ADMIRALTY,
reporting Proceedings.

Sir,

Her Majesty's Discovery Ship "Plover,"
San Francisco, Oct. 31st, 1854.

AGREEABLY with my last communication, dated August 18, 1854, I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I proceeded to sea from Port Clarence on the morning of the 19th of August, for the purpose of again wintering at Point Barrow. We passed through Bhering's Straits in a dense fog about midnight of the same day, and, favoured by a very open season, reached our destination at noon of the 28th, without having been in any way impeded by ice.

On our passage to the northward, we boarded three American whale ships, two off Point Hope and one off Icy Cape, the latter being the most northerly position we had seen any in previously. But, to our surprise, on arriving at Point Barrow, we found four in the offing, whose appearance there was afterwards accounted for. The great falling-off in the number of these vessels frequenting the Arctic Sea is remarkable, the number this year being forty-five, against upwards of two hundred said to have been there two years ago. This seems to be owing to the want of success last year, leading to the belief that the sea is in a great measure fished out.

On our arrival we were soon made aware by the natives of a boat party having reached that place from the "Enterprize" three "sleeps" after our leaving; and on sending a boat to one of the ships in the offing with a letter to their Lordships containing this information, we received the very pleasing intelligence of the "Enterprize" having passed out to the southward. This was most fully established by the fact of the whale ships then off Point Barrow, the first to penetrate so far having done so at the recommendation of Captain Collinson, who fell in with them on his passage to the southward off Point Hope, and by following his advice they had succeeded in getting round Point

Barrow and making a considerable increase to their cargoes. It is satisfactory to state that they got away again without any accident, as they followed us out and parted company off Icy Cape. They had made all their arrangements for wintering in case of being caught by the ice, and had inspected the anchorage at Point Barrow, receiving from Mr. Hull, second master of the "Plover," the officer who surveyed it, the necessary directions for entering the channel, which has been much facilitated by beacon marks placed on the neighbouring island. By this means, in the event of the fishing being extended so far, it will be known to the adventurous whalers that a port of shelter will be found there, the nearest one to the southward being Kotzebue Sound, distant five hundred miles. To render these directions more complete, they were supplied with one of the charts of the anchorage sent out to the "Plover" this year. The newly compiled charts of the Arctic Sea, so liberally supplied from the Admiralty, were also given to several of the ships we met with, and were esteemed a great favour.

On the evening of our arrival, Her Majesty's ship "Enterprize" hove in sight off the Point, and we had the gratification to find Captain Collinson, the officers and crew, all in good health. He did not anchor, as he intended standing off and on until the morning, when the "Plover" was to join company, and return to the southward. This arrangement was not carried out, in consequence of a shift of wind obliging the "Enterprize" to leave the offing for fear of the ice closing, and it also prevented the "Plover" leaving the anchorage. Advantage was, however, taken of a favourable breeze on the second day afterwards, when we sailed; and under very favourable circumstances, meeting with no detention from ice, reached Port Clarence on the morning of the 9th of September, twelve hours after the "Enterprize."

On the point of sailing from Point Barrow, whilst waiting for the light air from the eastward to strengthen into a breeze, five native oo-mi-aks were observed coming in from that direction. These we found to belong to the chief O-mig-aloon and several others who had gone away to meet the eastern people at Barter Island in the beginning of July, and having visited the "Enterprize" near the Colville River on their outward journey. Our deck was soon crowded, as it had been the same month two years before, by the same people, but who now entertained very different feelings. Then our visitors were insolent and thievish, they were now quiet and obedient; and having been so long accustomed to the appearance of everything about the ship, their cupidity was no longer excited by what met their eyes. As our weighing anchor was delayed for an hour to allow time for taking leave of our visitors, the scene was one of great bustle, and considerable trade was carried on; the crew on the one side being anxious to procure specimens of native manufacture, and the Esquimaux, on the other, eager to make the most of their last chance of procuring a stock of tobacco. The usual restrictions being removed and free trade proclaimed, large stores of bartering goods provided for a winter soon made their appearance, and raised the prices tenfold what they had been some months before. Many inquiries were made for parties who had not yet arrived, as it so happened that some of the most friendly were still absent. Amongst them was one called Erk-sin-ra, a man of considerable influence at the settlement, who had borne a uniformly good character throughout the two years of our intercourse, and who, by the steadiness of his conduct and friendly disposition, had the good fortune to acquire the favourable opinion of every one on board the ship.

While observing the seamen literally heaping their presents with characteristic generosity on the natives around them, I could not but participate in the regrets I heard expressed for the absence of Erk-sin-ra and others, who had been our best and most constant friends. So highly was this man esteemed above his fellows, it is perhaps not too much to say, that had he been present, he would have probably received gifts equal in value to one-half given to all the others.

The "Enterprize's" boat party took up the provisions buried at Point Barrow, leaving some of them in the house; and it is satisfactory to find that the natives left them comparatively untouched, a piece of forbearance we should not have given them credit for, knowing the value they set upon food of any description, particularly ours, with the nature of which they are well acquainted.

Their Lordships will be aware that Captain Collinson wintered only 200 miles in direct distance to the eastward of the "Plover's" position at Point Barrow. It is a matter of deep regret that I was not fortunate enough to reach that part

of the coast with our spring travelling party, the extent of whose journey it will have been seen I was obliged to limit, in consequence of meeting with a party of armed Indians. As this meeting was quite unlooked for, and contrary to our experience of a former year and to the information gained from the Esquimaux, we were quite unprepared for it, and not in a condition to remain in their vicinity. It is gratifying, however, to know, that in addition to the printed papers of the previous year distributed amongst the Esquimaux travelling to the eastward, Captain Collinson obtained from those Indians, whom we looked upon with suspicion, the latest news I could give; the notices, dated April 1854, having been forwarded to the coast on the chance of meeting a ship, by one of the Hudson's Bay Company's officers. These papers having been delivered on board the "Enterprize" on the 20th July, Captain Collinson was made aware of the "Plover" being at Point Barrow, and had he been in need of assistance, that he could find it there.

At Port Clarence the "Enterprize" was supplied with what remained of our fresh provisions, consisting of six live hogs and some fresh potatoes, as well as a proportion of the liberal allowance of the stores provided as special comforts. Captain Collinson relieved the "Plover" also of her deck-load of provisions and everything else that tended to lumber her, so as to leave the ship in the best possible trim for making the passage to Valparaiso.

Previous to leaving Port Clarence, the house built by Commander Trollope, of the "Rattlesnake," was given to a native Esquimaux chief by Captain Collinson, as the best means of preserving it for the benefit of affording shelter to any shipwrecked crew who may require it. The natives having already commenced tearing down the inside planking, by giving it to a person of authority, its further destruction, it was thought, would be prevented.

I regret to add that they extended their depredations to some spare sails, &c., left there on our previous visit, in charge of the "Rattlesnake," only the smaller and least valuable portions of which were recovered by sending a boat miles to the place they were reported to have been carried, but even these were cut up so as to be rendered useless to us. My previous opinion of this tribe was that they were trustworthy, but in this instance their conduct offers an unexpected contrast to the forbearance of the Point Barrow tribe, in whom we had no faith, when strongly tempted by our provisions left exposed.

As neither the "Enterprize" nor the "Plover" could hoist in the decked boat left at Port Clarence by Her Majesty's ship "Herald," in charge of the "Plover," she was also placed under the protection of the same person to whom the house had been given. Her gear, spars and sails, were buried in casks under her bows, where she is hauled upon the spit, and a notice painted on a board nailed to her side specifying that she was left for the accommodation of any shipwrecked crew requiring her use.

On the morning of the 16th of September, our arrangements for departure being complete, the "Enterprize" and "Plover" weighed in company from Port Clarence, at 7h. A.M., cleared the heads of the harbour soon after sunset, and parted company at 10h. P.M., steering opposite courses to reach the same destination.

On quitting the field of Arctic search in Behring's Straits, I beg leave to express the joyful satisfaction that was felt on board the "Plover" on hearing the news of the safety of Captain McClure and his companions, together with his great success in taking the "Investigator" to within so short a distance of the "Resolute." This was heightened in no small degree soon afterwards by the appearance of Captain Collinson with the "Enterprize," which had been so long in the Arctic regions. Ungrateful we should be, not sincerely to rejoice in the safety of all the ships engaged in the search for Sir John Franklin; yet the feeling is saddened by the thought that it has pleased an all-wise Providence to allow the fate of the "Terror" and "Erebus" to remain shrouded in mystery.

I have to inform you, that on parting company with Captain Collinson, he gave me authority (a copy of which is enclosed) to proceed to the Sandwich Islands, instead of San Francisco, in consequence of the leaky state the "Plover" was represented to be in; but on getting to sea, and encountering strong winds with a heavy sea, her leaks were found to offer no obstacle to proceeding by California; and as the passage by the Sandwich Islands would have delayed our arrival at Valparaiso at least one month, I considered it best, in order to avoid that loss of time, to proceed as ordered by the Admiralty.

Proceedings
of Commander
Maguire.

Their Lordships are already in possession of the opinions given by the different surveying officers who have examined the condition of this ship's hull, and I now enclose an account of her present state from the carpenter, Mr. Seath (who has served four years in the ship and is fully competent to give a good opinion), in order that they may have the fullest information I can give, from which to form a conclusion as to what she may be considered fit for, and to frame final orders for her, if not already done.

As the communication by steam is now very rapid, such instructions can be received at Valparaiso by the time the "Plover" arrives there.

The passage from Behring's Strait to San Francisco has only been remarkable for its unusual length. With the winds generally variable and light, the Aleutian Islands were made on the 26th, and the same day with a moderate wind from N.W. we passed through the opening between the islands of Amontka and Seguam, long. 172° W. A light wind continued until the 28th, when it freshened at east, veering round by south to west on the 29th, when the ship had to be rounded-to; this was succeeded by light and variable breezes until the 5th October, when it freshened at S.E., and continued for several days, settling into a light air at N.E. From the 10th until the 15th a light E.S.E. breeze prevailed; strong N.W. winds followed during the 16th and 17th, succeeded by breezes of variable force, chiefly S.E., until the 26th, when we were again favoured by N.W. and N.E. winds which brought us off the port of San Francisco on the 27th. From a pilot boat that now hailed us, we first heard the intelligence of our being at war. By noon the following day we reached the anchorage at Sansalito.

Having in compliance with their Lordships' orders visited this port, and taken on board the necessary supplies of water and fresh provisions to be in readiness to sail on Thursday morning, the 2d of November, it is my intention to proceed with this vessel to Valparaiso on that day, unless ordered otherwise by the senior officer present.

This communication, which brings to a close the Arctic portion of this ship's service, is now concluded, that it may be forwarded by the mail of to-morrow, the 1st November; and I beg at the same time to enclose a letter which I have thought it my duty to write to inform their Lordships of the high estimation I have formed of the conduct and character of the officers I have had the pleasure to command.

I have, &c.

(Signed) ROCHFORD MAGUIRE, Commander.

REPORT upon the PLOVER.

Sir,

21st October 1854.

IN compliance to your orders on the condition of Her Majesty's Sloop "Plover":—

Having joined the ship in 1850, and in the spring of 1852 the ship was hove down to the ice to about 37 degrees, to examine her bottom, and found the copper in a bad condition; and after repairing it, or as far as our materials would allow, there still remained some bad copper under water, but could not exactly be ascertained; I doubt by this time but what the seams in the bilges are in a bad condition.

Having been at several surveys on the ship, and what I have seen and experienced myself on board, the ship is defective. The timbers are in general bad and defective. Stern timbers rotten and bad; stern-post appears to be started or strained. Doubling is good; plank under doubling, bad and defective; hooding ends aft, bad and defective. The fastenings are strong, and the ship is strongly bound.

At sea she sails and steers very badly, 'scending heavily, rolling and lurching heavily. In a heavy sea the ship working badly, so as to endanger her spars. She is, in general speaking, an uneasy ship.

In a strong breeze and 'scending heavily her leakage in twenty-four hours is about fifteen inches; in fine weather and smooth water three and a half inches. A heavy gale I have not experienced in her at sea.

After a careful and minute investigation of the above statement, I consider, in strict speaking, the ship is not seaworthy; but I think she is quite fit to make any passage from port to port, unless she had to contend with uncommon bad weather.

JOHN SEATH, Acting Carpenter.

M A P
to accompany
M^r. J. SIMPSON'S OBSERVATIONS
ON THE
WESTERN ESQUIMAUX

The Red indicates Native authority



Yukon. A Ship seen 1850
Eal-qu-rok. { W.T. Simpson seen by Point Barrow
Natives 1837
P^t Barrow Natives visited Investigator and
received a letter dated Aug^r 1850
Ab-bigo-ru. A Ship seen
Where P^t Barrow Natives met the Yana-tang near or
Inland Esquimaux annually in July.
(Com^d Pullen 1849. Investigator 1849. Enterprise 1857.
Seen by P^t Barrow Natives Indians met by Com^d Maguire 1854.
First stopping place of the Natives P^t Barrow travelling from
Cobville to the P^t Barrow after leaving P^t Berens.
Old Haba
She-nang Island. 3 steep hills.
P^t Ko-gro-uk
Ting-ye-wa-uk Island. P^t steep hills.
Tik-ka-ye-ru-ru. 5th steep hills.
Ting-uk P^t
Tik-wu-uk P^t the place of barter
Wu-ai-ru-shik
Kak-ku-wing
Siko Island, farthest visited by P^t Barrow Natives
Po-kang, farthest seen by de

MEMORANDUM.

In obedience to their Lordships' instructions, dated January 11, 1854, you will proceed to Valparaiso; but the leaky condition of Her Majesty's ship under your command, and there being no pitch here to remedy that defect, rendering it prudent to avoid the strong gales of wind which it is likely she would be exposed to by calling at San Francisco, you have authority to proceed to the Sandwich Islands instead.

Given under my hand, on board Her Majesty's ship "Enterprize," at Port Clarence, the 14th of September 1854.

(Signed) RICHARD COLLINSON,
Captain and Senior Officer,
Commanding Behring Straits Expedition.

Proceedings
of Commander
Maguire.

EXTRACT of a LETTER from Commodore CHARLES FREDERICK, dated H. M. S. "President," San Francisco, 15th November 1854.

THE Prize Ship "Sitka," with the Plover's officers and crew, and invalids, together with a few prisoners, will sail hence on the 23d instant, for Valparaiso and England.

Captain W. A. B. HAMILTON to Commander MAGUIRE.

Sir,

Admiralty, 10th November 1854.

HAVING received and laid before my Lords Commissioners of the Admiralty your letter of the 18th August, detailing the proceedings of H. M. discovery vessel "Plover," under your command during the second winter passed at Point Barrow, 1853-4, and reporting your arrival at Port Clarence, I am commanded by their Lordships to express to you their satisfaction at the whole of your proceedings.

I am, &c.

(Signed) W. A. B. HAMILTON.

Observations on the Western Esquimaux and the Country they inhabit; from Notes taken during two years at Point Barrow, by Mr. John Simpson, Surgeon, R.N., Her Majesty's Discovery Ship "Plover."

Narrative of
Mr. John Simpson,
Surgeon.

THE term Western Esquimaux is usually understood to apply to all the people of that race who are found to the west of the Mackenzie River, but as they form two distinct communities, whose nearest respective settlements are separated by an interval of three hundred miles of coast, it is proper to state that the term is at present restricted to the more western branch. The tract of country exclusively inhabited by them is that small portion of the north-western extreme of the American continent included by a line extended between the mouth of the Colville River and the deepest angle of Norton Sound, and the coast line from the latter through Behring Straits and the Arctic Sea back to the Colville. The seaboard for a little way to the south of Norton Sound is also occupied by a few scattered families of the same race. As these people divide themselves into numerous sections, named after the portions of land they inhabit or the rivers flowing through them, it will be convenient, before speaking more particularly of themselves, to give some account of the country as described by them; and that this may be more easily understood, a map will be almost indispensable, distinguishing upon it by red ink whatever depends solely upon native authority. The information is principally derived from the people of Point Barrow, some of whom have travelled and lived for a time in different localities, and from strangers who came to visit them during the time of the "Plover's" stay at that place.

By Captain Beechey's survey, the south and western part of this district will be seen to be mountainous and deeply indented by arms of the sea, but the northern and more inland portions have been examined to only a short distance from the coast. The natives of Point Barrow describe the latter as uniformly

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low and full of small lakes or pools of fresh water to a distance of about fifty miles from the north shore, where the surface becomes undulating and hilly, and further south, mountainous. The level part is a peat-like soil covered with moss and tufty grass, interspersed with brushwood, perfectly free from rocks or stones, and only a little gravel is seen occasionally in the beds of rivers. The bones of the fossil elephant and other animals are found in many localities, and the tusks of the former are used for some purposes. Small pieces of amber are also frequently found in the pools inland, or floating on the sea, to which they have been carried in the summer by the floods. The whole is intersected in various directions by rivers, which are traversed by boats in the summer and by sledges in the winter. Many of the streams seen from the coast become united, or have a common origin in some pool in the interior, and sometimes offer a short channel from bay to bay, deep enough for boats, which thus avoid a more circuitous and inconvenient passage round the coast.

The largest and best known rivers are four, all of which take their rise far to the south-east in a mountainous country, inhabited by Indians. The most northerly of these is the Kang'-e-a-nok, which flows some distance westward, then turns northward, receiving on its right bank two tributaries, called the A'-nak-tok and Kil'-lek. At a distance of probably one hundred miles from the coast it divides into two streams, the eastern of which follows a nearly north course to the Arctic Sea, one hundred and forty miles east of Point Barrow, where it has been identified with the Colville. It bears the native name of Nig'-a-lek Kōk, or Goose River, and is said to receive a large tributary at thirty miles from its mouth, called the It'-ka-ling Kōk, or Indian River, coming in from the mountains in the east. The other division flows through the level country nearly due west to fall into Wainright Inlet, ninety miles S.W. of Point Barrow, when it is named Tu-tu-á-ling, but is more generally known as Kōk or Kōng, "the River." The next is called the Nu-na-tak', also a large river, whose source is very close to that of the Colville; but instead of turning, like the latter, northward, it pursues a westerly course through the heart of the country; then, bending to the south and a little east, falls into Hotham Inlet, near its opening into Kotzebue Sound. This certainly, in the estimation of the Point Barrow people, is the most important river in their country, and gives its name to by far the larger portion of the inhabitants of the interior. At one point of its course it approaches so near a bend of the Colville, that boats can be transported in less than two days from one river to the other. The Kō-wak is the next in order as well as in size and importance, chiefly on account of a few mineral substances procured in its neighbourhood, and held in esteem by the natives of the coast. It also flows westward, and then bends southward to join Hotham Inlet near its eastern end. The fourth is the Si-la-wik, which, having a more southerly origin, follows a more direct westerly course, and empties itself into a large lake, communicating with the eastern extreme of the same inlet near the mouth of the Kō-wak. All these rivers have been identified by different officers from the "Plover" having visited their embouchures, and those falling into Hotham Inlet were found bordered with large pine trees. The natives add, that trees also grow on the banks of the rivers in some parts of the interior. The other rivers along the north and north-west coast are small and hardly known, except to persons who have visited them; and the Buckland and others to the southward, are but little spoken of by the people generally, although aware of their existence.

The largest settlements are at Point Barrow, Cape Smyth, Point Hope, and Cape Prince of Wales, which are never altogether deserted in the summer; but besides these, there are numerous points along the coast, as at Wainright Inlet, Icy Cape, the shores of Kotzebue Sound, Port Clarence, and Norton Sound, where there are smaller settlements or single huts, occupied in the winter but generally abandoned in the summer.

The inhabitants state, that the sea affords them several varieties of whale, only one of which is usually pursued, the narwhal (occasionally), the walrus, four different sorts of seal, the polar bear, and some small fish; the inlets and rivers yield them the salmon, the herring, and the smelt, besides other kinds of large and small fish; and on the land, besides abundance of berries and a few edible roots, are obtained the reindeer, the imna (an animal which nearly answers to the description of the argali or Siberian sheep, the hare), the brown or black bear, a few wolverines and martens, the wolf, the lynx, blue and black foxes, the beaver, musk rats and lemmings. In summer, birds are very numerous, particularly

geese in the interior and ducks on the coast. The ptarmigan and raven remain throughout the winter, and the latter is the only living thing we know to be rejected as food. Black lead, and several varieties of stones for making whetstones, arrow heads, and labrets, and for striking fire, are also enumerated as the produce of the land and articles of barter. The articles in common use, for which they are indebted to strangers, are kettles, knives, tobacco, beads, and tin for making pipes, almost all of which come from Asia. English knives and beads are also in use, and within these few years, at Point Barrow, the Hudson's Bay musket and ammunition. The skin of the wolverine is held in high esteem, and is, like the English goods, procured from the Indians, occasionally directly, but most commonly through their more eastern brethren at Barter Point. The latter also supply narwhal skins, large lamps or oil burners, made of stone, which form part of the furniture of every hut.

The great trading places are King-ing, at Cape Prince of Wales, Se-en'-a-ling, at the mouth of the Nu-na-tak, Nig'-a-lek, at the mouth of the Colville, within their own country; and Nu-wú-ak, at Point Barter, to the eastward, between all of which there is a yearly communication. It might be expected that the Russian ports near Norton Sound would supply the Russian goods, but such is not the case, as they are all, or nearly all, brought from the Kokh'-lit Nuna, as they call Asia. They say four or five Asiatic boats cross the Straits after midsummer, proceeding from East Cape to the Diomed Islands, and thence to Cape Prince of Wales, where trade is carried on with people belonging to the neighbourhood of Norton Sound, Port Clarence, &c. The boats then proceed along the shore of Kotzebue Sound until the high land, near Cape Krusenstern comes into view, when they steer by it for Hotham Inlet, and encamp at Se-sú-a-ling. At this place, towards the latter end of July, people from all the coast and rivers to a great distance meet, and an extensive barter takes place among the Esquimaux themselves, as well as with the Asiatics, amid feasting, dancing, and other enjoyments. A large proportion of the goods falls into the hands of the people living on the Nu-na-tak, who carry it into the interior, and either transfer it to others, or descend the Colville with it themselves the following year, to meet their friends from Point Barrow. At the Colville, the same scene of barter and amusement takes place in the latter part of July, and early in August the goods are carried to Point Barter by the Point Barrow traders, to be exchanged for the English and other produce of the east. The Nu-na-tung'-meun, or Nu-na-tak people, thus become the carriers of the Russian kettles, knives, &c., to be found along the north coast, and being known only by name to the inhabitants east of the Colville as the people from whom these articles are procured, it is easy to perceive how Sir J. Franklin and Mr. Simpson were led to conjecture that a Russian port existed upon that river, and that the agents residing there were called Nu-na-tang'-meun. The word Nu-na-tak appears to signify "inland," from its being commonly applied to persons coming from any part of the interior; but they do not use any corresponding word to comprehend the different tribes on the coast.

The number of inhabitants within the first-named boundaries does not, from all we can learn, exceed 2,500 souls, and is probably little more than 2,000, all of whom have the same characteristics of form, feature, language, and dress, and follow, with little variation, according to the locality, whether on the coast or in the interior, the same habits and pursuits. The remarks which follow, therefore, though more particularly referring to the people of Point Barrow, will be equally applicable to them all.

Point Barrow is the northern extreme of this part of the American continent, consisting of a low spit of sand and gravel projecting to the north-east. Its length is about four miles, and it is little more than a quarter of a mile in average breadth, but expands considerably at the extremity, where it rises to about sixteen feet in height, and sends out to the E.S.E. a low narrow ridge of gravel to a distance of more than two miles, succeeded in the same direction by a row of sandy islets, enclosing a shallow bay of considerable extent. The assemblage of winter huts is placed on the expanded and more elevated extremity, where there is a thin layer of grassy turf. It is called Nu-wuk, or Noo-wook, which signifies emphatically "The Point." No doubt the settlement owes its existence to the proximity of the deep sea, in which the whale can be successfully pursued in the summer and autumn, and to the great extent of shallow waters around, where the seal may be taken at any season of the year. The number of

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inhabited huts in the winter of 1852-3 was fifty-four, reduced to forty-eight in the succeeding year in consequence of the scarcity of oil to supply so many fires, besides a few others which do not seem to have been tenanted for several years, and two dance houses. The total population at the end of 1853 was 309, of whom 166 were males and 143 females. The older people say their numbers are much diminished of late years, a statement to the truth of which the remains of a third dance house and the number of unoccupied huts bear silent testimony. The latter are in some degree taken care of as if to preserve the right of ownership, and to prevent their being pulled down. Further, a disease, which from description seems to have been influenza, is said to have carried off no less than forty people in the commencement of the winter of 1851-2. In 1852-3 the births we heard of were four or five, and the deaths about ten; and within the last twelvemonth, when our information was more accurate, we noted only four births, but no fewer than twenty-seven deaths, most of which occurred from famine, reducing the population at the present time to 286. The settlement at Cape Smyth, about ten miles distant, consisting of forty huts, and having about three-fourths the inhabitants, has been reduced in a more than proportionate degree, having lost forty people since July 1853. Some of these had fled in the depth of winter from their own cold hearths to seek food and warmth at Nu-wúk, where, finding no relief, they perished miserably on the snow. These people are by no means the dwarfish race they were formerly supposed to be. In stature they are not inferior to many other races, and are robust, muscular, and active, inclining rather to spareness than corpulence. The average height of men was found to be , the tallest individual being 5 feet 10½ inches, and the shortest 5 feet 1 inch. The heaviest man weighed 195 lbs., and the lightest 125 lbs., and the average weight of was . The individuals weighed and measured were taken indiscriminately as they visited the ship, and were all supposed to have attained their full stature. Their chief muscular strength is in the back, which is best displayed in their games of wrestling. The shoulders are square or rather raised, making the neck appear shorter than it really is, and the chest is deep; but in strength of arm they cannot compete with our sailors. The hand is small, short, broad, and rather thick, and the thumb appears short, giving an air of clumsiness in handling anything; and the power of grasping is not great. The lower limbs are in good proportion to the body, and the feet, like the hands, are short and broad, with a high instep. Considering their frequent occupation as hunters, they do not excel in speed, nor in jumping over a height or a level space, but they display great agility in leaping to kick with both feet together an object hanging as high as the chin, or even above the head. In walking, their tread is firm and elastic, the step short and quick; and the toes being turned outwards and the knee at each advance inclining in the same direction, give a certain peculiarity to their gait difficult to describe.

The hair is sooty black, without gloss, and coarse, cut in an even line across the forehead, but allowed to grow long at the back of the head and about the ears, whilst the crown is cropped close or shaven. The colour of the skin is a light yellowish brown, but variable in shade, and in a few instances was observed to be very dark. In the young, the complexion is comparatively fair, presenting a remarkably healthy sunburnt appearance, through which the rosy hue of the cheeks is visible; before middle life, however, this, from exposure, gives place to a weather-beaten appearance, so that it is difficult to guess their ages.

The face is flat, broad, rounded, and commonly plump, the cheek bones high, the forehead low, but broad across the eyebrows, and narrowing upwards; the whole head becomes somewhat pointed towards the crown. The nose is short and flat, giving an appearance of considerable space between the eyes. The eyes are brown, of different shades, usually dark, seldom if ever altogether black, and generally have a soft expression; some have a peculiar glitter, which we called gipsy-like. They slope slightly upwards from the nose, and have a fold of skin stretching across the inner angle to the upper eyelid, most perceptible in childhood, which gives to some individuals a cast of countenance almost perfectly Chinese. The eyelids seem tumid, opening to only a moderate extent, and the slightly arched eyebrows scarcely project beyond them. The ears are by no means large, but frequently stand out sideways. The mouth is prominent and large, and the lips, especially the lower one, rather thick and protruding. The jaw bones are strong, supporting remarkably firm and com-

monly regular teeth. In the youthful these are in general white, but towards middle age they have lost their enamel and become black, or are worn down to the gums. The incisors of the lower jaw do not pass behind those of the upper, but meet edge to edge, so that by the time an individual arrives at maturity, the opposing surfaces of the eye and front teeth are perfectly flat, independently of the wear they are subjected to in every possible way to assist the hands. The expression of the countenance is one of habitual good humour in the great majority of both sexes, but is a good deal marred in the men by wearing heavy lip ornaments.

The lower lip in early youth is perforated at each side opposite the eye tooth; and a slender piece of ivory, smaller than a crow-quill, having one end broad and flat like the head of a nail or tack to rest against the gum, is inserted from within, to prevent the wound healing up. This is followed by others successively larger during a period of six months or longer, until the openings are sufficiently dilated to admit the lip ornaments or labrets. As the dilatation takes place in the direction of the fibres of the muscle surrounding the mouth, the incisions appears so very uniform as to lead one to suppose each tribe had a skilful operator for the purpose; this, however, is not the case, neither is there any ceremony attending the operation.

The labrets worn by the men are made of many different kinds of stone and even of coal, but the largest, most expensive, and most coveted, are each made of a flat circular piece of white stone, an inch and a half in diameter, the front surface of which is flat and has cemented to it half of a large blue bead. The back surface is also flat, except at the centre, where a projection is left to fit the hole in the lip with a broad expanded end to prevent it falling out, and so shaped as to lie in contact with the gum. It is surprising how a man can face a breeze, however light, at 30° or 40° below zero, with pieces of stone in contact with his face, yet it seems from habit the unoccupied openings would be a greater inconvenience than the labrets which fill them.

Their sight is remarkably acute, and seemed particularly so to us, who often experienced a difficulty in estimating the true distance and size of objects on the snow. Their hearing also is good, but we doubt if it possesses the same degree of acuteness. Of the other senses we have not been able to form an opinion.

While young they are generally well formed and good-looking, having good eyes and teeth. To a few, who besides possessed something of the Circassian cast of features, was attributed a certain degree of brunette beauty. Their hands and feet are small, and the former delicate in the young, but soon become rough and coarse when the household cares devolve upon them. Their movements are awkward and ungainly, and though capable of making long journeys on foot, it is almost painful to see many of them walk. Unlike the men, they shuffle along commonly a little sideways, with the toes turned inwards, stooping slightly forward as if carrying a burden; and their general appearance is not enhanced by the coat being made large enough to accommodate a child on the back, whilst the tight-fitting nether garment only serves to display the deformity of their bow legs. Beyond the front view of the face, they seem utterly regardless of cleanliness; and though careful in arranging the beads in their hair, they seldom use a comb either for comfort or tidiness. A sort of cleansing of the body generally is occasionally practised, but it is far from deserving the name of ablution. It is but fair to state that we believe they might be easily taught habits of cleanliness, but these could be attended to with the greatest difficulty, as they have no more water in the long winter than is just sufficient for their drinking and cooking. Around Michælowski, in Norton Sound, some of the women wear cotton garments next the skin; and on bath days, after the people of the Fort had done, they eagerly availed themselves of the opportunity when allowed to wash both themselves and their clothes.

The hair is worn parted in the middle from the back to the front and plaited on each side behind the ear into a roll, which hangs down to the bosom and is wrapped round with small beads of various colours. Length of hair generally accompanies softness of its texture, and is considered a point of female beauty. The ears are, with very few exceptions, pierced to support, with ivory or copper hooks, four or five long strings of small beads suspended at a distance from the ends, which hang free, leaving the middle part to fall loosely across

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the breast. Not unfrequently the ends are long enough to be each fastened back in another loop to the hair behind the ears.

Fortunately for the appearance of the countenance it is not deformed by the perforations in the lip, but instead it is marked with three tattooed lines from the margin of the lower lip to the under surface of the chin. The middle one of these is rather more than half an inch broad, with a narrower one at a little distance on either side, diverging slightly downwards. The manner in which tattooing is performed is by pinching up the skin in the direction of the line required, and passing through it at short intervals a fine needle, in the eye of which is a small thread of sinew blackened with soot, as in ordinary sewing, except that the thread is pulled through at each stitch. The narrow line on such side is the result of one seam or series of stitches, but the middle one requires three or four such close together. It has been supposed that this operation is performed at a particular period when the girl verges into womanhood, and some of the natives profess that this is the case, but inquiry does not substantiate the supposition. A single line is frequently seen in mere children, and the three in very young girls, whilst a few are not marked until they seem almost full grown women, and have been called wives for a considerable time. The same irregularity exists with regard to the age at which the lip is perforated for labrets in boys, who as soon as they can take a seal or kill a wolf are entitled to have the operation performed. But, in truth, no rule obtains in either case; some, led by the force of example, submit to it early, and others delay it from shyness or timidity. A man is met with occasionally without holes for labrets, but a woman without the chin marks we have never seen.

The men's dress is simple and convenient, consisting of a frock reaching nearly half-way to the knee, with a hood, and confined at the waist by a loose belt, having the tail of some animal attached to it behind, and breeches tying below the knee over long boots or mocassins, which also tie at the ankle. These garments are double, the inner being generally made of fawn skin, and worn with the fur inwards, and the outer of the skin of the half or full-grown animal with the hair outwards. To make the hood set well to the face, a triangular slip of skin is necessary to be inserted on each side of the neck, with long points extending down the breast; and these pieces being usually white, form with the darker skin of the coat a contrast which readily catches the eye. Around the face is a fringe, frequently of wolf or wolverine skin, on good coats, and the skirt is hemmed with a narrow edging of a similar kind; some have also a border of white, with straps of the same colour on the arm near the shoulder. There is commonly an ermine skin, a feather, or some such thing, which acts as a charm, attached to the back. The skins of various other animals, besides the deer, as the fox, musk-rat, marten, dressed bird skins, &c., are also used in making coats. The breeches are also of deer skin, or sometimes dog or seal skin, occasionally ornamented with a stripe of white down the outside or front of the thigh. The boots are most frequently of the dark skin of the reindeer's legs, or this in alternate stripes with the white skin of the belly, extending from below the knee to the ankle, with soles of white dressed seal-skin, gathered in neatly around the toes and heels, having within a cushion of whalebone scrapings or dried grass, between them and the reindeer stockings, which are next the feet. They are particular in the arrangement of the skins; thus the round spot of indurated skin on which the hair is stiffer and whiter than that around it just below the hock of the animal, is always placed over the inside of the ankle bone in men's mocassins at Point Barrow, and over the outer in women's; but they say the reverse is the custom at Point Hope. Over these a pair of ankle boots of black seal skin, dressed only so far as to remove the hair, with soles of narwhal skin, is worn on the ice. The hands are protected by deer skin mittens, with the hair inwards; but for cold weather and working on the ice, the thicker skin of the polar bear, with the hair outwards, is preferred, as it is warmer and less liable to injury from getting wet. The whole dress is roomy, particularly the coat, which has the sleeves large enough to allow the hands to be withdrawn, one of the greatest comforts that can be imagined in cold weather. In winter a cloak of dark and white deer skins is worn over the shoulders, held on by a thong across the throat, and gives the whole figure a very gay appearance. According as the wind is in front or on one side, the cloak can be turned as a protection against it. The usual belt is

made of the smaller wing feathers of ducks, after the plumes are torn off, partly sewed and partly woven with small plaited cords of sinew, taking care to keep the glossy back surface of the feathers outwards, and their ends, which form the edges of the belt, are confined by a narrow binding of skin. In some of these there is a checkered appearance produced, by alternate rows of black and white feathers; but the white tápsi, or belt, is certainly the gayest. The pipe bag on one side, and the knife on the other, suspended to the girdle supporting the breeches, may be considered part of the usual dress. For procuring fire, the flint and steel is used in the North, and kept in a little bag hanging round the neck; and in Kotzebue Sound the pipe bag contains two pieces of dry wood, with a small bow for rotating the one rapidly while firmly pressed against the other, until fire is produced. In the absence of these, two lumps of iron pyrites are used to strike fire upon tinder, made by rubbing the down taken from the seeds of plants with charcoal. The tobacco bag, or "del-la-mai'-yu," is the constant companion of men, women, and even children, and is kept also at the inner belt.

In summer, as their occupations are more in boats, the dress is somewhat different. The feet and legs are incased in water-tight seal skin boots, and an outside coat of the same material, or of whale gut, covers the body; or these are made all in one, with a drawing string round the face. The least valuable skins are also used at this time, as they soon become soiled and filthy with blubber, becoming quite unfit for a second season.

It would be impossible to enumerate the varieties of dress we witnessed at the grand summer dance, when, among new skin coats, might be seen the clean white cotton shirt and the greasy and tattered Guernsey frock, besides others made up of odds and ends, such as cotton or silk handkerchiefs procured at the ship, shewing that they were bound by no rule as to dress on the occasion. On the head of every dancer, however, was a band supporting one, two, or three large eagle's feathers, which, together with a streak of black lead, either in a diagonal line across or down one side of the face, gave them a more savage appearance than they usually exhibit. Many of these headbands were made of the skin of the head and neck of some animal or bird, of which the nose or beak was retained to project from the middle of the forehead. The long beak of the great northern diver formed the most conspicuous of these ornaments. Another head-dress, which is looked upon with superstitious regard, and only worn when engaged in whaling, consists of a band of deer skin ornamented with needle-work, from which are suspended around the forehead and temples, in the form of a fringe, the front teeth of the im'-na, a sort of deer, which has been before mentioned as inhabiting the interior.

Snow-shoes are so seldom used in the North when the drifted snow presents a hard frozen surface to walk upon, that certainly not half a dozen pairs were in existence at Point Barrow at the time of our arrival, and those were of an inferior sort. Inland, and near Kotzebue Sound, where trees and underwood grow, the snow remains so soft it would be impossible to travel any distance in the winter without them. The most common one is two pieces of alder, about two feet and a half long, curved towards each other at the ends, where they are bound together, and kept apart in the middle by two cross-pieces, each end of which is held in a mortice. Between the cross-pieces is stretched a stout thong, lengthwise and across, for the foot to rest upon, with another which first forms a loop to allow the toes to pass beneath; this is carried round the back of the ankle to the opposite side of the foot, so as to sling the snow-shoe under the joint of the great toe. As the shoe is thus suspended at a point a little before its centre, the heel end trails lightly over the snow at each step, whilst the toe is raised over any slight unevenness in the way. Some are five feet long by fourteen inches wide, rounded and turned up at the toe, and pointed at the heel, neatly filled in before and behind the cross-bars with a fine network of sinew, or of very small thong made from the skin of the small seal, nat'-sik.

The women's dress differs from the men's in the mocassins and breeches forming a single close-fitting garment tied round the waist, as well as in being more uniformly striped, and the coat in being longer, reaching to below the knees in a rounded flap before and behind. The back of the coat and the hood are also made large enough to contain a child, whose weight is chiefly sustained by the belt. For common use and among the poorer people, the inner one is made of bird skins, and among those who are better off of deer skin, and is

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plain. In winter, when out of doors, an outer coat of thick deer skin is worn, and in summer a light one of the skins procured during the summer when the animal is changing its hair. For dress occasions, one is worn by those who can afford it which is made of patchwork, always according to one invariable plan as to the shape and principal seams; but there is considerable variety allowed in the arrangement of the white and different shades of fawn skins of which it is made, besides a countless multitude of strips and tufts of fur sewed to the back, shoulders, and front of the garment, producing always a pleasing effect, and indicating considerable industry on the part of the seamstress.

The woman's tapsi or belt is made from the skin of the wolverine's feet, with the claws directed downwards and placed at regular intervals. Near Kotzebue Sound a belt of a different kind is much in use, consisting of a piece of skin, of proper length, having the front teeth of the reindeer, adhering to the dried gum of the animal, stitched to it; so that the second row of teeth overlies the sewing on the first, and so on, beginning at each end and joining at the middle. A belt of this description is about two and a half inches broad, and has from fifty to sixty rows of teeth. The other personal ornaments, besides the beads in the hair and ears, are rings of iron and copper for the wrists, and on dancing occasions their wealth is displayed in broad bands of small beads of different colours, arranged according to the taste of the wearer, attached by one end to the coat at the neck, and by the other to the middle of the front skirt. Large beads seem to be used only by the men, some of whom were vain enough to display them in strings round the head or hanging in front of the coat, and we remarked that no part of the materials procured from the ship was used as clothing by the women. Buttons were the only ornaments they seemed to adopt for the belt, and to fasten the beads in their hair.

Instead of a knife the women wear at the inner belt a needle-case, which is merely a narrow strip of skin in which the needles are stuck, with a tube of bone, ivory, or iron to slide down over them, and kept from slipping off the lower end by a knot or large bead. Their pipe is commonly smaller and lighter than the men's, and they do not carry it in a bag, but in the hand or inside the coat at the back; and the flint and steel is not so general with them, as their work is seldom out of doors except in company with the men. They have a singular habit of wearing only one mitten, protecting the other hand under the flap of the coat, or drawing it inside the sleeve, in preference to carrying a second.

The shape of the coat serves to distinguish the sex of children as soon as they are able to walk alone, but the woman's form of mocassins is used by boys until they are well grown.

The physical constitution of both sexes is strong, and they bear exposure during the coldest weather for many hours together without appearing inconvenienced, further than occasional frost-bites on the cheeks. They also show great endurance of fatigue during their journeys in the summer, particularly that part in which they require to drag the family boat, laden with their summer tent and all their moveables, on a sledge over the ice.

Extreme longevity is probably not unknown among them; but as they take no heed to number the years as they pass, they can form no guess of their own ages, invariably stating "they have many years." Judging altogether from appearance, a man whom we saw in the neighbourhood of Kotzebue Sound could not be less than eighty years of age. He had long been confined to his bed, and appeared quite in his dotage. There was another at Point Barrow, whose wrinkled face, silvery hair, toothless gums, and shrunk limbs indicated an age nothing short of seventy-five. This man died in the month of April 1853, and had paid a visit to the ship only a few days before, when his intellect seemed unimpaired, and his vision wonderfully acute for his time of life. There is another still alive, who is said to be a few years older.

Before offering any remarks on the character of these people, it should be premised that the subject is approached with great diffidence, lest we should give erroneous views respecting them; for although we have resided two years within three miles of their largest settlement, we could never wholly divest ourselves of the feeling that we were looked upon by them as foreigners, if not intruders, who were more feared than trusted; the more favourable points of their character were not therefore brought prominently before us, whilst from being frequently annoyed by petty thefts, false reports, broken promises, and

evasions, we perhaps too hastily concluded that thieving and lying were their natural characteristics, without attributing to them a single redeeming quality. Yet, as we became better acquainted, we found individuals of weight and influence among them, whose conduct seemed guided by a rude inward sense of honesty and truth, and whom it would be unfair to judge by a civilized standard, or to blame for yielding to temptations to them greater than we can conceive. A leaf of tobacco is a matter of small value, yet the end of it sticking from one's pocket amid a knot of natives at Nu-wuk, would be a greater temptation there, and would more surely be stolen, than a handkerchief or a purse seen dangling from one's skirt in a London mob. And when the parental and filial duties are so carefully performed, it would be hard to deny the existence of even a spark of generosity.

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In disposition they are good-humoured and cheerful, seemingly burdened by no care. Their feelings are lively but not lasting, and the temper frequently quick, but placable. Of their placable temper, an instance occurred in September 1852. An old man, of some consideration at Nu-wuk, had with his wife been alongside the ship, and in the crowd were refused admittance; the woman also, by some accident, had received a blow on the head from an oar. By way of retaliation, a day or two afterwards he tried to send away our watering party from a pond near the village; and finding our men took little heed of him, he set about persuading his countrymen to expel the strangers "for stealing the water." Captain Maguire seeing the disturbed state of his feelings depicted in his countenance, advanced to meet him, and at once presented him with a needle. The man's embarrassment was extreme. Trifling as the present was, it flattered him out of more than half his anger, and he dissipated the rest in a long talk, the people seating themselves in a ring, and requesting the captain and his companions to take a place in the centre, when the old man and his wife—his better half—explained the bad treatment they had received at the ship. In the mean time the boat was laden, and the distribution of a little tobacco left a momentary impression that we were angels.

Their conjugal and parental affections are strong, the latter especially, whilst the children are still young; but beyond the sphere of their own family or hut they appear to have no regard. The loss of a husband, a wife, or a child, makes no permanent deep impression, unless the bereavement leaves them destitute of the comforts they have been accustomed to; indeed, it is not rare to find a woman unable to give an accurate account of her children including the dead; yet, when their afflictions are brought to mind by inquiry, the cheerful smile leaves the face to be replaced by a look of sadness, and the tone of voice becomes doleful. Under the real or pretended influence of grief, acts of violence are sometimes committed by the men, and thefts at the ship were occasionally said to be prompted by domestic sorrows. Though thankful at times for favours, they seldom offered any return, and gratitude beyond the hour is not to be looked for. Perhaps it is not too much to say that a free and disinterested gift is totally unknown among them. On making a present to a stranger, it was not uncommon to see him put on a look of incredulity, and repeatedly ask if it were really a gift.

They vied with each other for a long time in pilfering from the ship, whilst among themselves honesty seemed to prevail; but as we came to know them better, and were able to detect delinquents, our losses became fewer, and we learned that thefts from each other were not unfrequent, so that we arrived at the very unsatisfactory conclusion, that it is the certainty of detection that prevents theft. Many articles, such as spears and other implements, are left exposed, and run no risk, as they would certainly be recognised by many others besides the owner; but when food, oil, tobacco, or such other things as would be difficult to identify, are concerned, the case is different. In the long passage leading to the winter hut, many articles are kept which could be easily taken unknown to the inmates; but during the day some neighbour would be sure to see the thief, or, if the deed were done at night, his foot-marks on the snow would tell the tale. It is in the stormy, dark nights the Nu-wuk burglar goes his rounds, trusting to the snow-drift to obliterate his foot-steps. His visits are not unprovided against, for a trap is laid in most huts, not to catch the marauder, but to alarm and drive him away. This is effected by placing a board with a large wooden vessel on it, in such a position, that both may fall on the slightest touch, thereby making sufficient noise to arouse the household,

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some of whom get up, re-adjust the trap, and retire again. We were also informed of instances as they occurred, of stealing from each other seals left on the ice, and in one case a net was taken up and carried off to Cape Smyth.

It is almost natural to expect that falsehood should follow to conceal theft, and we found it here accordingly. To invent stories disparaging to others was a practice some addicted themselves to without any conceivable motive, and the women backbite each other and talk scandal very freely. Their confidence in our honesty soon became unbounded, and goods brought to the ship and not disposed of, were frequently left behind; yet though they knew our engagements would be fulfilled, when a bargain was made they appeared uneasy until the payment was effected. Selfish gratification at the present moment is all they seem to live for, and no promise of a reward however great would induce them to deviate from their usual life for any continued period.

If they do not possess courage of a daring character, they have given us no reason to look upon them as cowards. When the crew of Mr. Shedden's vessel, the "Nancy Dawson," landed on the ice to shoot birds, the handful of men whose tents were in the neighbourhood advanced, bow in hand, to meet them and drive them back. Some of these men have since explained, that fearing the guns, they thought it better to oppose the landing of the strangers than trust them on shore before knowing them to be friends; adding, that "Mr. Martin was a good man, who said they were friends, and made the ship's people put away their guns." After committing a robbery at our storehouse, they attempted to direct attention to the Cape Smyth people as the thieves, although the track left by dragging some sails had been followed to near Nu-wuk. When this was pointed out, and a threat made to send an armed force to recover the stolen property, they turned out to the number of eighty men, with bows and spears, and advanced within musket shot of the ship, rather than stand a siege in their own dwellings. We have learned enough from them to believe they at first looked upon us as a contemptible few whom they could easily overcome, and certainly would have attempted it but for fear of the fire-arms; but since then, they have gone to the opposite extreme, and invested us with greater powers than we really possess. On trifling occasions some of them have shown a degree of obstinacy which renders it probable, that if once engaged in a fight they would not readily give in, at least if there was anything like equality of weapons; and, under any circumstances, they might be expected to defend their homes to the last extremity.

Being in the habit of making frequent journeys of four or five days without taking more than two days' provisions, they appear to rely on the kindness of others as they pass, and as this is perhaps never denied, hospitality to strangers may be esteemed a duty. We are of opinion, however, this has its limits. A man of good name would have no difficulty in procuring food and shelter while travelling through any part of his country, as, where he ceased to be known by his own reputation, he would be accepted as a guest on mentioning the name of his last entertainer; and we have never entered a strange hut without inquiry being made as to what sort of food we used, and generally some of their best was set before us, or an apology made that they had nothing to offer which we would relish. But an Esquimaux never undertakes a distant journey unless he well knows the people he is going among, or he goes in company with others on whom he can depend for a welcome. In a society so large as that at Point Barrow, it is impossible that different families should be at all times totally independent of each other, and the successful hunter of to-day lends to his neighbour, who, when the luck turns, repays the favour; but dealings of this kind are practised no more than necessity requires. A man returned during the hunting time to the village, and his own hut being closed, he lived with a relative for four or five days; in return for which, when the season was over, that relative and some of his family spent a whole day in the other's hut, where they were entertained with rein-deer flesh, which was then very scarce.

For the tender solicitude with which their own infancy and childhood have been tended, in the treatment of their aged and infirm parents they make a return which redounds to their credit, for they not only give them food and clothing, sharing with them every comfort they possess, but on their longest and most fatiguing journeys make provision for their easy conveyance. In this way we witnessed among the people of fourteen summer tents and as many boats,

one crippled old man, a blind and helpless old woman, two grown-up women with sprained ankles, and one other old invalid, besides children of various ages, carried by their respective families, who had done the same for the two first during many successive summers. Here, again, the tie of kindred dictates the duty, and we fear it would go hard with the childless. When a man dies, his next of kin supports his widow; or if unprovided already, he may make her his wife, unless he allows her to be taken by a stranger. Orphan children are provided for in the same way, and adoption is so frequent among them that it becomes almost impossible to trace relationship; this is, however, of no importance, as the adopted takes the place of a real child, and performs his duties towards his benefactors as if for his own parents. Grief is sometimes made the excuse for violence, but it is also assuaged in a nobler manner by adopting the children of the deceased, or a stranger's orphan, to whom the name of the lost one is given. In this manner O-mig-a-loon the principal man at Point Barrow, the same who followed and annoyed Captain Pullen at Point Berens, adopted an Indian infant which fell into his hands by accident while grieving for his father, then recently dead, whose name the youth now bears. We have never heard of the sick or aged being left to perish, though at Icy Cape we saw a woman lying dead in a hut, who had been subject to bad treatment, as evidenced by the bruises on her face. Within her reach were placed food and water, which we were willing to look upon as proofs that it was not intended she should die of starvation. One instance of infanticide came within our knowledge during the last winter; but a child, they say, is only destroyed when afflicted with disease of a fatal tendency, or, in scarce seasons, when one or both parents die. In the case alluded to, both these conditions were present. They state that children are rarely put to death at Nu-wuk, though frequently in the inland regions; as if by pointing out its greater frequency there, they palliated the crime among themselves.

Having but little food of a nature adapted to supply the place of milk, it is no unusual thing to see a boy of four or five years old take the breast; and the indulgence with which children are treated is attributable in some degree to the difficulty in rearing them. We have seen a child of four years old demand a chew of tobacco from his father, and, not receiving it immediately, strike him a severe blow on the face with a piece of wood, without giving offence. It is not improbable that such indulgence should have a permanent effect on the temper and character of the people. The children fight with and bully each other in their play, but among grown-up men or women we have never seen anything approaching a quarrel; and, as a general rule, they are particularly careful not to say anything displeasing in each other's presence. If a man gets angry or out of temper, the others, even his nearest friends, keep out of his way, trusting to his recovery in a short time. Wherever we have met them at a distance from the ship in small parties, they have proved tractable and willing to assist when required; but when the numbers were large they were mischievous bullies, threatening to use their knives on the slightest provocation, and, instead of giving assistance, would rather throw impediments in our way. We hardly think them likely to commit wanton cruelty or to shed human blood without a strong motive, yet we would be unwilling to trust to the humanity of a people whose cupidity is easily excited, and who are accustomed to no restraint save their own free will. When murder is committed, as it sometimes is, it is in retaliation for injury, real or fancied; and then the victim is stolen upon while asleep and overpowered by numbers, or he receives his death wound unawares from some one behind him.

In point of intelligence, some exhibit considerable capacity, and in general they are observant and shrewd. As a people, they are very communicative, those of most consideration being generally most silent; and wisdom is commonly imputed to those who talk least. They possess great curiosity, and are chiefly attracted by whatever might be useful to themselves. In this way a gun would be a study they seemed never to tire of, particularly the lock; and the blacksmith when working at the forge was, perhaps, as great an attraction as there was on board the ship. They soon began to appreciate prints and drawings, and latterly often borrowed books of plates to amuse them at home, always taking great care of them, and returning them in good order. When shown the construction of a pair of bellows, a few appeared to perceive and admire the mechanism at once, whilst to many it remained quite a mystery to the end. They were totally unable to comprehend how the sounds were produced from a

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flute, and it was highly amusing to see one of the most intelligent among them, who fancied there was some trick practised, examine the fingers and lips of the musician to find out the deceit. Every article that fell under their notice became the subject of inquiry as to what were its uses, the material it was made from, how it was manufactured, and if it pleased them much, the name of the maker. At first they exhibited some caution in receiving information, and went slyly from one to another asking the same questions; but latterly they ceased to do so. A perfect stranger, especially if young, and allowed to roam at large about the ship, would in a short time be able to name almost every one on board, but in a way hardly recognisable. One boy at the end of six months could count on his fingers as far as ten, mastering the letter *f* in four and five tolerably, but still with great effort; and learned a few other words. A number of others tried at first to follow his example, without success; and it was remarked that "pease soup" was the only English word generally known and distinctly pronounced. The majority have a strong sense of the ludicrous, and readily observe personal peculiarities, which they will afterwards describe with great zest. Some of them are tolerable mimics, and their efforts are sure to meet with applause, especially when the subject is a stranger; but among themselves they are very discreet in the exercise of this faculty. A few of the men showed some quickness in interpreting the drift of our inquiries respecting their superstitions and usages; but for the insight we gained of these we were usually indebted to the women, especially the younger ones, who, besides being more communicative, displayed more readiness in this respect, for the first information, which, being afterwards confirmed by the older men, served as a clue to guide further inquiry.

A man seems to have unlimited authority in his own hut, but as, with few exceptions, his rule is mild, the domestic and social position of the women is one of comfort and enjoyment. As there is no affected dignity or importance in the men, they do not make mere slaves and drudges of the women; on the contrary, they endure their full share of fatigue and hardship in the coldest season of the year, only calling in the assistance of the women if too wearied themselves to bring in the fruits of their own industry and patience; and at other seasons the women appear to think it a privation not to share the labours of the men. A woman's ordinary occupations are sewing, the preparation of skins for making and mending, cooking, and the general care of the supplies of provisions. Occasionally in the winter she is sent out on the ice for a seal which her husband has taken, to which she is guided by his foot-marks; and in spring and summer she takes her place in the boat, if required. Seniority gives precedence when there are several women in one hut, and the sway of the elder in the direction of everything connected with her duties seems never disputed. In the superintendence of household affairs the active mother of the master of a hut or of his wife must be a great acquisition to his family, from her experience and from the care and interest she displays in their management; and, as her natural desire is to see her children happy around her, she exerts herself to promote their well-being and harmony.

It is said by themselves that the women are very continent before marriage, as well as faithful afterwards to their husbands; and this seems to a certain extent true. In their conduct towards strangers, the elder women frequently exhibit a shameless want of modesty, and the men an equally shameless indifference, except for the reward of their partner's frailty. In the neighbourhood of Port Clarence this is less the case than farther north, whilst on the Island of St. Lawrence it is, perhaps, more so than on any part of the coast.

The state of wedlock is entered at a variable time, but seldom in extreme youth, unless as a convenience to the elders, who desire an addition to the household. The usual case is, that as soon as the young man desires a partner, and is able to support one, his mother selects a girl according to her judgment or fancy, and invites her to the hut, where she first takes the part of a "kir-gak" or servant, having all the cooking and other kitchen duties to perform during the day, and returns to her own home at night. If her conduct prove satisfactory, she is further invited to become a member of the family, and this being agreed to, the old people present her with a new suit of clothes. The intimacy between the young couple appears to spring up very gradually, and a great many changes take place before a permanent choice is made. Obedience seems to be the great virtue required, and is enforced by blows when necessary, until the

man's authority is established. In the ordinary course of events life runs smoothly enough, and is only checkered by a few lover's quarrels or fits of sulkiness; but it occasionally happens that the husband finds his regard unrequited, and he either trusts to time to overcome her indifference, keeping a strict watch over her conduct, or he treats her with severity. The consequence of this is, her return to her friends, whither he may follow and drag her back to his hut. Repeated occurrences of this kind may take place and end in permanent harmony; but if his treatment has been cruel, which it seldom is to their view, and her relatives not interested in enforcing the union, she is taken back and protected from his further violence. We have been assured it sometimes happens that several men entertain a passion for the same woman, the result of which is a fight with bows and arrows, ending in the death of some of the aspirants, and she falls to the lot of the victor. A man of mature years chooses a wife for himself, and fetches her home, frequently, to all appearance, much against her will; but she manages in a wonderfully short time to get reconciled to her lot. A union once apparently settled between parties grown up is rarely dissolved, though we have seen a woman and her child residing with her relatives, having been deserted by her husband, for what reason could not be ascertained. The woman's property, consisting of her beads and other ornaments, her needle-case, knife, &c., are considered her own; and if a separation takes place, the clothes and presents are returned, and she merely takes away with her whatever she has brought. Unless she has proved an untameable shrew she need not be apprehensive of remaining long single, as the proportion of males to females in the population is more than eight to seven, besides which several of the leading men have each two wives.

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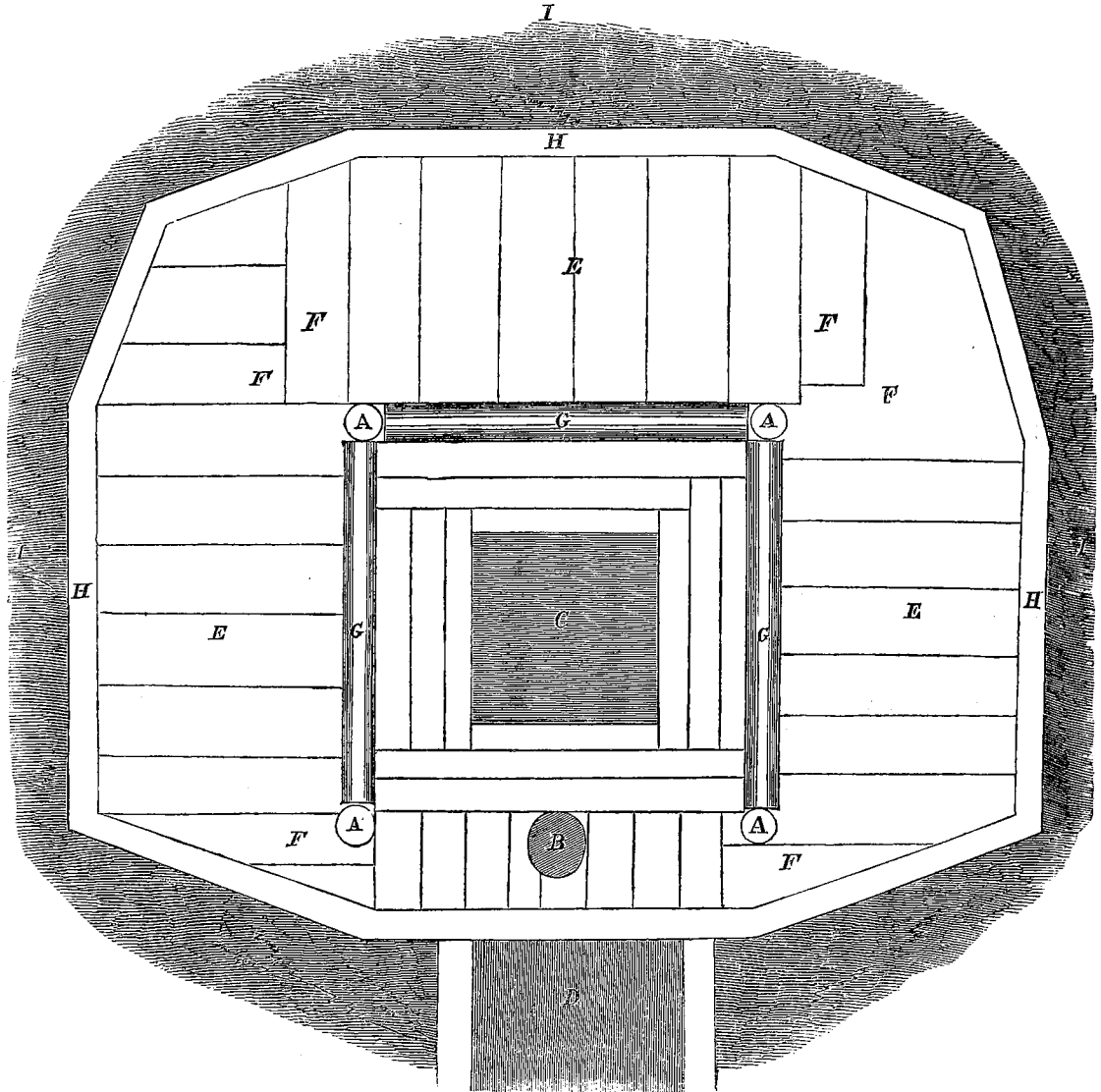
Bigamy is evidently looked upon as a sign of wealth, and is in many instances analogous to the adoption of children. Thus, if a man is a trader and well off, he may require the assistance of another woman to work up his peltry into coats for the next market; or his wife may be nursing, and cannot well perform all the duties that usually devolve upon the mistress of a large establishment. Under such circumstances he may take home as an additional helpmate some elderly widow, and both parties will be benefited by the arrangement. This is, however, not always the motive, and no little jealousy is sometimes excited by the introduction of a younger and better-looking woman to the establishment. The practice is, after all, not very common, as only four men out of a population of near 290 at Point Barrow had each two wives. There were four also at Cape Smyth, where the population is smaller, and several at Point Hope. At the latter place one was particularly mentioned as having no less than five wives, and although it is the only instance of polygamy we heard of, it serves to show that custom has put no limit to the number of wives a native of this country may have.

The age at which the women are married is probably in general fifteen to sixteen. They do not commonly bear children before twenty; and there is usually an interval of four years or more between the births. They relate, apparently with little hope of being believed, that some years ago a woman at Cape Smyth had two children at one birth. For one woman to have borne seven children is a rare case, and for five to live to maturity still more rare. If any one in the ship were stated to be the ninth or tenth child of one family it excited their astonishment, and if to this it were added that seven or eight of them were still alive, they became incredulous. A couple is seldom met with more than three of a family, though inquiry may elicit the information that one or several "sleep on the earth." From this and the great care and indulgence with which those of tender years are treated, it may be inferred that the greatest mortality takes place under the fifth year, but it does not appear that there is any particular form of disease to which they are, before this age, peculiarly liable; the condition of the mother, however, according as the season is one of abundance or scarcity, has by their own account a material influence on the health of the offspring. During first pregnancy great solicitude has been observed on the part of the husband for his wife, although there is no reason to believe childbirth anything but easy. In the particular instance alluded to, from the delicate appearance of the woman it was fancied that every precaution was taken to guard against premature labour, three cases of which came under notice in the last winter.

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Previous to proceeding further with the usages and occupations of these people, it will be well to give some idea of their habitations.

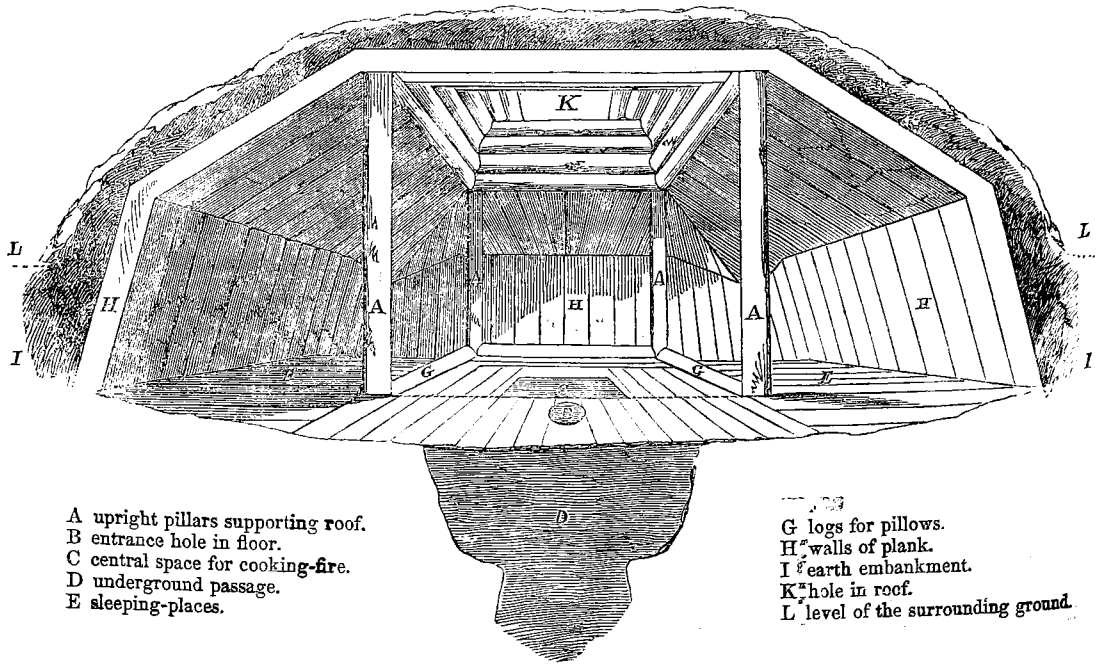
Ground Plan of Esquimaux Hut at Hotham Inlet.



A upright pillars supporting roof.
 B entrance hole in the floor.
 C central space for cooking-fire.
 D underground passage.
 E family sleeping-places.

F stone lamps.
 G logs to rest the head on during sleep.
 H walls of thick boards.
 I earth embankment.

Interior of Esquimaux Winter Hut at Hotham Inlet.



A upright pillars supporting roof.
 B entrance hole in floor.
 C central space for cooking-fire.
 D underground passage.
 E sleeping-places.

G logs for pillows.
 H walls of plank.
 I earth embankment.
 K hole in roof.
 L level of the surrounding ground.

The winter huts at Point Barrow are not placed with any regard to order or regularity, but form a scattered and confused group of grassy mounds, each of which generally covers two separate dwellings, with separate entrances; some, however, are single, and a few are threefold. Behind each are placed a number of tall posts of driftwood, with others fastened across them, to form a stage on which are kept small boats or kaiaks, skins, food, &c., above the height to which the snow may be expected to bank up in the winter, and beyond the reach of dogs. These posts show out very plainly against the horizon in the winter, when everything beneath is covered with snow, and in all seasons may be seen at a considerable distance, long before the huts themselves become visible. The entrance to each hut is from the south by a square opening at one end of the roof of a passage twenty-five feet long, and has a slab of ice or other substance of convenient shape to close it at pleasure. The passage, which is at first six feet high, descends gradually until about five feet below the surface of the ground, becoming low and narrow before it terminates beneath the floor of the hut. Near its middle on one side branches off a recess, ten to twelve feet long, with a conical roof open at the top, forming an apartment which serves as a cook-house, and on the other is commonly enough a similar place, used as a store or clothes' room. The "iglu" or dwelling-place is entered by a round aperture in the floor on the side next the passage, and is a single chamber of a square form, varying in size from twelve to fourteen feet from north to south, by eight to ten from east to west. The roof has a double slope of unequal extent, that on the south side being the larger, with a square opening or window, covered with a transparent membrane stretched into a dome-shape by two pieces of whalebone arched from corner to corner, and is generally a little more than five feet high under the ridge. The smaller part of the roof has between it and the floor a bench, on which a part of the family sleep at night, and sit or lounge during the day. The walls are of stout planks, placed perpendicularly, close at the seams and carefully smoothed on the inside; the floor and sleeping-bench are the same, whilst overhead are small rounded beams, also smoothed and scraped, sustaining the weight of the earth heaped on top. As the bench and the sleeping-place beneath do not in many instances exceed four feet from the wall to the cross beam at the edge, which serves as a pillow, the occupants cannot be supposed to lie at full length, but this limited extent of the bed-place gives greater space in the other part of the hut, which is thus left nearly square, and is generally occupied by the women sewing or performing other household duties. The entrance and bed-place are at opposite ends, and on either hand is an oil-burner or fire-place, having a slender rack of wood suspended over it, on which articles of clothing are placed to dry, also a block of snow to melt and drip into a large wooden vessel. Beneath the last again are other vessels for different purposes, some of them frequently containing skins to undergo preparation for being dressed. These vessels are each made of a thin board of the breadth required, bent into the form of a hoop, and the ends sewed together neatly with strips of whalebone, the bottom being retained in its place by a score like the end of an ordinary cask. The oil-burner is the most curious, if not the most important piece of furniture in the establishment. It is purchased ready made from the eastern Esquimaux, who procure it from a more distant people. It is a flat stone of a peculiar shape, three to four and a half feet long, and four inches thick, pointed at the ends by the union of the two unequally convex sides, somewhat like the gibbous moon. The upper surface is hollowed to the depth of three-quarters of an inch to contain the oil, leaving merely a thin lip all round, and several narrow ridges dividing the hollow part both lengthwise and transversely. It is placed on two horizontal pieces of wood fixed in the side of the hut, about a foot from the floor, with the most convex side towards the wall, the other being that where a broad flame of any extent required is sustained from whale or seal oil by means of dry moss for wicks. When the length of one side of a lamp of this description is considered, it will readily be conceived that not only a good light but also a great deal of heat may be produced, so that the temperature of a hut is seldom below 70° of Fahrenheit, though we have hardly ever seen a flame of more than a foot in extent; and, as great care is taken to keep it trimmed, no offensive degree of smoke arises, though the olfactories are saluted on first entering by a combination of scents anything but agreeable. Ventilation is not altogether neglected, as there is near the middle of the roof a hole in which a funnel of stiff hide is

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inserted, to carry off the vitiated air from the interior of the hut. When the place is much crowded or the temperature too high, a corner of the membrane can be raised, but we have seen it more speedily effected by the master of a house at Nu-wuk, in this impatience to contribute to our comfort, by making an incision with his knife through the middle of it—a proceeding which did not seem to be entirely approved of by his wife, to whose lot it would doubtless fall to repair it.

Such are the usual habitations on the coast of the Arctic Sea, but there are also others of a greater extent and different form, one of which, near the entrance of Hotham Inlet, Kotzebue Sound, is worth mentioning, more particularly as it bears some resemblance to one described by Sir John Richardson, on the east side of the Mackenzie River. The outside did not differ in appearance from the others, except in size, as indeed they were all pretty well covered with snow, but the interior was in shape something like three sides of a cross, twenty feet by sixteen, with a roof sloping down on all sides like that of a verandah, from a square framework in the centre, supported by four straight pillars, one at each corner, seven feet high and eight feet apart. The quadrangular space in the centre was covered with loose boards, which were removed when the fire was required for cooking, was bounded by logs stretching between the bases of the pillars and rounded on the upper surface to rest the head upon during sleep, and had above it the usual square aperture answering alternately the purpose of a chimney and a window. Three sides of the house formed as many recesses, five and a half feet from the logs stretching between the pillars to the walls, and were occupied at the time of our visit by six families, each family having their own lamp in the intervals between the recesses. The fourth side was only two feet deep, and left space for little more than the entrance hole in the floor and a few household utensils. The walls were only three feet high and inclined slightly inwards the better to support the sloping roof, which, like them and the flooring of the recesses, was made of boards nearly two feet broad, quite smooth and neatly joined. The whole building was remarkable for the regularity of the form of the interior, and for the mechanical skill displayed in the workmanship. Huts of this description may be looked upon as a combination of several, each recess representing a separate establishment; united in this form for mutual convenience, and are used where driftwood is abundant, the large cooking fire in the middle of the building imparting its warmth to all around. But the rushing down of cold air, and the smoke not always ascending, proved sources of greater discomfort to us whenever we visited them than the close atmosphere of those in which oil only is burned.

A modification of the last form, built of undressed timber, and sometimes of very small dimensions, with two recesses opposite each other, and raised about a foot above the middle space, is very common on the shores of Kotzebue Sound, but on the rivers, where trees grow, structures of a less permanent kind are erected. Then the smaller trees are felled, cut to the length required, and split; then laid inclining inwards in a pyramidal form, towards a rude square frame in the centre, supported by two or more upright posts. Upon these the smaller branches of the felled trees are placed, and the whole, except the aperture at the top and a small opening on one side, is covered with earth or only snow. The entrance is formed of a low porch, having a black bear-skin hanging in front, leading to a hole close to the ground, through which an unpractised person can hardly creep, further protected from the breeze by a flap of deer-skin on the inside. In the hilly districts, near the source of the Spafareif River, this sort of snow-covered hut was in use, and the inland tribes on the Nu-na-tak, are described as living in dwellings of a similar kind, constructed of small wood, probably built afresh every year, and not always in the same locality. A stranger approaching a village of this description, if the numerous footmarks happened to be obliterated by a recent drift or fall of snow, might readily pass by unconscious of its existence, unless he happened to catch a glimpse of the black bear-skin doors, which are all turned in the one direction.

Snow or ice huts are seldom used except for short intervals, and they are then made very small, consisting of two chambers, the outer one of which serves as a cook-house, and is entered from above by an opening closed at pleasure by a slab of snow. The communication between this and the inner one is by a passage close to the floor, no larger than necessary for one person to creep through. The roof of the inner apartment is about five feet high, with

a window facing the south, having beneath it a small lamp and rack for drying clothes; and on one side the snow is raised two feet from the ground, and covered with boards, on which the skins are laid to form the bed.

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In fixed settlements, like those of Point Barrow or Cape Smyth, there are other buildings which seem public, though nominally the property of some of the more wealthy men. In the former of these places there are two still in existence, and in the latter, three. The largest is at Nu'-wuk, and is eighteen feet by fourteen, built of planks stuck upright in the ground, and the crevices filled up with moss. The roof is similar to that of the other huts, only higher, and there is no sleeping bench within, but a low seat all round the four walls. It has the usual subterranean passage for entrance, but the window in the roof is often used as a door. Unlike the other huts, they are placed on the highest ground, and are readily distinguished by not being built around, or covered with earth. They are altogether constructed with little care, and evidently for only occasional use. A house of this description is called a Kar'-ri-gi, and used by the men to assemble in for the purpose of dancing, in which the women join, for working, conversing and idling, whilst the boys are unconsciously learning the customs and imbibing the sentiments of their elders.

In summer they live in conical shaped tents of deer or seal-skins, according as they are inland or coast people. Four or five poles, from twelve to thirteen feet long, slung together by a stout thong passing through holes in their tops, are spread out to the proper size, and within them, at a mark on each, about six feet from the ground, a large hoop is fastened. Smaller poles are then placed between the others in a circle on the ground, and leaning against the hoop to complete the frame of the tent. The skins are in two parts, each having a long corner sewed into a sort of pocket to fit the top of the long poles, over which one is placed above the other from opposite sides, so as to surround the whole framework, and allow the edges of one set of skins to overlap those of the other, and be secured by a few thongs. A large flap is sometimes cut in one side to form a window, fitted with a transparent membrane, over which the flap of skin may be replaced as a blind during sleeping time. A tent of this kind is called a "tu'-pak," and makes a very comfortable summer abode, one side of which can be kept open to any extent, according to the weather; it is easily transported, and may be set up or taken down in an incredibly short time.

Commencing with the first new moon after the freezing over of Elson Bay, which took place on the 24th of September, 1852, and on the 16th of September, 1853, the Point Barrow people divide the year into four seasons, which they call O'-ki-ak, including October, November, and December; O'-ki-ok, January, February, and March; O-pen-rak'-sak, April, May, and part of June; and O-pen-rak', the remaining part of June, together with July, August, and September. The successive moons, to the number of twelve, are also named by them, evidently in reference to their own occupations, to the phenomena observable in the season itself, or in animals, such as their migrations, &c., though we have been able to make out the precise meaning of only a few of them. These vary a little in different localities, but the setting in of the winter being taken as the beginning of the year in all parts of the country, and the summer moons being but little noticed, no confusion seems to result. Taking them as they occurred in the last season, 1853-4, each tad'-kak or moon was given us as follows:—

- I. 1853, Oct. 2, Shud'-le-wing, sewing.
- II. " Nov. 1, Shud'-le-wing ai-pa, sewing.
- III. " Nov. 30, Kai-wig'-win, rejoicing.
- IV. " Dec. 30, Au-lak'-to-win, departing (to hunt the reindeer).
- V. 1854, Jan. 28, Ir'-ra shu'-ga-run sha-ke-nat'-si-a, great cold (and new sun.
- VI. " Feb. 27, E-sek-si-la' wing.
- VII. " Mar. 28, Kat-tet-a'-wak, returning for whale, (from hunting ground).
- VIII. " April 27, Ka-wait-piv'-i-en, birds arrive.
- IX. " May 26, Ka-wai-a-niv'-i-en, birds hatched.
- X. " June 25, Ka-wai'-lan pa-yan-ra'-wi-en (young) birds fledged.
- XI. " July 25, A-mi-rak'-si-win.
- XII. " Aug. 23, It-ko-wak'-to-win.

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As the new moon of September falls on the 21st of the month, it will require an early setting-in of the winter to make that the first moon of the next year.

For denoting time they also have expressions equivalent to yesterday, to-day, to-morrow, morning, afternoon, evening, &c., but these are not by any means precise; and in speaking of events a year or more past, they use two terms, ai-pa'-ne, which seems properly to mean two years ago, (ai'-pa, two,) but may be as readily applied to twenty; and al-ra'-ne, in the olden time, which is exceedingly indefinite. They have frequently declared that they keep no account of the years as they roll, and "never number them, as they do not write like us," so that it is next to impossible to get anything like exact dates from them. In describing the direction of any distant place they are equally vague, using the term a-wa'-ne, westward, or along the coast toward Icy Cape or Point Hope; ka-wa'-ne, eastward, or towards the Colville or Makenzie rivers; pa-ne, south, or landward; and u-na'-ne, north or seaward.

The seasons, as mentioned above, seem to guide them almost instinctively in their different occupations, and it will not perhaps be amiss to enumerate the principal ones which employ their time throughout the year.

In the month of September they have almost all assembled at the winter huts, amongst which they pitch their seal-skin tents, living in them in preference to the yet damp underground ig-lu's, and are constantly on the look-out for whales, killing also a few walrus, bears and seals, until the winter has fairly set in and the sea become shut up with ice, which generally takes place about the middle of October. During this time most of the women remain in comparative idleness at home, "as it is not good for them to sew while the men are out in the boats;" but so soon as these are laid up for the winter, the sewing, together with cleaning the skins, commences, and is most industriously carried on for two months following. The men are now also engaged in setting nets under the ice for seals, in catching small fish with hook and line, through holes in the ice, or in preparing implements used at other seasons. As mid-winter approaches, the new dresses are completed, and about ten days at this season are spent in enjoyments, chiefly dancing in the kar-ri-gi, every one appearing in his or her best attire. This time of the year being one in which hunting or fishing cannot well be attended to, and no indoor work remaining to be performed, is perhaps sufficient reason why it should be chosen for festivities in the high latitude of Point Barrow, when the sun is not visible for about seventy days; but it may not equally explain the prevalence of the same custom about the same period in Kotzebue Sound, lat. 66, when the rein-deer might be successfully pursued throughout the winter, the people then collecting from many miles, around, to hold a festival in the neighbourhood of Cape Kruzenstern. The amusements being concluded, a few set out early in January, but it is later when the larger parties take their departure for the land in search of deer, scattering themselves over the flat ground at a variable distance of three to eight or ten days' journey from the village, and hollowing out dwellings in the deep snow-drift under the banks of the rivers, through the ice of which they make holes for catching fish by nets and for obtaining a supply of water. This occupies the majority of the people until April, the few who remain at home receiving supplies from time to time, besides spearing a few seals by watching for them as they come to breathe through the cracks in the ice; or, if it is not in a favourable state for this near the shore, they make snow houses to live in among the grounded masses in the offing. Having brought home the spoils of the chase, in the end of April they commence preparing their boats for launching and the implements used in capturing the whale, which gives employment for the men. The women are now also busily engaged in making water-tight seal-skin boots and other articles of dress appropriate for summer wear. Towards the end of May, birds, chiefly eider, and king ducks, engage much attention from the whole population as they pass over the village northward, in rapidly succeeding flights of one to two hundred birds, alternately male and female. The whales having disappeared and the birds passed, a short interval is allowed to prepare dresses for another festival, which takes place in the end of June, and occupies six or eight days, when the dancing is performed in the open air. Early in July more than one-third of the community take their departure in a body to the eastward, to make the long journey to the Colville River and to Barter Point, many of the others following in small parties to scatter themselves over the land in search of deer, and over the lakes and rivers

for birds and fish. About one-fourth of the population remains at the village, catching abundance of small seals, but chiefly looking out for those of a larger size, and walrus, until the whales re-appear in the end of August, soon after which, most of the travellers return from their wanderings to commence another year. At midsummer, when the sun has been some time above the horizon, the snow becomes soft and the rivers begin to flow, so that travelling or the pursuit of game is too fatiguing to be successfully carried on; this season, therefore, like midwinter, becomes necessarily one of comparative idleness, or is only spent in amusements.

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Such is a brief sketch of the ordinary annual routine of the occupations of the Esquimaux of Point Barrow, but it is to be remarked that unusual success or the reverse in hunting or fishing, more especially as regards the whale, must always modify it in a great degree. Thus, in 1852, no less than seventeen whales were said to have been taken, sufficient to afford the poorest and most improvident abundance of food and fuel for the winter, and in the succeeding spring, out of their superabundance of deer, a very considerable number was brought to the ship for barter; whilst in 1853 only seven whales, and those mostly small ones, were killed, giving rise to such want of the necessaries of life in the last winter that many families were obliged to use the decayed flesh and blubber of a dead whale which had been stranded on Cooper's Island, about twenty-five miles distant, more than two years before, and had remained up to this time neglected. But even this resource failed them, and many, as has been before mentioned, perished of famine. In the former year, at midwinter feasting and dancing were constant for nearly a fortnight, and during October, November and December, the number of seals offered for sale at the "Plover" was very great; but in the latter they had none of these amusements, at least in public, as they had not oil enough to spare for warming and lighting up the dance huts, and up to July only a few scraps of seal were brought to the ship. The want of oil also prevented some of the most wealthy men from going to hunt the deer in the winter, and consequently none but a few pounds of venison were brought to the ship for barter, the supply being hardly adequate to their own wants.

From some of the more intelligent men, it appears that they consider the last season one of uncommon privation, and that of 1852-3 was one of unusual abundance. Tracing back the years on the fingers, with some patience, it could be made out that in 1851-2 whales abounded, in 1850-1 the narwhal supplied the place of whale, giving them plenty of food and skins for covering their boats. 1848-9 was one of scarcity, as was also 1843-4. This, so far as it may be depended on, makes three successive fifth years to be seasons of unusual hardship. In 1837, Mr. T. Simpson remarked the number of fresh graves on Point Barrow, but no satisfactory account of the season preceding that could be obtained, and it was too remote to be recalled with anything approaching certainty by even those who remembered that gentleman's visit.

The summer journeys to the eastward are, in regard to the expedition of more interest than any other part of their proceedings, as during them they have already had intercourse with the "Enterprize" and "Investigator," of which they have informed us, as will be seen by the map; and it is in their future journeys in the same direction we may hope for their being able to obtain further intelligence of those ships or their crews.

Having cleared out most of the furniture from the ig'-lu, and filled up the window with pieces of timber and other lumber placed on their ends, so as also to obstruct the entrance hole in the floor, the um'-i-ak or large boat is put upon a sledge, u'-ni-ek, when it is secured by a few cords or thongs, and in it are stowed the summer tent with all its furniture, the baggage of the whole family, the children and old people, together with the kai-ak's or canoes, and all their fittings belonging to the men and boys of the party, making a very considerable weight to drag. On a low sledge, ka-mó-tik, of a stouter structure, are generally carried their seal skins, filled with oil for barter. The party consists on the average of six persons, four of whom are generally all who can drag, and are distributed, three to the large sledge and one to the ka-mó-tik. If they possess dogs, these are distributed also to assist where most required, and there appears to be as much care taken as possible to adapt the load to the strength of each individual. The ice at this season is much decayed and uneven from the formation of pools on its surface, and the labour of dragging a heavy load on a

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sledge is very great; but, fortunately for them, it seldom lasts more than four or five days, during which they appear to travel at the rate of ten miles a day. Fourteen parties, with as many boats (the aggregate number of souls being seventy-four), passed the ship in this way on the 3d of July last, which is four days earlier than in the preceding summer. On the fourth day they arrive at Dease Inlet, which, from the rivers flowing into it, is then a sheet of water, and the mode of transport is reversed, the sledge being now carried in the *ú-mi-ak*, and the small boats towed. In favourable seasons the journey may be continued by paddling or tracking the boat along the shore, between which and the ice there is generally a narrow lane of water, until they arrive at Smith's Bay. Here the laborious part of their journey is sure to end; the sledges are left behind, and to make room in the large boat for the oil skins, the men get into their *kai-áks*. They enter a river which conducts them to a lake, or rather series of lakes, and descend another stream which joins the sea in Harrison's Bay, within a day's journey and a half of the Colville. Whilst passing these streams and lakes they are enabled to supply themselves abundantly with fish of large size by nets; a few birds are also taken, and occasionally a deer. About the eleventh day they encamp on a small island, within half a day's journey of the bartering place, and the different parties probably wait for each other there to enter the river in company.

The Colville River is described as having four mouths, the western of which is very shallow, but the second is a good deep channel, and is therefore followed until they get into the undivided stream, on the left or west bank of which they see the tents of their friends, the *Nu-na-tang'-meun*. Six, eight, or ten days, for precise numbers could not be obtained, are spent in bartering, dancing and revelry, on a flat piece of ground, on which the tents of the two parties are ranged opposite each other between two slight eminences, about a bow-shot apart. The scene is looked forward to by every one with pleasant anticipations, and is spoken of as one of such great excitement that they hardly sleep during the time it lasts.

About the 26th of July this friendly meeting is dissolved, the *Nu-na-tang'-meun* ascending the Colville homewards, and the others descending its eastern mouth to pursue their journey to *O-lik'-to*, Point Berens. In consequence of their occupying a great deal of time in hunting to provide supplies for the remainder of the journey, they spend four or five days in this short distance, which does not exceed twenty miles. Proceeding from Point Berens they travel four sleeps, as marked in red ink on the chart, to a place called *Ting-o-wai'-ak* (Boulder Island of Franklin), where the tents are pitched and the women and children left. Three boats are then selected, and additional benches placed in each for the accommodation of its crew, now increased to fifteen including one or two women. The fifth sleep is within a short distance of Barter Point, from which they start prepared for a hostile or a friendly meeting as the case may be, but it is uniformly the latter, at least of late years. The conduct of the Point Barrow people in their intercourse with those of the Mackenzie, or rather Demarcation Point, seems to be very wary, as if they constantly kept in mind that they were the weaker party, and in the country of strangers. They describe themselves as taking up a position opposite the place of barter on a small island to which they can retreat on any alarm, and cautiously advance from it making signs of friendship. They say that great distrust was formerly manifested on both sides by the way in which goods were snatched and concealed when a bargain was made; but in later years more women go, and they have dancing and amusements, though they never remain long enough to sleep there. They state that on leaving Barter Point the wind is always easterly, and making sail on their boats, they can go to sleep. On the first day they pick up the women and children with their tents, and return to Point Berens on the second. They now cross Harrison's Bay in a direct line before the breeze to Cape Halkett about the 10th of August, some taking the route through the rivers by which they had gone eastward and others proceeding along the sea coast. Should the previous whaling season have been successful, they spend the time until September in fishing and catching deer; but should the opposite have been the case, they make no delay beyond what is necessary for procuring supplies to bring them back to *Nu-wúk*, in order to make up in the autumn for the deficiency of the summer.

The traffic, which is the main object of this yearly journey, has been already

alluded to, but some more details of it may not prove uninteresting. At the Colville, the Nu-na-tang'-meun offer the goods procured at Se-su'-a-ling on Kotzebue Sound from the Asiatics, Kokh-lit' en'-yu-in, in the previous summer, consisting of iron and copper kettles, women's knives (o-lu'), double-edged knives (pan'-na), tobacco, beads, and tin for making pipes; and from their own countrymen on the Ko'-wak River, stones for making labrets, and whetstones, or these ready made, arrow heads, and plumbago. Besides these, are enumerated deer and fawn skins, and coats made of them, the skin, teeth, and horns of the im'-na (argali?), black fox, marten, and ermine skins, and feathers for arrows and head dresses. In exchange for these, the Point Barrow people (Nu-wung'-meun) give the goods procured to the eastward the year before, and their own sea produce, namely, whale or seal oil, whalebone, walrus tusks, stout thong made from walrus hide, seal-skins, &c., and proceed with their new stock to Point Barter. Here they offer it to the Kan'g-ma-li en'-yu-in, who may be called for distinction Western Mackenzie Esquimaux, and receive in return, wolverine, wolf, imna, and narwhal skins (Kil-lel'-lu-a), thong of deerskin, oil burners, English knives, small white beads, and latterly, guns and ammunition. In the course of the winter, occasional trade takes place in these with the people of Point Hope, but most of the knives, beads, oil burners, and wolverine skins, are taken to the Colville the following year, and, in the next after, make their appearance at Kotzebue Sound and on the coast of Asia.

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From what we know positively of the trade thus far, we are inclined to believe there is a tolerably regular yearly communication between each Esquimaux tribe and their neighbours of the same race on either side. It seems highly probable the pan'-na, or double-edged knife, described by Sir W. E. Parry as in use among the tribe he met at Winter Island, may have been of Siberian origin, from being of the same form and identical in name with that brought by the Asiatics to Hotham Inlet, where they receive in return oil burners, or stone lamps, which we have often seen in their tents in 1848-9, of a shape corresponding exactly with the drawing in that gentleman's journal of his second voyage; they bear also a similar name, kōd'-lan, and are said to be brought from a very distant eastern country. Supposing a knife of this kind made in Siberia, to be carried at the usual rate, we compute it would not arrive at Winter Island before the sixth year, and, having been exchanged the year before for a stone lamp, this might come into the hands of the Asiatics on the ninth. The knife would remain the first winter in the possession of the Reindeer Tchuktchi (or Tsau'-chu), the second with the inland Esquimaux, Nu-na-tang'-meun, the third at Demarcation Point with the Kang'-ma-li-meun, the fourth with the East Mackenzie, or the Cape Bathurst tribes, and on the fifth possibly fall into the hands of the people who make the lamps. The lamp, returning the same way, would remain the sixth winter at Cape Bathurst, the seventh at Demarcation Point, the eighth at Point Barrow, the ninth in the interior, and be received by the Asiatics on the following summer.

For a very large portion of our information, we have been indebted to a man called Erk-sin'-ra, who has sustained a most excellent character throughout the whole time the "Plover" remained at Point Barrow. He drew the coast line eastward as far as he knew it, giving the names of many places, some of which he described so minutely as to be undeniably identified with those mentioned in Sir J. Franklin's journal, and laid down in his chart. Erk-sin'-ra's coast line has been drawn in red, parallel to that copied from the Admiralty chart, and a dotted line marks each place where the two were made out clearly to correspond. What seemed to us most singular was, that whilst his description of the coast agreed so minutely in many particulars with the narrative and chart of Messrs. Dease and Simpson, he denied the existence of the Pelly Mountains, and maintained most positively that there are no hills on the west side of the Colville visible from the sea; and at length said, "We never saw them, but perhaps you might with your long spy-glasses." He was the head man of the first party Commander Pullen met at Point Berens on the 11th of August 1849, and gave O'-lik-to as the name of the place where the post was erected. By a letter dated H.M.S. "Investigator," 8th of August 1850, received from a native of Point Barrow, to whom it had been given at Point Drew, that ship must have passed Point Berens on the 9th or 10th of August, when she also was seen by Erk-sin'-ra. As he was on both these occasions on his return from that bartering place, the

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first week in August may be confidently assumed as the usual time of the two tribes meeting at Barter Point.

Among the few remarkable features of this dreary coast is a large stone, about four sleeps from Point Barrow, near Point Tangent, and gives the name of Black Rock Point to the projecting land off which it lies. It is mentioned by Mr. J. Simpson as the only stone of large size he met with on this part of his journey. The natives assert it is a "fire stone," and fell from the sky within the memory of people now living. No one saw it fall; but one woman, about sixty years of age, said she travelled that way yearly as a girl, when there was no stone there, and that in returning one summer, her people were much surprised to see it, and believed it had fallen from the sky. Should it prove a meteoric stone, the story of its age might be true enough; but at present it is doubtful. It is said to enlarge and present a full rounded appearance at times, when deer are plentiful in the neighbourhood, as it feeds upon them, killing and devouring a great many at a time. No doubt those animals are instinctively guided in their migrations by particular states of the atmosphere; and as the tides are much influenced by the winds, it is not impossible that they should most abound in that locality when the tide is low, giving an apparent increase to the size of the stone.

We were anxious to get the history of the "Old Huts," marked by Sir J. Franklin in longitude $146^{\circ} 20' W.$, but could ascertain distinctly no more than that they were the remains of an ancient Kang'-ma-li settlement. In connexion with this, our informants gave an account of the modern origin of the trade at Barter Point, agreeing with that given by Sir J. Franklin, to the effect that it was established within the memory of people recently dead, whilst their intercourse with the inland people by the Colville is of ancient date. But from their having traditions of the Eastern people relating to a remote period, we think it probable that it was only renewed in recent times, having been previously kept up by a tribe inhabiting the "Old Huts," whose parties visited the Colville on the west, and met the Mackenzie people on the east of their own country. From the well-known hostility of the Red Indians to the Esquimaux, it may be conjectured that the settlement was destroyed by them and the inhabitants put to death; and that after some time had elapsed, the people of Point Barrow would be induced to extend their journeys eastward further in search of those whose goods they had been accustomed to receive, and at length meeting with other people, none of whom they had ever before seen, the establishment of a regular trade, as at present existing at Barter Point, would be the result.

Point Hope is generally visited by parties in the winter, who perform the journey in fifteen to twenty days, returning to Nu-wúk at the end of two moons. From that Cape, therefore, to a little beyond Barter Point, a distance of about 600 miles, is the extent of coast with which the Point Barrow people are actually acquainted, and their personal knowledge of the interior may be said to extend to fifty miles. But besides this they also know, by report, the names of more distant countries and their inhabitants; thus the people they trade with at Barter Point are called Ka'ng-ma-li en'-gu in, whose winter huts are probably at Demarcation Point; among them they have occasionally seen a few Ko-pang-meun, Great River (Mackenzie) people, whom they distinguish by having a tattooed band across the face. Beyond the Mackenzie is a country called Kit-te-ga'-ru, and further still, but very distant, one inhabited by the people who make the stone lamps before spoken of. So far they speak with confidence, and then relate the story of a singular race of men living somewhere in that direction, who have two faces, one in front and the other at the back of the head. In each face is one large eye in the centre of the forehead, and a large mouth armed with formidable teeth. Their dogs, which are their constant companions, are similarly provided, with a single eye in each. This fable seems to refer to the tribe of Indians, who are said by their neighbours to see the arrows of their enemies behind them.

Of the Indians they know but little personally, having only seen a few on rare occasions; but they appear to know them well by report, both from the Ka'ng-ma-li-meun and Nu-na-tan'g-meun. Under the general term It'-ka-lyi, they describe them as a dangerous people, well-armed with guns, who reside in the mountainous districts far away to the south and east of the Colville. The inland Esquimaux also call them Ko'-yu-kan, and divide them into three sections

or tribes, two of which they know, and say they have different modes of dancing. One is called It'-ka-lyi, and inhabits the It'-ka-ling River, east of the Colville; the second, It-kal-ya'-ru-in, whose country is further south; and the third, whom they have never seen, but only heard of as the people who barter wolverine skins, knives, guns, and ammunition to the Esquimaux at Herschel Island, for Russian kettles, beads, &c., together with whalebone and other sea produce. These three tribes, they further say, are all dressed alike, and are fierce and warlike, but not cannibals like other Indians they have heard of. They are, without doubt, the mountain Indians to whom Sir J. Franklin makes frequent allusion in his narrative of his journey westward from the Mackenzie River, a tribe who have had but little intercourse with the Hudson's Bay Company; and Mr. J. Simpson, travelling the same coast in 1837, also mentions them as but little known. As the name Ko'-yu-kan, by which they are known at Point Barrow, is the same as that given to the tribe in whose treacherous attack on the Russian post at Darabin, Lieutenant Barnard lost his life in 1851, and as some of their coats and other portions of dress offered for sale at the "Plover" in 1852, were of the same make and material as the suit in the possession of Mr. Edward Adams, of the "Enterprize," the companion of Lieutenant Barnard, there can be little doubt they are one and the same people. If, as seems probable, they are also the same who destroyed the Hudson's Bay post in 1839, in latitude 58°, they occupy a great extent of country between the Colville and Mackenzie rivers, and range from near Sitka to the Arctic Sea. It is at all times desirable that great caution should be used in drawing inferences from mere sounds in an unwritten language which is but partially known, yet it seems worthy of remark, that the Esquimaux word, Kōk, a river, if prefixed to the name Yu-kon, will bear a strong resemblance to the name Ko'-yu-kan, given by them to the Indians inhabiting the country through which the You-con flows. They also know by report the people of Cape Prince of Wales, Kin'g-a-meun, and the Kokh-lit' en'-yu-in, Asiatics, who come to Kotzebue Sound yearly.

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Some traditions they have besides which refer to a land named Ig'-lu, far away to the north or north-east of Point Barrow. The story is, that several men, who were carried away in the olden time by the ice breaking under the influence of a southerly wind, after many sleeps arrived at a hilly country inhabited by a people like themselves who spoke the same language. They were well received and had whales' flesh given them to eat. Some of these wanderers found their way back to Point Barrow, and told the tale of their adventures. After some time, during a spring when there was no movement in the sea ice, three men set out to visit this unknown country, taking provisions on their backs; and having performed their journey without mishap, brought home confirmation of the previous accounts. Nothing further could be learned concerning this northern expedition except that each man wore out three pairs of mocassin soles in the journey; and since then there has been no communication with the Ig'-lun Nu'-na, but they believe some others who have been carried away on the ice may have reached it in safety.

We could never find any who remembered having seen Europeans before Mr. J. Simpson's visit in 1837, but had heard of them as Ka-blu'-nan from their eastern friends; more recently they heard a good deal of them from the inland tribes as Tan-ning or Tan'-gin. This probably refers to the Russians, who have regular bath days at their posts, and is derived from tan-ni'kh-lu-go, to wash or cleanse the person. They also apply other names to us, apparently of their own invention; one is E-ma'kh-lin, sea men (this is the name of the largest of the Diomed Islands); another is Sha-ke-na-ta'-na-meun, people from beneath the sun (en'-gu-in a-ta'-ne Sha-ke'-nik); but the most common one is Nel-lu-an'g-meun, unknown people (nel-lu-a'-ga, I do not know.)

To themselves they apply the word En-yu-in, people, the plural of ē-nyu'k, a person of any nation, prefixing, when necessary, the name of their nu-na or country, as, Nu-wu'ng-meun, that is, Nu-wu'k En'-yu-in, Noo-wook or Point Barrow people; Ing-ga-lan'-da-meun, Englishmen. Lately those met with in Grantley Harbour and Port Clarence have adopted the epithet Es-ki-mo'.

In addition to the notice of the phases of the moon, they possess sufficient knowledge of the stars to point out their position in the heavens at particular seasons, and we believe use them as guides sometimes in travelling. They look upon them

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as fiery bodies, as proved in their estimation by the shooting stars, which they look upon as portions thrown off by the fixed ones. They form them into groups, and give them names, many of which they explain. The star Aldebaron, with the cluster of the Hyades, and other smaller ones around, are called Pa-chúkh-lu-rin, "the sharing-out" of food, the chief star representing a polar bear just killed, and the others the hunters around, preparing to cut up their prize, and give each hunter his portion. The three stars in Orion's Belt are three men who were carried away on the ice to the southward in the dark winter. They were for a long time covered with snow, but at length, perceiving an opening above them, they ascended farther and farther until they became fixed among the stars. Another group is called the "house building," and represents a few people engaged in constructing an ig-lu, or winter hut. But perhaps their most complete myth refers to the sun and moon, who, they say, are sister and brother. Given as we received it, it runs as follows: "A long time ago, in a country far away to the eastward, called Pin'g-ō, the people held a winter festival, when one of the women, tired of dancing, left the company and retired to rest in her own hut. Before she had gone to sleep, she perceived some one enter, who blew out the light, and lay down beside her. Being desirous to know who her stealthy visitor was, she smeared her hands with soot from the lamp within her reach, and secretly blackened his body, that she might know him again among the dancers. After he had gone, she returned to the dance-house, and peeping in, saw to her horror that the man whose person she had marked was her own brother. She retired in great grief to the open air, but soon returning to the dance-house, she went into the middle of the assembly, and with a woman's knife (o-lú) cut off her left breast, which she gave her brother, saying, 'All this it is good that you should eat.'* They then went out, and both ascended slowly towards the heavens in a circular path, he with his dog going first and she following, and when nearly out of sight separated, the man by name Nel-lu-kat'-si-a Tád-kak, to become the moon, and his sister, Sigh-rá-a-na, to become the sun, still dripping with her own gore, as may be seen occasionally in cloudy weather, when she looks red and angry." The moon is considered cold and covered with snow, on the white surface of which may be traced at the full the figure of the man perpetually travelling with his dog, whilst the lady sun enjoys the warmth of an eternal summer."

In some of their pursuits, necessity compels the men of different establishments to combine their strength, as in taking the whale, and in such circumstances, some must take the lead. It would seem an easy step from this to the permanent ascendancy of individuals over the others, and some have accordingly considerable weight in the community; but there is nothing among them resembling acknowledged authority or chieftainship. A man who has a boat out in the whaling season, engages a crew for the time, but while in the boat he does not appear to have any control over them, and asks their opinion as to where they should direct their course, which, however, they generally leave him to determine, as well as to keep the principal look-out for whales. The chief men are called Ome'liks (wealthy), and have acquired their position by being more thrifty and intelligent, better traders, and usually better hunters, as well as physically stronger and more daring. At the winter and summer festivals, when the people draw together for enjoyments, proficiency in music, with general knowledge of the customs and superstitions of their tribe, give to the most intelligent a further ascendancy over the multitude; and this sort of ascendancy once established, is retained without much effort. As they combine to form a boat's crew to pursue a common prey, so will they unite to repel a common enemy, but it is only when danger is common they will so unite; their habits of life leaving them perfectly free from the control of others, and making them dependent solely on their own individual exertions for a livelihood; they are bound together as a society only by ties of relationship and a few superstitious observances, and have no laws or rules excepting what custom has established in reference to the spoils of the chase. It cannot be doubted that their Ome'liks have considerable influence, more especially over their numerous relations and family connexions, and may use some art to maintain and extend

* This is not given as a literal translation, but we believe it conveys the meaning. The Esquimaux words are "ta-man'g-ma mam-mang-mang-an'g-ma nigh'-e-ro."

it; yet O-mig'-a-loon, the most influential man at Nu-wu'k, the same who headed the party against Commander Pullen, at Point Berens, after informing us that a lad of eighteen had deceived us, and got food by telling a false tale of distress, would not for some time repeat his statement in the presence of the youth.

Invisible spirits (*sing.* turn'-gak; *plural*, turn'-gain,) people the earth, the air, and the sea; and to them they apply similar notions of equality, attributing to none superior power, nor have they even a special name for any that we could learn. These turn'-gain are very numerous, some good, some bad; they are sometimes seen, and then unusually resemble the upper half of a man, but are likewise of every conceivable form. Their belief in ghosts seemed proved by the circumstance that two young girls who left the ship in the twilight of a short winter's day, turned back in breathless haste on seeing a sledge set up on end near the path to the village. They told the story of themselves next day, saying they were frightened, having mistaken the sledge, which was not there in the daytime when they had passed, for a turn'-gak. They are concerned in the production of all the evils of life, and whatever seems inexplicable is said to be caused by one of them. One causes a bad wind to blow, so that the ice becomes unsafe; another packs the ice so close on the surface of the sea that the whales are smothered; and a third strikes a man dead in the open air, without leaving any mark on his body; or a fourth draws him by the feet into the bowels of the earth. These are evil genii; and the good ones are little better, as they are very liable to get offended and turn their backs on suffering humanity, leaving it at the mercy of the worse disposed. Their dances and ceremonies are all intended to please, to cajole, or to frighten these spirits. The most curious ceremony that came under observation was performed at the village in the course of the last winter, when food had become very scarce in consequence of the ice continuing very close from a long continuance of north-westerly winds. On the sea beach, close to one of the dance-houses, a small space was cleared, and a fire of wood made, round which the men formed a ring and chanted for some time, without dancing or the usual accompaniment of the tambourine. One of the old men then stepped towards the fire, and in a coaxing voice tried to persuade the evil genius, from whose baleful influence the people were suffering, to come under the fire to warm himself. When he was supposed to have arrived, a vessel of water, to which each man present had contributed, was thrown upon the fire by the old man, and immediately a number of arrows sped from the bows of the others into the earth where the fire had been, in the full belief that no turn'-gak would stop at a place where he received such bad treatment, but would depart to some other region, from which, on being detected, he would be driven away in a similar manner. To render the effect still greater, three guns were fired in different directions, to alarm the spirits of the air, and make them change the wind. For the same object they several times requested the ship's guns, eighteen-pounders, to be fired against the wind.

When our poor friend O-mis-yu-a'-a-run, commonly called the water-chief, from having accused us of stealing the water from the village, was carried away with two others on the ice to near Cape Lisburn, in the beginning of the winter, his wife had a thin thong of seal-skin stretched in four or five turns round the walls of the ig-lu, and anxiously watched it night and day until she heard of her husband's fate. They believe that so long as the person watched for is alive and moves about, his turn'-gak causes the cord to vibrate, and when at length it hangs slack and vibrates no longer, he is supposed to be dead. Having heard something of the hourly observations of the movements of a magnet suspended by a thread in the observatory, the old dame sent Erk-sin'-ra to see if its movements had any connexion with her husband's case.

Thunder is a rare occurrence at Point Barrow, but not altogether unknown to its inhabitants, and they say the sound of it is caused by a man spirit, who dwells with his family in a tent far away to the north. This Esquimaux representative of Jupiter Tonans is an ill-natured fellow who sleeps most of his time; and when he wakes up he calls to his children to go out and make thunder and lightning by shaking inflated seal-skins and waving torches, which they do with great glee until he goes to sleep again.

They do not entertain any clear idea of a future state of existence, nor can they apparently imagine that a person altogether dies. Although death is a subject they dislike to talk of, we have heard the sentiments of several upon this, and the nature of the soul. About the last they differ a good deal, but they

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all agree in looking upon death as the greatest of human evils, and would invariably "rather bear the ills they have, than fly to others that they know not of." The soul is a turn'-gak, they say, seated in the breast, or rather in the lungs, and seems closely allied to the breath; from it emanate all thoughts, which as they rise the tongue gives utterance to. Even as to its unity they hold different notions, for one person told us a man had four turn'-gain in his breast; and another, that wherever a man went there was in the ground beneath him his "familiar spirit," which moved as he moved, and was only severed from him in death. However this may be, in death the body sleeps and the spirit descends into the earth to associate with those which have gone before, and subsists on bad food, such as roots, stones, and mosquitoes.

In order not to offend the spirits of the departed, their bodies are wrapped in skins and laid on the earth beside others already there, with the head to the east at Point Barrow; but for this direction there is no general rule. As his clothes and other portions of property he habitually used, including the sledge on which he was carried, would bring ill-luck to any one else who took them, they are left with the body in a torn or broken state, and the family to which he belonged keep within the hut for five days, not daring to work lest the spirits should be offended; and instances can be readily adduced where they believe death to have happened to persons who infringed the custom of mourning five days. Diseases are also considered to be turn'-gaks, and so hurtful do they think the touch of a corpse, that it is unwholesome to smoke from the same pipe or drink out of the same cup with any one who was the wife, mother, or other near relative of a deceased person; this, they say, is because these relatives from tending the sick person become tainted by his breath, and another by using the same pipe or cup might acquire the disease.

JOHN SIMPSON, Surgeon, R.N.

The SECRETARY OF THE ADMIRALTY to Commander MAGUIRE.

Sir,

Admiralty, November 9th, 1854.

HAVING laid before my Lords Commissioners of the Admiralty the observations made by Mr. John Simpson, Surgeon of Her Majesty's Discovery Ship "Plover," under your command, relating to the Western Esquimaux and the country they inhabit, taken during two years at Point Barrow, I am to desire that you will express to Mr. Simpson their Lordships' satisfaction at the information conveyed.

I have, &c.
(Signed) R. OSBORN.

Proceedings of Captain Collinson, C.B., Her Majesty's Discovery Ship
Enterprize, Behring Strait Division of Arctic Search.

Captain COLLINSON, C.B. to the SECRETARY OF THE ADMIRALTY.

Sir,

Her Majesty's Ship Enterprize, Port Clarence,
August 22d, 1854.

I have the honour to report the return of Her Majesty's Ship under my command from the Arctic Regions, without, I regret to say, having accomplished their Lordships' instructions. Enclosed is a condensed narrative of my proceedings since leaving the port on the 10th of July 1851, together with track charts, by which their Lordships will perceive, that our progress to the northward and eastward the first season was effectually stopped by a barrier of ice, at the northern end of the Prince of Wales Strait, in latitude $73^{\circ} 30'$ N. and longitude $114^{\circ} 35'$ W. on the 31st of August; that I then returned to the southward, and traced the west face of Baring Land, as far as $72^{\circ} 52'$ N. and $125^{\circ} 24'$ W. without finding a place sufficiently sheltered for winter quarters, and eventually was frozen in, in a bay in Prince Albert Land, near the entrance of the Prince of Wales Strait, in latitude $71^{\circ} 35'$ and longitude $117^{\circ} 39'$. In the ensuing spring travelling parties passed through the Prince of Wales Strait, and then separating, one succeeded (after undergoing much hardship) in reaching Melville Island, but were not able to get as far as Winter Harbour. The other pursued the north face of Prince Albert Land, and found the coast trend to the southward, reaching an inlet in $72^{\circ} 45'$ N. and $113^{\circ} 40'$ W. A third party traced the coast of Prince Albert Land to the southward, where a broad inlet separating it from Wollaston Land was discovered. The ice broke up, and permitted us to move out of our winter quarters the first week in August, but kept us embayed in its vicinity until the first week in September; when I followed up the track of the Southern expedition, thinking it would lead me into the centre of this Archipelago; but finding Prince Albert and Wollaston Land joined to Victoria, forming one large island, I availed myself of the short remnant of the season, pushed through the Dolphin and Union Strait, and succeeded in reaching Cambridge Bay, where I thought I could best carry out the tenor of their Lordships' orders, before we were overtaken by the winter.

A travelling party traced the eastern coast of Victoria Island in the ensuing spring, but owing to the hummocky nature of the ice, did not succeed in reaching further than latitude $70^{\circ} 26'$ and longitude $100^{\circ} 45'$. Having previously fallen in with a cairn erected by Chief Factor Rae, which gave me the first intimation that the ground we were now upon had already been examined. Leaving Cambridge Bay on the 9th of August, we experienced some detention from the ice opposite to the Coppermine River, and again at Cape Bathurst, which was passed on the 31st, from whence until to the west of Herschel Island we found a comparatively open sea, but here our progress was stopped, nor could we succeed in getting further than the west end of Camden Bay, where in $70^{\circ} 7'$ N. and $145^{\circ} 29'$ W. we passed the third winter. An attempt was made to explore to the northward in the spring, but failed, owing to the impracticable state of the ice. On the 2d of July, a party of Barter Island natives came to us, bringing with them a notice printed on board the Plover, at Point Barrow, and dated July 4th, 1853, by which I learnt that the Investigator had not been seen since 1850. As it therefore appeared probable she was still shut up on the west face of Baring's Land, and that instead of returning to Point Barrow after depositing the last information we had picked up respecting her movements, Captain McClure had passed the winter of 1852 to the north of the farthest point visited by us, whence the close seasons of 1852 and 1853 prevented his escape, I determined upon opening a communication with the Plover at Point Barrow, immediately the coast water would admit of a boat's proceeding, so as to enable Captain Maguire to return to the south, and procure all the provisions in his power, so as to equip me to return to the eastward this season. Lieutenant Jago was accordingly despatched in a whale boat on the 10th, and succeeded in reaching Point Barrow on the 24th, whence by the native account

the Plover had sailed two days previous. The ship left Camden Bay on the 20th, reached Point Barrow on the 8th August, but being detained by southerly winds, only arrived here last night, when I found the Plover had returned to Point Barrow; where it is my intention to follow her immediately, so as to ensure her withdrawal this season. I have directed Commander Trollope to embark the stores and provisions deposited on shore here with all despatch, and then proceed to San Francisco, where I hope he will arrive in time to save the September mail.

I have great satisfaction in reporting that the conduct of the ship's company merits my warm commendation, and that they have cheerfully undergone the privations to which these voyages are liable.

I have to regret the death of two seamen and one marine, whose decease cannot be ascribed solely to the effect of climate: on the contrary the health of the ship's company, as will be seen by the accompanying Tables, has been remarkably good, the average number per cent. on the sick list being six; nor have we been seriously afflicted by the scurvy, which, under the favour of God, I attribute in a great measure to the good quality and abundance of provisions their Lordships caused us to be supplied with.

Having communicated with the Plover, it is my intention to make the best of my way to England by Hong Kong and the Cape of Good Hope.

I have, &c.

(Signed) RICHARD COLLINSON, Captain.

LIST OF ENCLOSURES.

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NARRATIVE of the PROCEEDINGS of Her Majesty's Ship ENTERPRISE.

July and August, 1851.

Meet the ice.

Round Point Barrow in the pack.

Progress along the American coast.

Leaving Port Clarence on the 10th of July 1851, we reached Hope Point on the 15th, Icy Cape the 18th, and Wainwright Inlet the 19th, where our progress was stopped by the ice, there not being a navigable channel between it and the Seahorse Islands. While waiting at the edge of the pack for it to open, we were caught in it, and thus carried by the current to Point Barrow, which was doubled on the 26th; the ice then slackening, by dint of considerable labour, we reached open water on the American Coast, near Tangent Point, on the 31st. Here we found the land water, varying from two to eight miles in width, the water gradually deepening to 9 fathoms at that distance, the mainland being fronted by low sandbanks, to which in some cases the depth of water admitted of our approach within half-a-mile.

On the 1st of August we were visited by two Oomiaks, bringing venison and geese, which they readily exchanged for tobacco, and upon the 2d two more came off; the latter had in their possession a doll, which, in my opinion, was received by the same people from me at Point Hope last year, or else has been transferred along the coast (a distance of 400 miles) by barter.

On our arrival off Manning Point on the 8th of August, the effect of the Mackenzie River became visible, the channel between the pack and the land increasing to 50 miles, at which distance from the shore no bottom was obtained at 150 fathoms. Here we experienced considerable difficulty in steering the ship; even the boats ahead being unable to prevent her being turned round frequently.

A great quantity of drift wood was seen, and one tree, 68 feet long, picked up. After sighting the pack edge frequently, and occasionally entering the bights, so as to obtain an extended view to the northward, the Pelly Islands were seen upon the 20th, and two islets discovered to the E.N.E. of them.

August and September
1851.
Sight the Pelly Isles.

A favourable wind deterred me from communicating with the shore at Cape Bathurst; casks, however, and cylinders containing information of our progress, were thrown overboard daily.

On the afternoon of the 26th of August Cape Parry was in sight, and during the first watch a bold steep bluff (Cape Erebus) was discovered to the northward. Hauling up to close this land, we entered a strait on the 28th, in which on the following day two islets (with a beacon on the largest) were seen. On landing, I found a whale boat and depôt of provisions, with a notice from Commander M'Clure (a copy of which is enclosed). Continuing our course through the strait, we reached the north end at midnight on the 30th, when another beacon was seen on the south shore, where similar information to that deposited on the Princess Royal Isles was found.

Discover Baring
Land.
Enter the Prince of
Wales Strait.
Princess Royal Isles.
Reach the north end
of the Strait.

Here in latitude $73^{\circ} 30'$ N. and longitude $114^{\circ} 35'$ W. our progress was barred by large fields of ice, leaving no coast water in which a ship could navigate either to the eastward or westward. I then returned to the north shore, with a view of anchoring in a small cove we had seen, and obtaining a more extensive view from the land. This, however, we found, had filled with ice since the previous day, which was now rapidly streaming in on both shores. After looking in vain for a sheltered spot, until we were too close to the Investigator's depôt, I determined to avail myself of the remainder of the season in searching for a wintering place on the west face of Baring's Land.

Stopped by the ice.
Return to Cape
Erebus.

Rounding Cape Erebus with this intent on September 3d, we found the coast trend to the north, with deep water close to the shore. After examining an inlet, which proved too shallow for our purpose, we reached a long low point in $71^{\circ} 53'$ N. and $125^{\circ} 10'$ W., on which a cask containing information from the Investigator, dated August 18th, 1851, was found. Then proceeding to the north we found shallow water, having only five fathoms six miles from the shore. On the 7th an islet in latitude $72^{\circ} 54'$ and longitude $125^{\circ} 12'$ was fallen in with; the close vicinity of the main pack and number of large floes between it and the shore rendering it nearly impracticable to turn to windward among them, induced me to terminate our progress for the season. I accordingly sent Lieutenant Phayre to deposit information, and a small quantity of provisions (20 days for eight men), and then returned to the point where we had found the Investigator's cask, which I hoped would prove sufficiently sheltered for our winter quarters. On examination, however, it was found too shallow. I had then to return further to the south, and eventually found a well sheltered spot on Prince Albert Land, near to the entrance of Prince of Wales Strait, in $71^{\circ} 35'$ N. and $117^{\circ} 39'$ W. Shortly after our arrival, we were visited by a tribe of central Esquimaux, who, from a small axe and a pemmican tin in their possession, were the same people mentioned by Commander M'Clure. They remained in our neighbourhood until the second week in November, but had little to spare; nor did we detect any articles whatsoever about them to indicate their having been in communication with any other white men besides the Investigator's travelling party.

September and Octo-
ber, 1851.
West coast of Baring
Land.

Terror Islet.

Winter quarters.

Natives.

Before we were finally frozen in, which did not take place until the 21st of October, boats were detached to the north and south of our position to erect marks, so as to guide any parties to the ship. In the latter direction a sound 60 miles deep was discovered; the narrowest part of the isthmus between us and it proving only four miles across, we obtained a considerable supply of wood from thence. A notice deposited by the Investigator's travelling party was found on the south point (Cape Wollaston) of this sound.

During the winter, which proved mild, a few hares and ptarmigans were obtained, and early in April depôts of provisions for the travelling parties were laid out. On the 12th the Southern expedition (under the command of Lieut. Jago) left to explore the coast towards Wollaston Land, which was found to maintain a southerly direction until latitude $70^{\circ} 38'$ when it assumed an easterly trend. He eventually reached latitude $70^{\circ} 38'$, and longitude $112^{\circ} 48'$ (previous to which, on an islet, in latitude $70^{\circ} 32'$ and long. $115^{\circ} 25'$, a cylinder deposited by the Investigator's travelling party was found), where a party of Esquimaux, about 80 in number, were met with: they proved not to be the same that

Spring of 1852.
Expedition towards
Wollaston Land.

- Spring of 1852. had been with us in the autumn, but the two tribes had been together during the winter, as some of the presents were recognized; otherwise they showed no sign of having been in contact with Europeans. The sound from here appeared to be 20 miles wide, and its termination easterly was not seen. Lieutenant Jago returned to the ship, after an absence of 49 days, and merits my warm commendation to their Lordships for the manner in which he conducted this service.
- Expedition through the Prince of Wales Strait. The Northern expedition, consisting of two sleighs (one under my own, the other the command of Lieutenant Parks, left on the 16th of the same month, proceeding through the Prince of Wales Strait together until the 5th of May, when he was detached with orders to reach Melville Island if possible, and rejoin me on the 22d, while I proceeded along the north coast of Prince Albert Land towards Cape Walker, eventually reaching latitude $72^{\circ} 45'$ and longitude $113^{\circ} 40'$; here there is a deep bay or inlet. Lieut. Parks not making his appearance at the rendezvous on the date appointed, I set out to meet him, and succeeded in reaching his second night's encampment; when my provisions being exhausted, and thinking he might have passed me (which proved to be the case) by keeping close to Prince Albert Land, I returned and reached the ship on the 6th of June.
- Party reach Melville Island. Lieutenant Parks, on the third day after leaving me, came upon hummocky ice, through which it was impossible to drag the sleigh. Leaving the tent and it behind, he set out with his party, carrying their provisions on their backs, and succeeded in reaching Cape Providence on the 16th. Here he left a portion of his men to rest, and went forward with two of them towards Hearne Point, meeting with sleigh tracks, and the marks of three men's footsteps. Hearing the next day the howling of Esquimaux dogs, as if being put into harness, and having no arms, did not deem himself in a fit condition to have any communication with the natives: and being so far from his people, although very loath to do so, he was obliged to return without reaching Winter Harbour.
- Return of the natives. After suffering severe privation from lack of water and provisions, he reached his tent on the 21st; starting again on the 23d, he made for Prince Albert Land, in hopes of picking up driftwood, and obtaining game, and must have passed within eight miles of me on the 24th; but his people being very much exhausted, and one of them obliged to be carried on the sleigh, he did not reach the rendezvous until the 31st, and the ship on the 29th of June, having been absent 75 days. Two of his crew on their arrival were suffering from frost-bites, one of whom had to lose a portion of his foot. Lieutenant Parks appears to me to have done all in his power to alleviate their distress, and to reach Winter Harbour.
- September 1852. The natives returned on the 25th of May, bringing with them some bags of seal oil (which was purchased); they remained in our neighbourhood until we left, which the ice did not permit us to do until the 5th of August. In the meantime a fair supply of game was obtained, and latterly, by means of Halkett's boats and our seine, a good number of fish from the lakes.
- Victoria, Prince Albert, and Wollaston Lands form one island. The season of '52 proved a close one, the ice remaining packed, both on Prince Albert and Baring Lands, until the first week in September, when we were enabled to enter the inlet examined by Lieutenant Jago, and which I hoped would conduct us to the centre of this archipelago; we, however, reached the head of the gulf, which is in latitude $70^{\circ} 25'$, and longitude $111^{\circ} 0'$, on the 13th, and having thus established the fact that Victoria, Prince Albert, and Wollaston Lands were joined, I came to the conclusion that the most suitable place for our ensuing winter quarters would be the south-east extremity of this large island.
- Enter the Dolphin and Union Strait. Entering the Dolphin and Union Strait with this view, the mouth of the Coppermine River was passed on the 21st; and after a hazardous navigation, owing to the increasing period of darkness, and absolute inutility of the compasses, succeeded in reaching Cambridge Bay on the 26th of the same month.
- Reach Cambridge Bay. In hauling into a bay which promised to afford us shelter, we had the misfortune to get on shore, and before the ship could be lightened sufficiently by landing our provisions, the young ice made, and we had to wait until it was sufficiently firm to bear our casks; nor did we succeed in getting the ship afloat without severe labour.
- Natives. Shortly after our arrival we were visited by a tribe of Esquimaux, mustering in all about 200, and apparently with more provisions to spare than those we had seen last year. It was evident that they had had little or no communication

with white men, but they had in their possession more implements of brass and iron than those seen at our last winter quarters. Amongst these are two, which, as they may have belonged to the missing expedition, I transmit a detailed description of:—One of these is a portion of a connecting rod (iron) probably belonging to a steam engine; the other seems to have been part of a large metal crutch, on which are faint traces of a broad arrow; the former may have been obtained from the Victory, and the latter from the boats at Coppermine River.

Winter, 1852; Spring
1853.

European articles in
their possession.

The natives remained in our vicinity throughout the whole winter, and may be looked upon as a well-behaved people, who would not harm a distressed party.

Before the winter set in, Lieutenant Jago deposited information at Cape Colborne and Back Point, and as soon as the ship was afloat, I visited the American continent for the same purpose, so that no parties could pass us. The season proved one of the most severe ever experienced in these regions, and we obtained scarcely any game until June.

Early in April provisions were laid out for the exploration of the east coast of Victoria Island: and leaving the ship, accompanied by three sledges, on the 12th of the same month, we found the coast trend to the southward of east, until we reached the 102^d meridian, when it turned to the north; but before the 69th parallel was again reached we fell in with the junction of the old and new ice, raising hummocks of that description as to render the road impracticable for sleighs. Under these circumstances we were seldom able to leave the shore, and under the necessity of following many of its sinuosities. This delayed our progress so much as only to enable us eventually to reach an islet in latitude 70° 26' N., and longitude 100° 45', from whence no land was seen, except to the southward, and the pack so rough as seldom to admit of our making more than half a mile an hour. Having four days' provisions left on our return to Victoria Island, we traced its shore, which here assumed a westerly direction, as far as latitude 70° 12' N., longitude 102° 0' W.

Exploration of the
east coast of Victoria
Island.

In 70° 3' N. and 101° 0' W., we fell in with a cairn erected by Chief Factor Rae, from which we obtained the first intimation that any parties had preceded us in the search; and our observations tend to corroborate his, (viz.) that the ice, except in extraordinary seasons, does not leave the east coast of Victoria Island, to the northward of 70°. We reached the ship on the 31st of May, after an absence of 49 days.

In the course of a visit to the Finlayson Islands, and in a bay on the east side of the largest islet of the group, a fragment of a companion hatchway or door-frame, bearing unequivocal marks of having been fitted from Her Majesty's stores, was found (a drawing and description is herewith transmitted); it does not appear to have formed part of a boat's fittings: otherwise it might be presumed to have belonged to Dr. Rae's party, whose boats crossed here from the continent; nor does the boatswain of this ship, who served in the Erebus during the antarctic expedition, recognize it as a portion of the fittings of that vessel.

Find part of a door-
frame or part of a
companion hatch on
the Finlayson Islands.

In addition to game, a plentiful supply of salmon (whereof 1,100 were cured for sea) was obtained after the first week in July.

The ice began to move on the 25th of that month, but did not permit our putting to sea until the 10th of August; we then found the straits free from ice, until abreast of the embouchure of the Coppermine River, where we were detained by it until the 23d, and on the following day were compelled to slip from our anchors twice, owing to heavy floes coming across the hawse.

Leave Cambridge Bay.

Detained by the ice
abreast the Copper-
mine;

Clerks Island was passed on the 28th, without our seeing it, and we now found the compasses begin to traverse, and of some use in shaping our course.

After passing through a clear sea, we again came in with the ice off Cape Bathurst, and had some trouble to reach the land water, which extended two miles from the shore. On the low point of the Cape some Esquimaux were seen, who, after some hesitation, put off after us; but being anxious to clear the Baillie Isles before dark, I did not wait to communicate. The ice proved so cross off Cape Dalhousie (affording a strange contrast to the open sea we had found here at the same period two years previous) that we could not run during the night. When morning broke on the 1st of September, we pushed through the pack, and reached a comparatively open sea (the temperature of which rose to 36°), and we again experienced some difficulty in steering the ship, owing to the

and again at Cape
Bathurst.

Stopped by the pack in the neighbourhood of Herschel Island, and driven back to Kay Point.

undertow, but succeeded in passing Herschel Island on the 5th; when at midnight we were again stopped by the pack, and a westerly wind occurring, were driven back in it as far as Point Kay, from whence some natives came off, who, both by their costume and avidity for tobacco, belonged to the Western or Behring Straits tribe. On approaching Manning Point the second time, we again found the ice close, and in attempting to bore through a point were beset; the ice, however, broke up the following morning, and we pursued our course to the westward for a short distance, when it again became impracticable, and we made fast to a large floe aground, where we rode out a strong breeze from the eastward, which lasted until noon of the 12th. On the wind moderating, the ice slackened a little. Anxious to avail ourselves of any opening, we cast off, and after a navigation rendered extremely intricate, owing to the vast number of grounded pieces of ice encumbering a circuitous channel, through which the admirable obedience of the ship to her helm carried us, we gained an open water in Camden Bay, and again had the satisfaction of making a straight course, at the rate of six knots, towards our destination. When, however, we arrived at the western extremity of the bay, the pack was again found to rest on the shoals, and in attempting to round a point, we got into our own draught, and narrowly escaped the shore. I then hauled off, and seeing that the pack was impervious, made fast to a grounded floe in seven fathoms water.

Reach Camden Bay.

Our only hope of extrication now was a westerly wind, which did not occur with sufficient force to separate the drifted pieces until the young ice had made, and it was evident we were fixed for the winter.

Frozen in in lat. $70^{\circ} 8'$ N., long. $145^{\circ} 29'$ W.

Observations placed us in latitude $70^{\circ} 8'$ N., longitude $145^{\circ} 29'$ W.; our position, although an exposed one, I felt every reason to be satisfied with, the floe (the largest in the neighbourhood) affording us a breakwater to the eastward, and ensuring us protection so long as it held together.

Occupation previous to the winter.

As soon as the ice admitted (October 3d), I walked on shore, and found the chain of low sandbanks $2\frac{1}{2}$ miles distant, and the mainland $4\frac{1}{2}$, on which was a quantity of drift timber, of which we immediately began to lay in a supply, as upon examination of the coals in Cambridge Bay, it was found that we had not taken on board at Woolwich the quantity of coals demanded by 18 tons. I had also to reduce the allowance of rum to one half (viz. to the present establishment), and tea and sugar one sixth; the only other article we were in want of being oil; fortunately a large proportion of our candles remained, so that eventually we had light sufficient.

I attempted to get to the eastward, in the hopes of opening a communication with the Esquimaux, but owing to bad weather did not succeed in reaching further than 35 miles from the ship; numerous summer huts were fallen in with, but the natives had all migrated, and we thus lost an opportunity of obtaining some fresh food and their society, both of which would have been advantageous to us during the winter. The occupation of bringing off wood was an advantage until the days became too short, and the ship's company then settled down to their winter occupations with great cheerfulness. With a skittle alley, a billiard room, and a theatre for amusement the winter passed away more lively than many had hoped for; and a very mild January contributed greatly to the general health, which proved superior to that of the preceding years.

Failure in an attempt to proceed to the northward.

A prevalence of bad weather in the spring prevented our exploring parties leaving the ship until the 25th of April, when with three sleighs (two of them provisioned for 6 and the other for 27 days) I left the ship with the intention of pushing to the north in search of land or open water; the road, however, proved so very rough, that on the third day I had to abandon my purpose, and return to the ship, one sleigh breaking down previous to our arrival on board.

Visit to the Romanzov Mountains.

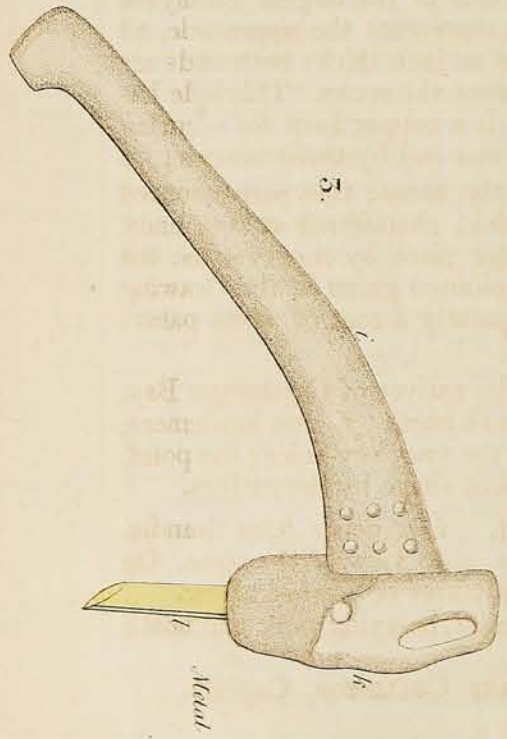
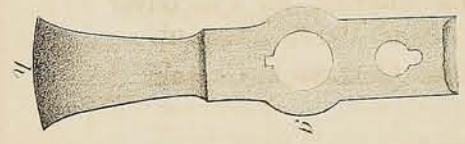
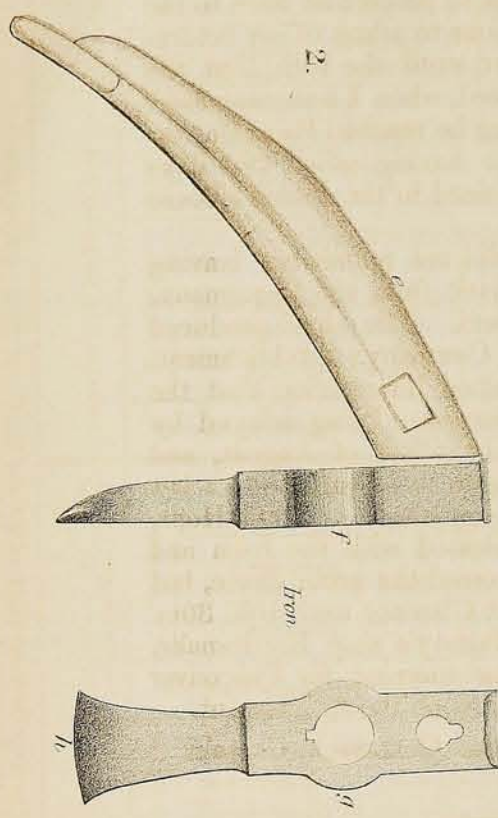
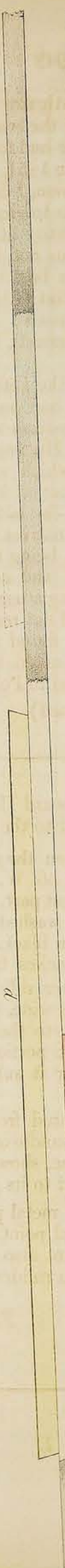
In May, I made an excursion to the Romanzov chain of mountains, and reached a ridge 1,600 feet above the sea, but a continuance of foggy weather greatly hindered our operations, and prevented my obtaining the extensive view I had entertained as the object of my trip. Ptarmigans began to be numerous in May, and by establishing a house on shore, we not only obtained a sufficient supply for the sick, but were enabled to have a general issue of game earlier than in any other season.

On the 2d of July, a party (41 in number) of Esquimaux arrived from the eastward in two Oomiaks, and among them were several buttons stamped in 1852, and intended for distribution along this coast, as well as a notice printed on board the Plover, at Point Barrow, and dated July 4th, 1853, by which we

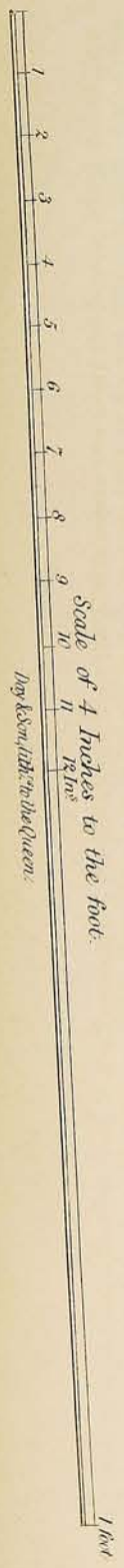


1.

Scale of 3 Inches to the Foot



Section



Scale of 4 Inches to the foot

By J. K. S. in the Queen's

learned that at that date the Investigator had not been seen, and it was therefore probable she was shut up on the west face of Baring Land throughout the close season of 1852; and as we had found a much larger quantity of ice about Cape Bathurst last season than in 1851, it might so happen that she had not been liberated. With this impression, I determined on opening a communication with Commander Maguire, so as to enable him to proceed at once to the southward, and collect a sufficient quantity of provisions to admit of my returning to Baring Land this season. It was not, however, until the 10th, that the land water made sufficiently to permit a boat to proceed, when Lieutenant Jago was despatched in the whale boat. By dint of launching he reached Point Barrow on the 24th. The Plover by the native account having sailed two days previously, and the boat being much strained, he remained in the Plover's house until our arrival.

The ice about the ship broke up on the 15th, but did not permit our leaving Camden Bay until the 20th, when we had another visit from the Esquimaux, who on this occasion brought several Indians with them. The chief produced a paper (a copy is enclosed), dated Hudson Bay Company's Establishment, Fort Youcon, June 27th, 1854, by which we obtained information that the Plover had passed the preceding winter at Point Barrow. Being delayed by westerly winds, the ship did not reach the latter until the 8th of August, and on picking up the boat, found that the natives had begun to disturb the caches of provisions. On the 12th of August, being to the southward of Point Hope, we fell in with five American whalers, and communicated with the John and James Andrews; and upon the following afternoon crossed the arctic circle, but owing to calms and southerly winds did not reach Port Clarence until 10h. 30m. P.M., on the 21st of August, where we found Her Majesty's ship Rattlesnake, and heard that the Trincomalee had sailed the same morning for Vancouver Island, and that the Plover had returned to Point Barrow on the 19th instant.

(Signed) RICHARD COLLINSON, Captain.

DESCRIPTION of Three Articles on board Her Majesty's Ship ENTERPRIZE,
which may have belonged to the missing Expedition.

No. 1, a piece of wood, picked up on the east side of the largest Finlayson Island, latitude $69^{\circ} 2'$, longitude $105^{\circ} 56' W$. *a* represents the upper side, 51 inches long by $3\frac{3}{4}$ inches in its broadest part, $\frac{3}{4}$ of an inch thick: both ends are broken, and worn apparently by being washed against the rocks. This side has been painted dark lead colour, and then black. *b* is a copper hasp for securing the latch of a door, fastened on at 13 inches from one end by three screws; on it is the Queen's mark \uparrow *c*, the lower side of the same; that part coloured white being a batten 24 inches long, $2\frac{1}{2}$ wide, $\frac{3}{4}$ thick, chamfered at both ends, as seen in the side view *d*, and secured to the large piece by copper nails: the batten has been painted white, and that portion coloured green in the Drawing has had a coat of that colour, and over it subsequently a coat of white paint; that portion left uncoloured is bare.

No. 2 is an iron implement, purchased from the natives of Cambridge Bay, Victoria Island, in October 1852. *e*, handle of deer's horn. *f*, iron implement, 7 inches long. *g*, side view of the same, showing the two key-holes; the point, *h*, has in all probability been hammered to its present shape by the natives.

No. 3, an implement with a mixed metal point. *i*, a deer's horn handle. *k*, musk-ox's horn socket. *l*, the metal point. *m*, side view of the same. On the flat side, as shown in the section, are also faint traces of a broad arrow.

The metal is similar to that of which rudder pintles, belaying pins, and boat's crutches are cast in the dockyards.

RICHARD COLLINSON, Captain.

ABSTRACT showing the average daily Number of Sick, the Temperature, the Number of Days the Thermometer was above the freezing Point, below Zero, and Mercury frozen, the Thickness of the Ice, and the Range of the Barometer in each Month, from September 1851 to August 1854. H. M. S. Enterprize.

| Date. | September 1851 to August 1852 - { Latitude 71 36 N. Longitude 117 40 W. | | | | | | | | | | | September 1852 to August 1853 - { Latitude 69 3 N. Longitude 105 12 W. | | | | | | | | | | | September 1853 to August 1854 - { Latitude 70 8 N. Longitude 145 29 W. | | | | | | | | | | | | | | | | |
|---------------|---|--------------|-------|---------------------------------|-----------------------------|---------------------|-----------------------|------------|----------|--------|----------------------|--|----------|-------|---------------------------------|-----------------------------|---------------------|-----------------------|----------|----------|----------------------|--------------|--|----------|-------------|---------------------------------|-----------------------------|---------------------|-----------------------|----------|----------|---------|--------|-------|--------|--------|-------|-------|--------|
| | Month and Quarter. | Temperature. | | | No. of Days | | | Barometer. | | | Average No. of Sick. | Temperature. | | | No. of Days | | | Barometer. | | | Average No. of Sick. | Temperature. | | | No. of Days | | | Barometer. | | | | | | | | | | | |
| Maximum. | | Minimum. | Mean. | Thermometer was above freezing. | Thermometer was below zero. | That Mercury froze. | Thickness of the Ice. | Maximum. | Minimum. | Mean. | | Maximum. | Minimum. | Mean. | Thermometer was above freezing. | Thermometer was below zero. | That Mercury froze. | Thickness of the Ice. | Maximum. | Minimum. | | Mean. | Maximum. | Minimum. | Mean. | Thermometer was above freezing. | Thermometer was below zero. | That Mercury froze. | Thickness of the Ice. | Maximum. | Minimum. | Mean. | | | | | | | |
| October - - | 2.0 | +34 | -23 | +7.56 | 10 | 0 | 0 | ft. in. | inch. | inch. | inch. | 5.3 | +24 | -15 | +3.95 | 0 | 10 | 0 | 0 | ft. in. | inch. | inch. | inch. | 4.5 | +24 | -20 | +0.56 | 0 | 15 | 0 | 0 | ft. in. | inch. | inch. | inch. | | | | |
| November - - | 2.8 | 12 | 33 | -5.37 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 6 | 30.97 | 29.62 | 30.169 | 4.7 | 23 | 25 | -7.17 | 0 | 23 | 0 | 1 | 7 | 30.60 | 29.37 | 30.073 | 1.7 | 20 | 33 | +9.62 | 0 | 23 | 0 | 2 | 2 | 30.78 | 29.82 | 30.371 |
| December - - | 3.0 | 10 | 48 | 17.46 | 0 | 28 | 3 | 2 | 10 | 31.16 | 29.64 | 30.188 | 3.5 | -9 | 48 | 31.27 | 0 | 31 | 10 | 2 | 8 | 30.43 | 29.44 | 29.966 | 1.7 | -4 | 61 | -26.04 | 0 | 31 | 5 | 2 | 11 | 30.41 | 29.15 | 29.852 | | | |
| 4th Quarter | 2.6 | 34 | 48 | 5.42 | 1 | 58 | 3 | — | 31.16 | 29.34 | 30.091 | 4.5 | +24 | -48 | -11.5 | 0 | 65 | 10 | — | 30.67 | 29.22 | 30.004 | 2.63 | +24 | -51 | -11.7 | 0 | 69 | 5 | — | 30.78 | 29.15 | 30.056 | | | | | | |
| January - - | 3.8 | +19 | -44 | 19.29 | 0 | 27 | 3 | — | 30.75 | 29.18 | 29.978 | 5.2 | -13 | -53 | 37.75 | 0 | 31 | 15 | 4 | 0 | 30.49 | 29.22 | 29.840 | 1.97 | +27 | -49 | -16.19 | 0 | 25 | 4 | 4 | 0 | 30.79 | 29.63 | 30.189 | | | | |
| February - - | 3.3 | 11 | 42 | 16.89 | 0 | 27 | 4 | 4 | 31.02 | 28.95 | 29.918 | 4.2 | +1 | 48 | 30.73 | 0 | 27 | 8 | 5 | 6 | 30.44 | 29.41 | 29.996 | 3.71 | -5 | 51 | 31.80 | 0 | 28 | 9 | 5 | 0 | 30.52 | 29.47 | 30.038 | | | | |
| March - - | 3.5 | 4 | 45 | 23.29 | 0 | 29 | 3 | 5 | 31.10 | 29.66 | 30.232 | 2.7 | 15 | 51 | 17.58 | 0 | 26 | 4 | 6 | 1 | 30.67 | 29.56 | 30.175 | 4.56 | +16 | 47 | 20.00 | 0 | 28 | 2 | 6 | 0 | 31.08 | 29.31 | 30.037 | | | | |
| 1st Quarter | 3.53 | 19 | 45 | 19.82 | 0 | 84 | 7 | — | 31.10 | 28.95 | 30.043 | 4.03 | 15 | 53 | 28.69 | 0 | 84 | 27 | — | 30.67 | 29.22 | 30.003 | 3.41 | 27 | 51 | 22.66 | — | 81 | 16 | — | 31.08 | 29.31 | 30.088 | | | | | | |
| April - - | 7.1 | 31 | 19 | +10.12 | 0 | 5 | 0 | 5 | 7 | 30.52 | 29.57 | 30.105 | 4.2 | 19 | 23 | 3.43 | 0 | 18 | 0 | 6 | 7 | 30.60 | 29.65 | 30.083 | 5.77 | 19 | -26 | -0.9 | 0 | 16 | 0 | 6 | 2 | 30.40 | 29.52 | 29.928 | | | |
| May - - | 4.3 | 43 | 11 | 16.85 | 2 | 2 | 0 | 5 | 3 | 30.37 | 29.50 | 30.071 | 5.6 | 44 | 12 | 18.03 | 3 | 1 | 0 | 8 | 2 | 30.51 | 29.43 | 30.093 | 3.19 | 47 | 0 | +22.99 | 6 | 0 | 0 | 7 | 0 | 30.50 | 29.50 | 29.980 | | | |
| June - - | 3.2 | 46 | +18 | 32.53 | 16 | 0 | 0 | 5 | 1 | 30.25 | 29.52 | 29.892 | 5.1 | 52 | +16 | 32.75 | 17 | 0 | 0 | 7 | 2 | 30.22 | 29.63 | 29.832 | 2.8 | 46 | +26 | 32.37 | 20 | 0 | 0 | 7 | 2 | 30.35 | 29.56 | 29.930 | | | |
| 2d Quarter | 4.87 | 46 | 19 | 19.83 | 19 | 7 | — | 30.52 | 29.50 | 30.026 | 4.97 | 52 | 23 | 15.78 | 20 | 19 | 0 | — | 30.60 | 29.43 | 30.093 | 3.92 | +47 | -26 | 27.23 | 27 | 16 | 0 | — | 30.50 | 29.50 | 29.946 | | | | | | | |
| July - - | 4.4 | 61 | 32 | 41.32 | 31 | 0 | 0 | 4 | 10 | 30.14 | 29.45 | 29.831 | 3.9 | 56 | 32 | 49.05 | 31 | 0 | 0 | 6 | 0 | 30.09 | 29.35 | 29.757 | | | | | | | | | | | | | | | |
| August (a) - | 4.6 | 58 | 34 | 42.63 | 12 | 0 | 0 | 0 | 0 | 30.32 | 29.65 | 29.965 | 4.3 | 51 | 26 | 36.83 (d) | 28 | 0 | 0 | 0 | 0 | 30.25 | 29.45 | 29.946 | | | | | | | | | | | | | | | |
| September (b) | 4.1 | 45 | 8 | 28.10 | 7 | 0 | 0 | 0 | 0 | 30.40 | 29.45 | 30.065 | 3.7 | 37 | 11 | 27.52 (d) | 7 | 0 | 0 | 0 | 0 | 30.30 | 29.05 | 29.931 | | | | | | | | | | | | | | | |
| 3d Quarter | 4.37 | 61 | 8 | 37.35 | 50 | 0 | 0 | — | 30.40 | 29.45 | 29.954 | 3.97 | 56 | 11 | 35.8 | 67 | 0 | 0 | — | 30.30 | 29.05 | 29.878 | | | | | | | | | | | | | | | | | |
| Mean - | 3.84 | +61 | -48 | +8.0 | 70 | 150 | 11 | 5 | 7 | 31.16 | 28.95 | 30.038 | 4.36 | 56 | -53 | +2.85 d | 87 | 169 | 38 | 8 | 2 | 30.67 | 29.05 | 29.974 | | | | | | | | | | | | | | | |
| | 6.3 | | | | (c) | | | | | | | 7.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

(a) 12 days only in this month are taken for the meteorological register.
 (b) 15 days in this month, the ship being at sea, and near the pack.
 (c) Allowing for the 19 days omitted in August, and the 15 days in September, the number of days the mercury stood above the freezing point for the whole year will be 100 instead of 70.
 Quantity of game brought on board from September 1851 to August 1852:—Bears, 4; deer, 5; hares, 127; foxes, 22; seals, 3; ducks, 232; ptarmigans, 118; geese, 47; divers, 12; cranes, 9; gulls, 32; fish, 1,153.

(d) We left Cambridge Bay on the 10th August, and during the later part of the month were navigating amongst ice; consequently the temperature given for this month will be too low; also only 4 days of September were actually spent in Cambridge Bay; the mean temperature of that month will be too low. I therefore assume +3.0° as the mean for the year.
 Quantity of game brought on board from September 1852 to August 1853:—Bears, 2; deer, 1; hares, 13; ducks, 657; ptarmigans, 122; geese, 24; divers, 7; fish, 3,230, weighing about 5½ tons.
 * 1 killed by the travelling party, but not brought on board.

COPY of a NOTICE deposited on the PRINCESS ROYAL ISLES by
Commander M'CLURE.

This staff and cairn were erected by a party from Her Majesty's Discovery ship Investigator, that was beset in the ice north-east four miles from it upon the 18th of September 1850, and wintered in the pack with perfect safety.

The N.W. passage was discovered by a travelling party across the ice upon the 26th of October, in latitude $73^{\circ} 31' N.$ and longitude $114^{\circ} 14' W.$

There is a depôt of provisions, ammunition, and a boat S.W. from this mark upon the east side of the pond.

Driftwood may be obtained upon both shores of the mainland, but it is most abundant upon the eastern.

Game is plentiful from the first week in May.

No intelligence whatever has been found which can throw the least light upon the fate of the missing expedition under Sir John Franklin.

Esquimaux are to be met with about 90 miles to the southward upon the eastern shore, who are a friendly and simple tribe.

The eastern shore is named Prince Albert Land.

The western shore is named Baring Land.

This strait is named the Prince of Wales.

Crew all well and in excellent spirits.

Dated on board Her Majesty's Discovery ship Investigator, frozen-in off the Princess Royal Islands, latitude $72^{\circ} 50' N.$, longitude $117^{\circ} 55' W.$, 15th of June 1851.

(Signed)

ROBERT M'CLURE, Commander.

COPY of a NOTICE deposited on the East Coast of VICTORIA ISLAND
by Chief Factor RAE.

Latitude $70^{\circ} 2' 30'' N.$, longitude $101^{\circ} 18' W$
August 13th, 1851.

A party of ten men and two officers of the Hudson Bay Company descended the Coppermine River in the latter end of June, in two boats; found a channel of open water along shore on the 5th of July. Came along the coast eastward as far as Cape Alexander; were detained there some days, as the ice in the strait was still unbroken, when they crossed over by the Finlayson Islands to Victoria Land, which was found to run nearly east to longitude $102^{\circ} 40' W.$, when it turned up to the north. Here is a deep and irregular-shaped bay, between latitude $69^{\circ} 15'$, and $69^{\circ} 40'$, in longitude $102^{\circ} 3' W$. The boats were arrested by ice in latitude $69^{\circ} 43' N.$, and $101^{\circ} 24' W.$ (?); a walking party traced the coast 35 miles farther, nearly due north. The only particular worthy of notice was an island, seen about five miles long and four miles from the shore. Much of the ice was still unbroken, and was pressed close to the shore by a continuance of north-easterly winds, which will probably make our return difficult. As far as regards the object of the expedition (a search for Sir J. Franklin and party), we were quite unsuccessful.

(Signed)

JOHN RAE, Chief Factor, H.B.C.,
Commanding Expedition.

NOTE.—To-morrow I return to the boats.—J.R.

COPY of a PAPER received from the CHIEF of the RAT INDIANS in CAMDEN BAY,
on the 20th of July, 1854.

Fort Youcon, June 27th, 1854.

The printed slips of paper delivered by the officers of H.M.S. Plover, on the 25th of April 1854, to the Rat Indians, were received 27th June 1854, at the Hudson Bay Company's Establishment, Fort Youcon; supposed latitude $66^{\circ} N.$, longitude $7^{\circ} 55' W.$ The Rat Indians are in the habit of making periodical trading excursions to the Esquimaux along the sea-coast. They are a harmless, inoffensive set of Indians, ever ready and willing to render every assistance they can to Whites.

(Signed)

W. LUCAS HARDISTY,
Clerk in Charge.

Captain COLLINSON, C.B., to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship Enterprize, Port Clarence,
September 14th, 1854.

Sir,

In accordance with my letter transmitted by H.M.S. Rattlesnake, on the 22d ultimo, I left this port on that date, reached Point Barrow upon the 28th, the Plover having arrived the same morning. After communicating and obtaining despatches, we returned and anchored here on the 8th instant. Having completed water, and taken a quantity of provisions and extra stores which their Lordships had caused to be put on board that vessel for our use, it is my intention to proceed as soon as the wind will admit to Hongkong, and from thence to England. The Plover being very leaky in her topsides, and there being no pitch wherewith to caulk her, I have directed Commander Maguire to call at Honolulu instead of San Francisco, on his passage to Valparaiso, as he will thereby avoid the heavy gales of wind which prevail at this season on the N.W. coast of America.

The caches left by Commander Trollope having been disturbed by the natives, all the provisions have been removed. The Herald's decked pinnace, with her gear complete (the latter buried under her bows), has been left upon the beach, and with the excellent house erected by the Rattlesnake may prove serviceable in the event of any of the whale ships being shipwrecked.

The wintering of the two vessels in these seas has been productive of a most friendly feeling among the Esquimaux, and will, I have little doubt, leave a lasting impression. More particularly has the judicious conduct of Commander Maguire effected a total change in the inhabitants of Point Barrow and its neighbourhood, which, now that the fishery is opened to that point (five vessels in consequence of my recommendation having fished off there with success this season), and in all probability it will be carried in fortified vessels to the Mackenzie, will prove of great importance to the safety and health of the crews employed, not only with respect to supplies, but ensuring safety and transmission along the coast in the event of any disaster. On meeting the Enterprize to the east of the Colville, the Point Barrow people produced venison and geese, saying they had been told by Maguire to bring them to us.

I have, &c.

(Signed) RICHARD COLLINSON, Captain.

Captain COLLINSON, C.B., to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship Enterprize, Hong Kong,
November 9th, 1854.

Sir,

I have the honour to acquaint you that Her Majesty's ship under my command arrived here on the 1st instant, after a passage of 44 days from Port Clarence. The ship's company are, I am happy to say, enjoying the same degree of health as when we left the ice.

The extra stores and comforts which were obtained from the Rattlesnake and the Plover have, I have no doubt, contributed to this effect, and I hope to pass through the Tropics without their suffering so much as might be expected from change of climate.

After a stay of a fortnight, it is my intention to proceed to the Cape of Good Hope by the Straits of Sunda.

I have, &c.

(Signed) RICHARD COLLINSON, Captain.

Captain W. A. B. HAMILTON to Captain COLLINSON, C.B.

Sir,

Admiralty, November 8th, 1854.

I have received and laid before my Lords Commissioners of the Admiralty your letter of the 22d August last.

The intelligence it contains of the safe arrival of the Enterprize, under your command, at Port Clarence, relieves my Lords of great anxiety, and has been received by them with much satisfaction.

I am, &c.

(Signed) W. A. B. HAMILTON.



CHART
TO ILLUSTRATE THE NARRATIVES OF
CAPT. COLLINSON, C.B.
AND
DR. RAE.

NORTH
AMERICA

Longitude West of Greenwich

A COMPENDIUM









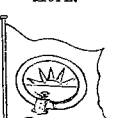
OF THE

TRAVELLING OPERATIONS during the SPRING of 1853 by the OFFICERS and CREWS of Her Majesty's Ship "RESOLUTE" and Tender "INTREPID," CAPTAIN HENRY KELLETT, C.B., commanding the Western Branch of the ARCTIC SEARCHING EXPEDITION under CAPTAIN SIR EDWARD BELCHER, KNIGHT C.B.; compiled from official Documents, and respectfully inscribed to his Captain, by George F. M'Dougall, Master of H.M.S. "Resolute."



A COMPENDIUM of the TRAVELLING OPERATIONS during the SPRING of 1853 by the OFFICERS and CREW of the ARCTIC SEARCHING EXPEDITION under CAPTAIN SIR EDWARD BELCHER, KNIGHT C.B.; compiled



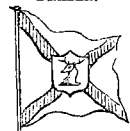


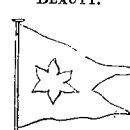
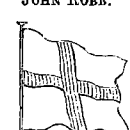


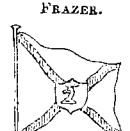
Note.—The Words and Figures printed in *Italic*.

| NAMES AND RANK OF PARTY. | | | | Sledge, distinguishing Flag and Motto. | Direction of Route. | Date of leaving and return. | NUMBER OF DAYS. | | TIME. | | | | | | | | | | | | | | | | |
|---|--|--|---|--|---|-----------------------------|------------------|-------------------------------------|-------------------------|-----------|-----------|--------------------------------------|--------------|-----------|---------------------------|-----------|---------------------------------------|-----------|--------------|-----------|------------------------|------------------|-----------------|---|---|
| | | | | | | | Outward Journey. | Homeward Journey. Absent from Ship. | HOURLY DIVISION OF DAY. | | | | | | ABSTRACT OF JOURNEY, U.S. | | | | | | | | | | |
| | | | | | | | | | Number of Marches. | Drugging. | Luncheon. | Pitching Tent, Cooking, and Packing. | Actual Rest. | Encamped. | Druggings. | Luncheon. | Arranging Depôts and building Cairns. | On March. | Bad Weather. | Sickness. | Retaining Clothes, &c. | Preserving Game. | Encampments and | | |
| Bedford Pim. Joseph Parr. Joseph Gibson. Thos. Northouse. | Lieut. A.B. Gun. Mt. A.B. C. Mate. P.R.M. A.B. Ice Q.M. | John M'Lean. Henry Richards. William Hannan. John Silvey. |  | JOHN BARROW. "Hope on. Hope ever." | To proceed to the Bay of Mercy, Baring Island, and thence through the Prince of Wales Strait to Nelson's Head, for traces of Expedition under Cap. Collinson. <i>Provisions 88 days.</i> | March 10. April 19. | 28 | 12 1/2 | 4 1/2 | 3 3/4 | 9 1/2 | 1 1/2 | 10 | 5 | 9 | 14 | 318 | 17 | 25 | 360 | 120 | - | - | - | - |
| Wm. T. Donville. Robert Holle. Emanuel Bidgood. | Surgeon. Sail. A.B. | And 5 Esquimaux Dogs. |  | JAMES FITZJAMES. "Deo Volante." | As depôt and despatch sledge to above party, as far as Bay of Mercy; then return with news. <i>Provisions 25 days.</i> | March 10. April 14. | 19 | 22 | 41 | 23 1/2 | 9 | 1 | 10 | 5 | 9 | 14 | 238 | 27 | - | 265 | 168 | 5 | - | - | - |
| Richard Roche. James Cornelius. Philip Thomas. Thomas Manson. William Power. | Mate. A.B. Bn. Mt. A.B. C. F. Cas. Serg. A.B. A.B. | William Culver. George Bell. Richard Hobbs. William Savage. |  | BEAUTY. "Mon Dieu est ma Roche." | To act as auxiliary to above parties, for three outward journeys; then to return. <i>Provisions 10 days.</i> | March 10. March 20. | 7 1/2 | 3 | 10 1/2 | 6 1/2 | 9 1/2 | 1 1/2 | 10 | 5 | 9 | 14 | 61 1/2 | 3 1/2 | - | 65 | 96 | - | - | - | - |
| Henry Kellett.* William Johnson. James Cornelius. Frederick Brooks. | Capt. C. F. Cas. Bn. Mt. Serg. Cap. Cxn. Cxn., Pin. | Thomas St. Croix. John Halloran. Richard Hobbs. William Kluth. |  | ERIN. "Auxilium ab Alto." | To assist overland parties, and advance depôt sledge for N.E. party. Captain's own. <i>Provisions 10 days.</i> | April 4. April 11. | 3 1/2 | 4 | 7 1/2 | 6 | 9 1/2 | 1 1/2 | 10 | 5 | 9 | 14 | 37 | 3 | - | 60 | 38 | - | - | - | - |
| F. L. M'Clintock. George Green. Henry Giddy. John Salmon. Richard Kitson. | Commr. Ice Q.M. Bn. Mt. Pr. R.M. Cap. For. P.R.M. | John Drew. Richard Warne. John Hiells. Jeremiah Shaw. |  | STAR OF THE NORTH. "Lead thou us on." | Cross Melville Island to Hecla and Griper Bay, thence explore to the N.W. <i>Provisions 95 days.</i> | April 4. July 18. | 75 | 30 | 105 | 99 | 8 1/2 | 1 1/2 | 9 1/2 | 4 | 10 1/2 | 14 1/2 | 861 | 44 | 40 | 945 | 167 | 9 | - | - | - |
| Emile De Bray. John Cleverly. Samuel Dean. Robert Gannellift. William Walker. Thomas Hartnell. | Enseigne De Vaisseau. Gun. Mt. Car. Mt. A.B. A.B. A.B. | Lea. Sto. Alex. Miles. G.R. Stw. Alex. Johnson. Stoker. John Coombes. Stoker. Joseph Smithers. P.R.M. Thomas Hood. |  | HERO. "By Faith and Courage." | As auxiliary to Commander M'Clintock, N.W. Melville Island route. <i>Provisions 50 days.</i> | April 4. May 18. | 29 | 16 | 45 | 38 | 9 | 1 1/2 | 9 1/2 | 4 | 10 1/2 | 14 1/2 | 342 | 19 | - | 361 | 170 | - | - | - | - |
| George F. Meham James Tullett. John Weatherall. Charles Nisbett. | Lieut. A.B. Bn. Mt. A.B. A.B. Pr. R.M. A.B. Pr. R.M. | Joshua Butler. Thomas Manson. Wm. Humphries. Samuel Rogers. |  | DISCOVERY. "Per Mare, per Terram, per Glaciem." | To explore the S.W. Coast of Melville Island, and any new lands beyond. <i>Provisions 9 1/2 days.</i> | April 4. July 6. | 54 | 40 | 94 | 86 | 10 | 1 1/2 | 10 1/2 | 4 | 9 1/2 | 13 1/2 | 862 | 36 | 19 | 917 | 134 | 54 | - | - | - |
| George S. Nares. Thomas Joy. Thomas West. George Kelly. | Mate. Cap. Hld. Ice Q.M. A.B. C. M. T. A.B. C. F. T. Pr. R.M. | Jas. Le Petourel. William Griffiths. William Savage. William Bailey. |  | PERSEVERANCE. "Dum spiro spero." | As depôt sledge to Lieut. Meham on S.W. Coast of Melville Island. <i>Provisions 60 days.</i> | April 4. June 1. | 36 | 22 | 58 | 51 | 10 | 1 1/2 | 10 1/2 | 4 | 9 1/2 | 13 1/2 | 505 | 25 | - | 530 | 78 | 106 | - | - | - |
| R. V. Hamilton. George Murray. Joseph Bacon. William Colville. | Lieut. Cooper. Ice Q.M. A.B. Sh. Ck. A.B. Blkmr. Bom. R.M.A. | Abraham Surry. John Coghlan. Thomas Wilson. David Boss. |  | HOPE. "I watch for your return." | To advance depôt for N.E. Melville Island, route across the land to "Hecla and Griper" Bay. <i>Provisions 16 days.</i> | April 4. April 17. | 9 | 4 1/2 | 13 1/2 | 9 | 9 | 1 1/2 | 9 1/2 | 5 | 9 1/2 | 14 1/2 | 81 1/2 | 4 | 5 | 90 1/2 | 122 | - | - | - | - |

Her Majesty's Ship "RESOLUTE" and Tender "INTREPID," CAPTAIN HENRY KELLETT, C.B., commanding the Western Branch of the official Documents, and respectfully inscribed to his Captain, by George F. M'Dougall, Master of H.M.S. "Resolute."
 Written with Red Ink in the Original.

| Best Position attained; Date reaching it, &c. | DISTANCE. | | | | | Cairns built and Records deposited. | Charts containing late Discoveries, and Position or main Depôts. | GAME. | | | | | | | | Estimated Number of Meat. | Draught Weight per Man on leaving the Ship; and first Depot. | METEOROLOGY. | | | | REMARKS, &c. |
|--|-------------------|--------------|---------------------|----------------------------|---|-------------------------------------|--|----------------|-----------|---------|------------|----------|---------|-------------|-------------------|---------------------------|--|---|---|-------------------|--|--------------|
| | MILES TRAVELLED. | | | | | | | PROCURED—SEEN. | | | | | | | | | | Temp. | | Prevailing Winds. | Rain first fell. These first observed. | |
| | Direct from Ship. | Traveled. | Average daily Rate. | Average Length of Marches. | New Coast Line discovered and explored. | | | Musk-Oxen. | Reindeer. | Hares. | Ptarmigan. | Geese. | Ducks. | Plover. | Lemmings. | | | Maximum. | Minimum. | | | |
| Bay of Mercy, King Island. 74° 0' N. 117° 30' W. ar. 103° E. April 6. | 155 181 | 370 427 | 8.9 10.2 | 11.2 12.8 | - | - | - | - | - | - | - | - | - | - | 242 311 | +19 | -44 | - | Lieutenant Pim's sledge being disabled on 29th March, when about 20 miles S.W. of Cape Dundas, he transferred his party to Dr. Domville, and proceeded with the dog sledge to the Bay of Mercy, where the "Investigator," Commander McClure, was found on the 6th April. | | | |
| 5 miles S.W. of Cape Dundas. March 29. Cape Dundas, order, from April 9 to 14. | 103 121 | 230 323 | 7.0 8.1 | 10.6 12.2 | - | 1 | - | 5 300 | - | 3 30 | - | - | - | - | 854 311 | +19 | -44 | - | Dr. Domville, with Lieutenant Pim's party and disabled sledge, did not reach Cape Dundas until 9th April; after waiting five days, he was joined by Lieutenant Pim, on his homeward route, with news of "Investigator." Dr. Domville, taking charge of the dogs, was the first to communicate the news. | | | |
| 5 miles South of Point Hearne. March 16. Order to the ship. | 33 38 | 68 79 | 6.8 7.9 | 10.5 12.1 | - | - | - | - | - | - | - | - | - | - | 100 | +10 | -44 | - | Mr. Roche accompanied the above parties to about five miles south of Point Hearne. After placing a depot on the Point, he returned to the ship on the 20th March, on which day snow was first observed to dissolve. | | | |
| Point midway between the ship Hecla and Cape Bay. April 7. | 20 23 | 50 58 | 6.6 7.5 | 8.3 9.5 | - | - | - | - | - | - | - | - | - | - | 210 - | +1 | -18 | - | The first doe was seen by this party on the April. | | | |
| Point McClintock, Cape Patrick Island. 70° 20' N. 118° 20' W. April 17 and 18. | 198 229 | 1148 1328 | 11.0 12.7 | 11.6 13.4 | 768 886 | 22 4 | 4 | 7 94 | 7 124 | 1 - | 22 65 | 5 127 | 2 23 | - | 1620 253 | +51 | -24 | June 21 June 21 | At Point Nias noticed marks of Parry's cart-wheels in 1830. No traces whatever of either Esquimaux or bears. Part of a drift tree found near Point Reed, 27 feet long and 7 in circumference at base. No appearance of open water to the north of Patrick's Island. | | | |
| Cape De Bray, King Island. 76° 10' N. 116° 45' W. May 2. | 140 162 | 381 440 | 7.0 8.0 | 10.0 11.6 | - | 5 | - | - | - | 1 1 | 5 5 | - | - | - | 73 230 253 | +33 | -24 | May 8 | Mr. De Bray observed a solitary hare in a natural cavern near Point Nias; no others were seen. Pools of water and sludge ice fallen in with in latitude 76° 30' N. on the 8th May; Mr. De Bray falling into one of the pools sunk up to his middle. On the 12th May John Coombes, Stoker, fell dead upon the floe. | | | |
| Point Patrick Island. 77° 0' N. 119° 30' W. May 20. | 210 243 | 1006 1163 | 10.7 12.5 | 11.7 13.5 | 680 785 | 28 4 | 4 | 4 7 | 16 40 | 5 5 | 4 4 | 2 2 | - | 1275 250 | +27 | -33 | - | On Prince Patrick Island, about 10' from the sea, several larch trees were found partly buried in the soil. At and near Cape Manning pieces of decayed wood were picked up. At Cape Smyth was seen a perfectly white musk ox grazing beside a black calf. | | | | |
| Cape Nares, South Island. 75° 52' N. 119° 30' W. ar. 107° E. May 3. | 153 181 | 540 630 | 9.8 10.9 | 10.6 12.4 | - | 2 | - | - | - | 12 | 5 | - | - | - | 101 220 250 | +34 | -33 | - | A few pieces of petrified wood were found on south shore of Eglintown Island, in one place only. The floe in Liddon's Gulf appeared to have been there for years, being composed of one mass of rounded hillocks. The line of route between Melville and Eglintown Islands was over old ice similar to that in Liddon's Gulf. | | | |
| North shore of Sand Griper Bay. 75° 30' N. 109° 40' W. ar. 154 E. April 13. | 37 43 | 90 105 | 6.6 7.7 | 10.0 11.6 | - | 1 | - | - | - | - | - | - | - | - | 220 | +6 | -29 | - | The march across the land was very fatiguing in consequence of the quantity of fresh fallen snow. Detained in tents by a N.W. gale from 7th April to the 11th. Temperature varying from 16° to 25° minus, being 5° lower than the temperature on board, attributed to being 600 feet above the level of the sea. | | | |

Compendium of Travelling Operations during the Spring of 1853 by the Officers and Crews of Her Majesty's Ship "Resolute" and Tender

| NAMES AND RANK OF PARTY. | | | | Sledge, distinguishing Flag and Motto. | Direction of Route. | Date of leaving and return. | NUMBER OF DAYS. | | TIME. | | | | | | | | | | | | | | | | |
|--------------------------|------------------|-------------------|--------------------------|---|--|-----------------------------|------------------|--------------------|-------------------------|------------|-------------|------------|-------------|------------|----------------------------|-----|-----|----|-----|-----|-----|----|--|--|--|
| | | | | | | | Outward Journey. | Home-ward Journey. | HOURLY DIVISION OF DAY. | | | | | | ABSTRACT OF JOURNEY, II.R. | | | | | | | | | | |
| | | | | | | | | | Travelling. | En-camped. | Travelling. | En-camped. | Travelling. | En-camped. | | | | | | | | | | | |
| Richard Roche. | Mate. | A.B. | William Culver. |  "Mon Dieu est ma Roche." | To place depôt for N. E. party on Cape Mudge, then return. Provisions 22 days. | April 4. | 13 | 10 | 24 | 15 | 9 | 1 | 10 | 6 | 8 | 14 | 139 | 7 | 3 | 150 | 304 | | | | |
| Philip Thomas. | C. Fore. | A.B. | William Power. | | | | | | | | | | | | | | | | | | | | | | |
| William Mumford. | C. Crew. | A.B. | George Bell. | | | | | | | | | | | | | | | | | | | | | | |
| William Goford. | Off. Clk. | R. M. A. | Thos. Bainbridge. | | | | | | | | | | | | | | | | | | | | | | |
| R. V. Hamilton. | Lieut. | Blksmith. | William Colville. |  "I watch for your return." | Cross the land to Hecla and Griper Bay, and explore N. E. towards rendezvous in Lat. 77° N. Long. 105° W. Provisions 70 days. | April 27. | 31 | 23 | 54 | 49 | 9 | 1 | 10 | 4 | 10 | 14 | 406 | 26 | 12 | 504 | 76 | | | | |
| George Murray. | Ice Q. M. | A.B. | Thomas Wilson. | | | | | | | | | | | | | | | | | | | | | | |
| Rob. Holle. | Sailmkr. | A.B. | John Coghlan. | | | | | | | | | | | | | | | | | | | | | | |
| William Silvey. | Ice Q. M. | Corporal R. M. A. | David Ross. | | | | | | | | | | | | | | | | | | | | | | |
| G. F. McDougall. | Master. | A.B. | John M'Lean. |  "Respicie finem." | To assist above party across the land to Hecla and Griper Bay. Provisions 16 days. | April 27. | 5 | 3 | 9 | 7 | 9 | 1 | 10 | 4 | 10 | 14 | 68 | 2 | | 70 | 48 | | | | |
| William Ibbets. | Engineer. | Cxn. Pin. | William Kluth. | | | | | | | | | | | | | | | | | | | | | | |
| William Johnson. | C. F. Cas. | Caulker. | Thomas St. Croix. | | | | | | | | | | | | | | | | | | | | | | |
| James Cornelius. | B. Mate. | A.B. | John Halloran. | | | | | | | | | | | | | | | | | | | | | | |
| W. T. Donville. | Surgeon. | A.B. | Henry Richards. |  "Varia sed Vera." | To proceed to Bay of Mercy, and hold a medical survey on officers and crew of "Investigator." Provisions 16 days. | May 5. | 16 | 16 | 33 | 30 | 9 | 1 | 9 | 4 | 10 | 14 | 235 | 15 | | 300 | 48 | | | | |
| James Wilkie. | Ice Q. M. | A.B. | George Bell. | | | | | | | | | | | | | | | | | | | | | | |
| Richard Hobbs. | Sergeant. | Pr. R. M. | William Hannan. | | | | | | | | | | | | | | | | | | | | | | |
| Thomas Northouse. | A.B. | A.B. | Emanl. Bridgood. | | | | | | | | | | | | | | | | | | | | | | |
| Richard Roche. | Mate. | Cooper. | Abraham Surrey. |  "Mon Dieu est ma Roche." | To proceed to the "North Star", at Beechey Island, and thence communicate with Sir Edward Belcher. Provisions 34 days. | May 5. | 25 | | 24 | 9 | 1 | 10 | 4 | 10 | 14 | 232 | 12 | | 244 | 6 | | | | | |
| Samuel Cresswell. | Lieut. | C. Mate. | William Goodey. | | | | | | | | | | | | | | | | | | | | | | |
| Robert Wynniatt. | Lieut. | A.B. | William Culver. | | | | | | | | | | | | | | | | | | | | | | |
| Thomas Chandler. | Boatsn. | A.B. | William Power. | | | | | | | | | | | | | | | | | | | | | | |
| Richard Roche. | Mate. | | And five Esquimaux dogs. |  "Mon Dieu est ma Roche." | To return to "Resolute" with letters from England and despatches from Commander Pullen. Provisions 14 days. | June 4. | | 14 | 12 | 13 | 8 | 1 | 8 | 2 | 14 | 16 | 112 | 4 | | 116 | | | | | |
| Alex. Thompson. | Off. Clk. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wm. H. Richards. | Clerk in Charge. | | And five Esquimaux dogs. |  "Toujours Prêt." | To arrange and complete depot at King Harbour, cut ships' names on sandstone. Provisions 7 days. | May 9. | 3 | 1 | 5 | 5 | 10 | | 10 | 4 | 10 | 14 | 50 | | 36 | 88 | | | | | |
| William Dean. | Carpentr. | | | | | | | | | | | | | | | | | | | | | | | | |
| Joseph Parr. | Gun. Mt. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bedford Pim. | Lieut. | Cox. P. | William Kluth. |  "Hope on, Hope ever." | Cross land with cart, and advance with depot for Commander McClintock to Cape Fisher. Provisions 16 days. | May 19. | 13 | 8 | 21 | 16 | 9 | 1 | 9 | 4 | 10 | 14 | 144 | 8 | | 122 | 108 | | | | |
| James Cornelius. | Bt. Mt. | C. Crew. | William Mumford. | | | | | | | | | | | | | | | | | | | | | | |
| Joseph Parr. | Gun. Mt. | Off. Clk. | William Goford. | | | | | | | | | | | | | | | | | | | | | | |
| Jos. Bacon. | Sh. Clk. | A.B. | John Halloran. | | | | | | | | | | | | | | | | | | | | | | |
| George Nares. | Mate. | A.B. | William Walker. |  "Dum spiro spero." | Convey cart from Winter Harbour to Liddon's Gulf for Lieut. Meham's return. Provisions 12 days. | June 3. | 6 | 5 | 11 | 11 | 9 | | 9 | 4 | 10 | 14 | 90 | | 2 | 101 | | | | | |
| Thomas Joy. | Ice Q. M. | G. R. Std. | Alex. Johnson. | | | | | | | | | | | | | | | | | | | | | | |
| Thomas West. | C. M. T. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| G. F. McDougall. | Master. | A.B. | Thos. Northouse. |  "Respicie finem." | To run mer. distance between ship and Winter Harbour. Pick up articles left by Dr. Donville S.W. of Point Heurne. Provisions 12 days. | June 14. | 4 | 6 | 10 | 7 | 9 | 1 | 10 | 3 | 11 | 14 | 66 | 3 | | 70 | 21 | 24 | | | |
| James Wilkie. | Ice Q. M. | A.B. | George Gibbs. | | | | | | | | | | | | | | | | | | | | | | |
| William Griffiths. | A.B. | A.B. | Henry Richards. | | | | | | | | | | | | | | | | | | | | | | |
| John M'Lean. | A.B. | | | | | | | | | | | | | | | | | | | | | | | | |

Note.—The Force employed on the above Service amounted to 84 Officers and Men and

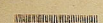




Captain Henry Kellett, commanding the Western Branch of the Arctic Searching Expedition under Captain Sir Edward Belcher, Knight C.B. — *continued.*

| Closest Position attained; Date of reaching it, &c. | DISTANCE. | | | | | Cairns built and Records deposited. | Charts containing late Discoveries, and Position of main Depôts. | GAME PROCURED—SEEN. | | | | | | | | Estimated Number of Pounds of Meat. | Dressing Weight per Man on leaving the Ship; and first Depot. | METEOROLOGY. | | | | REMARKS, &c. | | |
|---|-------------------|------------|---------------------|----------------------------|---|-------------------------------------|--|---------------------|-----------|--------|------------|------------|--------|---------|-----------|-------------------------------------|---|--------------|----------|-------------------|--|--------------|---|--|
| | MILES TRAVELLED. | | | | | | | Musk Oxen. | Reindeer. | Hares. | Ptarmigan. | Geese. | Ducks. | Plover. | Lemmings. | | | Maximum. | Minimum. | Prevailing Winds. | Rain first fell. <i>Thaw first observed.</i> | | | |
| | Direct from Ship. | Travelled. | Average daily Rate. | Average Length of Marches. | New Coast Line discovered and explored. | | | | | | | | | | | | | | | | | | Geographical—Statute. | |
| Cape Mudge. Lat. 75° 51' N. Long. 146° 38' W. April 17. | 63 | 150 | 7'0 | 10'0 | - | - | - | 2 | - | - | - | - | - | - | - | - | 132 | 195 | + 10 | - 20 | - | - | On Cape Mudge 6 musk oxen were seen. Mr. Roche shot one and severely wounded another; (the latter was found a few weeks afterwards by Lieutenant Hamilton's party, but the flesh was unfit for use). The southern slope was, at this early period, covered in many places with moss. April 21st, first ptarmigan seen on south shore of Hecla and Griper Bay. | |
| Appointed rendezvous. Lat. 76° 38' N. Long. 144° 59' W. May 28. | 115 | 585 | 10'6 | 12'0 | 170 | 3 | 1 | - | 2 | - | 16 | - | - | - | - | - | 136 | 180 | + 40 | - 16 | May 1 | June 17 | A deer was observed crossing from Hamilton Island to Cape Richards. Lieutenant Hamilton fell in with Commander Richards of H.M. Ship "Assistance," on the 18th May, about 5 miles S.E. of Cape Richards, and from thence proceeded to rendezvous. Water-fowl and gulls breeding in ravines on return. | |
| Miles N. of Point Reed, Hecla and Griper Bay. May 2. | 43 | 100 | 11'1 | 14'3 | - | 1 | - | - | - | - | - | - | - | - | - | - | 160 | + 23 | - 16 | - | - | - | Accompanied Lieutenant Hamilton across the land to Hecla and Griper Bay. 5 deer were seen crossing over towards Cape Mudge. Returned from Hecla and Griper Bay in 28 hours; two and one third marches. | |
| Bay of Mercy, King Island. May 21. Arrived on board 3 days. | 153 | 360 | 11'0 | 11'8 | - | - | - | 1 | - | 27 | 3 | - | - | - | - | Immeasurable. | 385 | 200 | + 40 | + 4 | May 18 | June 5 | Heavy rain fell at "Investigator" on the 18th May. Water found on the land the same day. Coal cliffs found 9 miles S.E. of Cape Hamilton, at an elevation of 400 feet. Musk oxen and hares very numerous on Melville Island on return. No caribou seen; and remains of musk oxen left at Cape Dundas two months previous untouched. | |
| North Star, Healy Island. June 1. | 278 | 340 | 13'6 | 13'9 | - | - | - | 4 | 1 | 2 | 9 | (2 Bears.) | - | - | - | - | 740 | + 40 | + 2 | - | - | - | Sludgy ice was first observed near Point Frazer on the 24th May, and water the following day near Cape Capel. 2 musk oxen killed, and deer seen on Byam Martin Island. One deer killed, and many more seen on Baker Island. Ducks first seen near Cape Martyr, 28th May. Bears numerous. | |
| Returned on "Resolute" after 44 days absence. June 18. | 278 | 342 | 24'4 | 23'4 | - | - | - | - | - | - | 5 | (3 Bears.) | - | - | - | - | - | + 40 | + 21 | - | - | June 7 | June 7 | June 5th. A large crack was observed near Cape Hotham; average width 6 feet. The bears (2 full grown and 1 cub) killed on this journey were brought to bay by the dogs. Deer observed on Baker and Moore Island. A little sleet on the 7th June. |
| Point Hearne. May 12. | 37 | 80 | 14'6 | 16'0 | - | - | - | - | - | - | 2 | - | - | - | - | - | 2 | + 21 | + 9 | - | - | - | Lost one of the dogs that had strayed from the tent during a gale of wind. | |
| Cape Fisher, Hecla and Griper Bay. June 3. | 70 | 180 | 8'6 | 11'2 | - | - | - | - | 3 | - | 4 | 5 | - | - | - | - | 186 | 200 | + 40 | + 12 | - | - | During a detention at Point Reed, communicated with Commander Richards of H.M.S. "Assistance," on his way to the "Resolute" for the purpose of communicating with Captain Kellett, C.B. Took Parry's record from cairn on Point Nias, and dug for coins, but none were found. | |
| Mouth of Foul Bay, Lagoon. Lat. 75° 7' N. Long. 141° 30' W. June 9. | 45 | 125 | 11'2 | 11'2 | - | - | - | 1 | - | - | 25 | - | 5 | - | - | - | 203 | 150 | + 43 | + 23 | - | June 11 | June 11 | On recrossing the land from Liddon's Gulf the snow was fast disappearing from the land on the south coast; such was not the case in Liddon's Gulf, for no appearance of a thaw was perceived. The party were enabled to obtain a fresh meal of ptarmigan daily. Water had made close to the shore, but not on the outside ice. |
| Miles S.W. of Point Hearne. June 18. | 45 | 105 | 10'5 | 16'1 | - | 1 | 1 | - | 2 | 1 | 8 | - | 7 | 2 | - | Immeasurable. | 154 | 150 | + 46 | + 30 | June 24 | June 24 | Found lemmings innumerable at Winter harbour. Variation at Parry's observatory 132° 30' E., differing from that found in 1820 by 2°. Off Cape Bounty several large holes were observed. Returning, the men were wading through extensive pools of water, often reaching as high as the middle. | |

3 Officers and Men, allowing the Power of 2½ Dogs to be equal to that of 1 Man.

REFERENCES.

Discovered & Explored

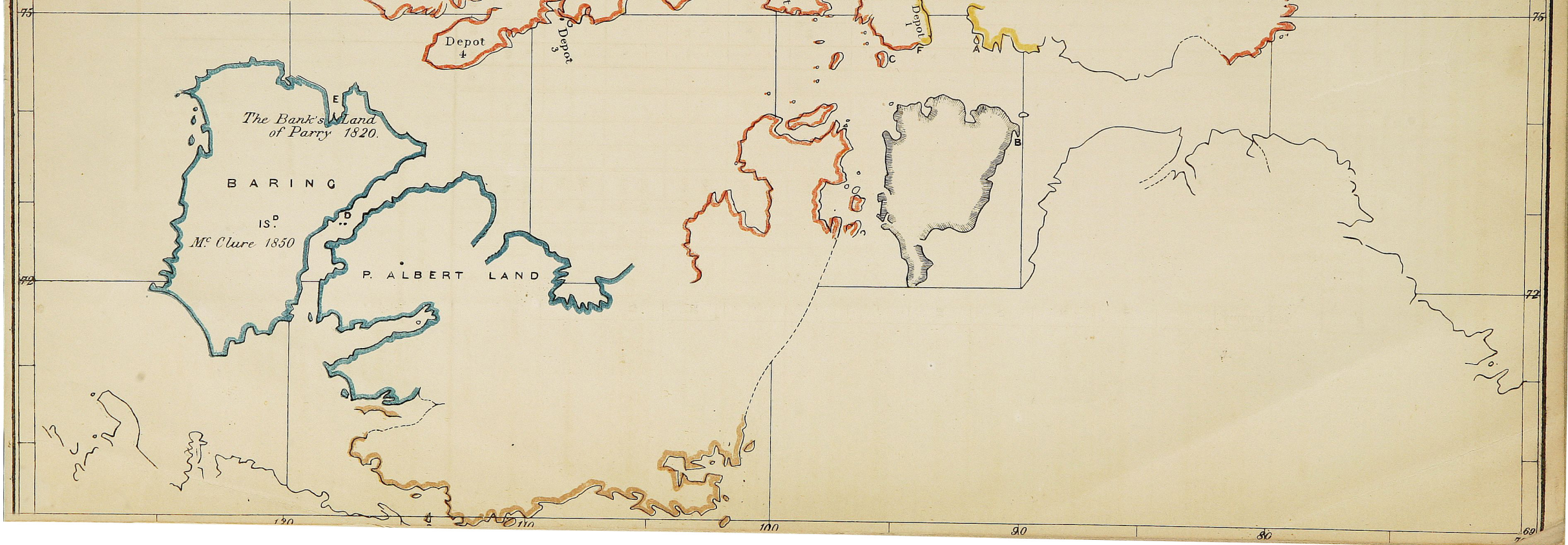
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|---|-----------------------------------|---------|
|  | Capt. ⁿ Sir James Ross | 1848-49 |
|  | Austin | 1850-51 |
|  | M ^c Clure | 1850-51 |
|  | Doctor Rae | 1850-51 |
|  | Capt. ⁿ Penny | 1850-51 |

Winter Quarters

| | | |
|---|--------------------------------------|---------|
| A | Capt. ⁿ Sir John Franklin | 1845-46 |
| B | Sir James Ross | 1848-49 |
| C | Austin | 1850-51 |
| D | M ^c Clure | 1850-51 |
| E | M ^c Clure | 1850-51 |
| F | Sir John Ross & Penny | 1850-51 |
| G | Kellett | 1852-53 |

Depots

| Depot | | Days | Men |
|-------|------------------------------|------|--------|
| 1 | East pt of Assistance Bay | 7 | for 90 |
| 2 | 3 miles West of Alison inlet | 14 | 90 |
| 3 | S.E. point of Dealy Island | 216 | 66 |
| 4 | Winter Harbour | 10 | 70 |



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