

ARCTIC EXPEDITIONS.

RETURN to an ORDER of the Honourable The House of Commons,
dated 15 March 1849 ;—for,

EXTRACTS “ of any PROCEEDINGS or CORRESPONDENCE of the Admiralty, in
reference to the ARCTIC EXPEDITIONS.—(*In continuation of Parliamentary
Papers, Nos. 264 and 386, of Session 1848, up to the present Time.*) ”

Admiralty, }
27 March 1849. }

J. H. HAY,
Chief Clerk.

Ordered, by The House of Commons, to be Printed, 30 March 1849.

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— I. —

EXPEDITION to *Lancaster Sound and Barrow's Straits.* Progress of the Expedition under the Command of Sir *James Clarke Ross.*

I.
Expedition to Lancaster Sound and Barrow's Straits.

— No. 1. —

Sir,
I HAVE the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's ships “ Enterprise ” and “ Investigator,” under my command, passed through the Pentland Frith this morning.

I have, &c.
(signed) *James C. Ross, Captain.*

The Secretary of the Admiralty.

— No. 2. —

Sir,
I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's ships “ Enterprise ” and “ Investigator ” arrived at this anchorage on the 22d instant ; and that having completed all the magnetic and other observations, and swung the ships for the purpose of
188. A ascertaining

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ascertaining the deviation, it is my intention to proceed on our voyage to-morrow morning.

The governor and all the Danish authorities being at present absent from this place and the contiguous settlements, I have been unable to receive any information respecting the state of the sea to the north. The native Esquimaux inform me that the winter has been unusually severe, and that they have been very badly off for provisions; so far, however, as I can judge, and from not meeting with any drift ice in the narrows of the strait, and the fine weather we have experienced, the season appears to me favourable, and I entertain a confident hope that we shall be able to reach Lancaster Sound at an early period of the season.

The officers and crews of both ships are in the enjoyment of perfect health, and animated by as high a degree of ardour and zeal for the success of the good cause in which we are embarked as any commander could desire.

I have, &c.

(signed) *James C. Ross*, Captain.

The Secretary of the Admiralty,
London.

— No. 3. —

EXTRACT from a Medical Return received from the Surgeon of Her Majesty's Ship "Enterprise."

"SINCE the sailing of the expedition the crew of the ship has enjoyed uninterrupted good health; there has been but one case (pleurisy) of any degree of severity, and that in due course terminated favourably. At present (28th June) there is not a man on the sick list."

"The weather for the most part has been wet or foggy, causing considerable dampness between decks; but the occasional use of the rarefying stove has always been found sufficient to dispel it."

"The expedition has been at Whale Island for the last week, where it has experienced mild, dry, and pleasant weather, notwithstanding that the whole country around is covered with snow. The thermometer ranges from 34 deg. to 53 deg., the mean being 44½ deg."

"The expedition will sail to-morrow in pursuit of the main object of the voyage."

(signed) "*John Robertson (b).*"

— No. 4. —

Sir,

Her Majesty's Ship "Enterprise,"
Whale Fish Islands, 29 June 1848.

WITH reference to your letter of the 8th ultimo, containing an extract of a letter from Sir George Simpson relative to the doubtful supply of provisions likely to be obtained at Fort Good Hope, on the Mackenzie river, I beg you will be pleased to acquaint the Lords Commissioners of the Admiralty that under the circumstances mentioned in Sir George Simpson's letter, of the extreme difficulty of their own people procuring a subsistence, I do not consider it prudent to expose a party of people unacquainted with the country, and unused to the mode of hunting and fishing, to so great hazard of starvation as would evidently be incurred. But should the "Enterprise" winter at Melville Island, or anywhere in its neighbourhood, I shall order the party which their Lordships intended should return to England by the Mackenzie river still to proceed direct for Cape Bathurst or Cape Parry, with the hope of communicating with Sir John Richardson's party, but not to advance so far as to hazard their rejoining the ship before the breaking up of the ice; and thus, by returning by a different route, they will be enabled to examine a larger portion of the most probable space in which the "Erebus" and "Terror" may be, than if they had returned to England by the Mackenzie river.

I have, &c.

(signed) *James C. Ross*, Captain.

The Secretary of the Admiralty,
London.

— No. 5. —

I.
Expedition to Lancaster Sound and Barrow's Straits.The Ness, Stromness, Orkneys,
29 August 1848.

Sir,

By the arrival of the "Bee," James Wildon, master, from the cod-fishery in Davis's Straits, I am furnished with the following information respecting the expedition under Sir J. C. Ross. Her Majesty's ships "Enterprise" and "Investigator," commanded by the above officer, were safely anchored in Lively Harbour, Disco Island, on the 2d July last. This information Mr. Wildon received from the American whaler "M'Lellan," of New London, about 18th July last. May I beg that you will acquaint my Lords Commissioners of the Admiralty of this; and

The Secretary of the Admiralty,
London.I have, &c.
(signed) *John Robinson.*

P. S.—Sir J. C. Ross has left despatches with the Danish governor of Disco, to be sent by the first vessel for Europe; but I hope my information will precede his.

(signed) *J. R.*

— No. 6. —

Her Majesty's ship "Enterprise,"
(lat. 72 deg. 48 min., long. 55 deg. 54 min.)
Uppernawick, 12 July 1848.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's ships "Enterprise" and "Investigator" arrived at this place on the 7th instant.

From the masters of the whale ships named in the margin, which we fell in with on the evening of the 4th instant, I learned that, having waited five weeks in lat. 73 deg. north, and finding the ice still firm and unbroken, they had abandoned the attempt of getting round to the north of the main pack, and were intending to proceed south, and try to cross in a low latitude. On the 10th instant all the rest of the whale ships (with the exception of two that are beset to the westward and unable to return) have passed to the southward.

"Truelove," of Hull.
"Lady Jane," of Newcastle.
"John Green," of Peterhead.
"Alexander," of Dundee.

From the Danish governor of this settlement I have learned that the winter was unusually severe, the fixed ice extending about 25 leagues from the land, and that the spring has been later than usual; which combined with a long continuance of light southerly winds and very calm weather, have prevented the breaking up of the ice to the north.

Under these circumstances I should probably have made an attempt to cross in a more southern latitude, had any number of the whale ships determined to pursue the northern route; but as they have nearly all gone to the southward, I consider it more imperatively necessary that the "Enterprise" and "Investigator" should persevere to the north; for otherwise, if the "Erebus" and "Terror" should, in running down the west coast, find the ice so close in with the land as to oblige them to take the pack, they would most likely endeavour to return and round the north end of it, rather than incur the risk of being beset and detained in it for another winter: there would be no vessel to meet them, or if in their boats, to receive their crews on board; whilst if they should succeed in getting down the west coast to the south, they cannot fail to fall in with some one of the many ships that will be prosecuting their fishing along that shore until a late period of the season.

So soon, therefore, as the strong south wind which is now blowing shall have sufficiently moderated, I intend to proceed to the northward; and although I cannot but regret that I am unable to give a more satisfactory account of the present state of the ice, I beg leave to observe that it is still early in the season, that the ice though not broken up is, near the land, in a very decayed state, and that a strong gale from the northward would probably in a few hours totally alter the aspect of affairs, and perhaps open for us a clear passage along the land. At any rate, we know there is plenty of space for the ice to drift to the south-

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ward whenever it shall once break up, and I have still no doubt of eventually getting round the north end of it, and of reaching Lancaster Sound before the "Erebus" and "Terror" shall have been able to leave their winter quarters, or their crews to have reached that Sound if compelled to take to their boats.

I enclose a copy of the instructions I have given to Captain Bird, in case of unavoidable separation.

I have the satisfaction to add, that the officers and crews of both ships continue to enjoy perfect health.

I have, &c.
(signed) *J. C. Ross,*
Captain.

The Secretary of the Admiralty.

— No. 7. —

By Sir *James Clarke Ross*, Knt. D. C. L., F. R. S., &c. &c., Captain of Her Majesty's Ship "Enterprise," and Senior Officer present.

MEMORANDUM.

IN case of the ships unavoidably separating after leaving Uppernawick, the following information of my intentions, and instructions for your guidance, will probably facilitate their rejoining, at some one or other of the rendezvous appointed in this memorandum.

I intend to proceed to the northward along the coast, between it and the main pack; to stand to the westward as soon as we shall have rounded its northern extremity, or perceive encouraging inducement to push through it; to make the west land in about $72\frac{3}{4}$ deg. (Pond's Bay), where we will probably receive from the Esquimaux information of any ships or boats that may have passed from the northward.

In the event of not meeting with natives at Pond's Bay, I should leave a notice of my having been there, on Cape Graham Moore; and then, if not later than the 5th August, proceed to the southward if necessary, as far as Clyde River, in order to communicate with the tribe that is always to be met with at that place. At this point it is probable we should meet with some of the whale ships which are endeavouring to cross to the west coast in a lower latitude, and from them learn if they have any tidings of the expedition of which we are in search. It would here await the arrival of the "Investigator" until the 15th August, and leave a notice on the west point of Agnes' Monument, in lat. 70 deg. 57 min. north, long. 67 deg. 30 min. west, of my future intentions; and again at Cape Graham Moore, if circumstances admit, on my way to Possession Bay, where I would leave another similar notice, in a pile of stones on the beach on the north side of the stream that falls into the bay.

After entering Lancaster Sound, the "Enterprise" will closely examine its south shore, as well as that of Barrow Strait, heaving-to in foggy weather, firing guns frequently, and burning blue lights and rockets at night, to prevent boats passing in the night, or during fog; and will leave notices of our operations at Cape Hay, Cape Crawford, and Cape York.

The "Investigator" is to cross over to the north shore, carefully examining every part of it, and also to search very diligently for any notice that may have been left by Sir John Franklin for our information and guidance, and leaving on the more conspicuous points of it, named "Cape Warrender" and "Apparel Island," a copy of this memorandum, and anything further you may think desirable to direct the absent party how to proceed to find our ships.

If the "Enterprise" should fall in with Sir John Franklin, we would immediately stand over to the north shore of Lancaster Sound, in search of the "Investigator;" but not meeting her, would repair to Port Leopold, in lat. 73 deg. 50 min. north, long. 90 deg. 12 min. west, and there await her arrival. In like manner, if in the "Investigator" you should meet with them, you are to stand over to the south shore of the Sound in search of the "Enterprise," and, eventually, to Port Leopold, until she shall arrive there.

But in the event of circumstances not admitting the ships reaching Port Leopold at all, or of that one only reaching it which may have the absent party on board, she is not to remain there so long as to hazard being frozen in for another winter, but to bear away in good time for England, leaving a notice at Whaler Point,

Point, Cape Crawford, lat. 74 deg., long. 80 deg.; Cape Hay, lat. 73 $\frac{1}{2}$ deg., long. 80 deg.; Possession Bay, Pond's Bay, and Agnes' Monument.

If on the arrival of the "Investigator" at Port Leopold you should find the "Enterprise" had not been there, you are to despatch the steam launch along the coast to the westward in search of a commodious harbour for the ship, and should one be found at a distance not exceeding 70 miles, you are at once to remove the "Investigator" to it, and secure her for the winter, taking care to leave on Whaler Point precise information of your position; you are also to leave, well protected from the weather, three months' provisions for 130 men, your steam launch, masts, sails, &c., for the use of the absent party, should they arrive there after you shall have left the port, as well as full directions for their guidance.

Should the "Enterprise" arrive after you shall have removed the "Investigator" to her winter quarters, I will leave further instructions for you at Whaler Point, in case of not being able to gain the harbour in which you may intend to pass the winter, and will send as early information of the position of the "Enterprise" as circumstances will admit. You will, therefore, occasionally send to Whaler Point from your winter quarters, and in the spring, before the ice breaks up, detach a small party to the south point of Lowther Island, and to Cape Cockburn (on Bathurst Island), so as to arrive at those places on the 1st and 8th of May respectively, to meet any party I may send from the "Enterprise" for that purpose, waiting a few days at each place, and leaving a notice of the party having been there.

The measures pointed out to me in the instructions I received from the Lords Commissioners of the Admiralty, of which you have a copy, are to be diligently followed up in the spring; and so soon as the season may admit you will either dispatch your steam launch (which you will have left at Port Leopold, and therefore in a more convenient position for the purpose), or proceed in the "Investigator" to the west coast of Baffin's Bay, to communicate with the whale ships, leaving on all occasions notices of your proceedings and intentions on Whaler Point, Cape York, Cape Crawford, Cape Hay, Possession Bay, Pond's Bay, and Agnes' Monument; and also at the same points on your return again to Port Leopold, where you will await the arrival of the "Enterprise," and be guided by any instructions I may have left at Whaler Point during your absence.

But in the event of not meeting the "Enterprise," or receiving any further instructions from me, you must be guided by circumstances, and any information you may obtain from the whale ships, or orders you may receive from the Lords Commissioners of the Admiralty, in your future proceedings, fulfilling so far as may be in your power their Lordships' directions, as expressed in their orders to me.

Should no tidings have reached England of the safety of the absent party, you are to leave on Whaler Point all the provisions, fuel, and stores you can spare, the launch, machinery, and one cutter; and after waiting as long as you prudently may, examining the coast by means of detached parties and boats, you are to return to England, as it would not be possible for you to feed so large a party as that we are in search of throughout the winter.

Should they reach that place after you shall have left it, the "Enterprise" would have returned from the westward, and finding the provisions and stores, would remain at Port Leopold during the second winter to receive the party on board, should they arrive during its continuance or in the following spring; after which time, as no expectation could be entertained of their ever being able to reach that place, and as we should not have sufficient provision left for them if they did, the "Enterprise" would return to England, unless I should receive by the whale ships any orders from the Lords Commissioners of the Admiralty that might render other measures necessary.

In all cases where you leave any notice for the guidance of the absent expedition, you are to include a copy of this memorandum, which will inform Sir John Franklin of all our proceedings and intentions, and enable him the more certainly to decide upon the most desirable measure to adopt for the safety of his people.

Given under my hand, on board Her Majesty's ship "Enterprise," at Upper-
nawick, this 12th July 1848.

(signed) *James C. Ross.*

To Edward Joseph Bird, Esq.
Captain of Her Majesty's Ship "Investigator."

6 CORRESPONDENCE, &c. RESPECTING ARCTIC EXPEDITIONS.

I.
Expedition to Lancaster Sound and Barrow's Straits.

— No. 8. —

British Vice-Consulate, Copenhagen,
23 September 1848.

My Lords,

AT the same time that I received the three packages of letters from the ships "Enterprise" and "Investigator" (forwarded to the Foreign Office by last post), I also received a letter from Dr. Rink, dated Godhavn in North Greenland, 21st ultimo, which want of time prevented me from translating, but which I now take the earliest opportunity of transmitting enclosed, accompanied by a translation for the information of your Lordships.

I have, &c.
(signed) *John Mac Caul,*
British Vice-Consul.

The Lords Commissioners of the
Admiralty, London.

Enclosure in No. 8.

TRANSLATION of a Letter from Dr. *Rink* to the British Consulate at *Copenhagen*.

Godhavn in North Greenland, 21 August 1848.

WHILE on a scientific journey in Greenland, I had the good fortune, in the northernmost colony of Upernavik, to fall in with the English expedition sent, under the command of Captain James Clarke Ross, in search of Captain John Franklin; and I now take the liberty to send herewith three packages with letters which on this occasion were delivered to me. I reached Upernavik in the afternoon of the 13th July, and saw the two ships "Enterprise" and "Investigator" lying moored to an ice-field north of the island; whereupon I immediately repaired on board to visit Captain Ross. After having spent half-an-hour in conversation with him and the commanding officer of the other ship, I left them about seven o'clock in the evening, the wind having then become easterly, and Captain Ross having given orders for getting under sail. They both proceeded along the coast to the northward, and next day were out of sight. Everything appeared to be well on board up to the time that they left us. On the following Saturday and Sunday, the 16th and 17th July, we had a severe storm from the southwest, which has certainly broken up the ice which in the early part of July still lay 10 (Danish) miles to the north of Upernavik, and has thereby removed the last hindrance to the expedition proceeding farther to the northward. As this will most likely be one of the latest accounts received from this important expedition before its return to Europe, I therefore thought that the present communication might be of interest to the consulate.

I am, &c.
(signed) *H. Rink,*
Doctor Phil.

— No. 9. —

Sir,

Ness, Stromness, 23 October 1848.

I TAKE the liberty of communicating the following intelligence of the Arctic Expedition under Sir J. C. Ross, handed to me by Mr. Richard Hill, of the Hull whaler "Lord Gambier," arrived at this port on the 21st instant:—

"On the 21st July communicated with Her Majesty's expedition under Captains Sir J. C. Ross and Bird, lying at Berg, near the Devil's Thumb, in latitude 74deg. 20 min.; found all well; remained in company till the 25th, when a breeze sprung up from the south west, with thick fog; did not see the ships again; plied to the southward, and crossed to the west land of Davis' Straits on the 3d August; found little interruption from ice, and made Agnes' Monument on the morning of the 4th August. Captain Hill has no doubt the expedition would cross to Lancaster Sound about the first week in August."

This will, in all probability, be the latest intelligence of the Arctic Expedition this season, which you will oblige by communicating to my Lords Commissioners.

I have, &c.
(signed) *John Robinson,* Trinity Agent.

The Right Honourable
Secretary of the Admiralty,
London.

— No. 10. —

I.
Expedition to Lancaster Sound and Barrow's Straits.

To the Honourable the Board of Admiralty.

Honourable Sirs,

Hull, 3 November 1848.

THE "Lord Gambier," Captain Richard Hill, having arrived from Davis's Straits last evening, I beg to inform you that on the 21st July he made fast to the same iceberg as Captain Sir James Ross and the other discovery ship, and was on board of them both on that day, and they were all well and in good spirits, and hoped soon to get a north passage. This was off Cape Shackleton.

On the 25th July he parted company in thick weather, just before the Devil's Thumb bore south, distance 9 leagues. He got across into the westwater in about 70 deg. 40 min., and was alone on the west side, and as far north as Cape Bowen on the 2d September, but saw nothing or any signs of Sir John Franklin or his expedition.

I regret I have no more favourable news to communicate; but having seen Sir James Ross probably the last, thought it advisable to inform you of it.

I remain, &c.

(signed) *Robert Collison*, Managing Owner.

— No. 11. —

Sir,

Stromness, Orkneys, 7 November 1848.

WE have the honour to forward the enclosed letter, picked up by Mr. Thomas Lee, of the Hull whaler "Prince of Wales," off Cape Hooper, Davis's Straits, in latitude 68 deg. 10 min. north, longitude 64 deg. 30 min., on the 1st October.

The "Prince of Wales" arrived here last evening; and we beg you will lay these before the Lords of the Admiralty.

We have, &c.

(signed) *Davidson & Sinclair*,
Agents.

The Secretary of the Admiralty.

Enclosure in No. 11.

HER Majesty's ships "Enterprise" and "Investigator" cleared the Main Pack in Melville Bay on the 20th August, and after examining Pond's Bay on the 23d, passed on to the northward in search of the expedition under Captain Sir John Franklin.

The cask which contains this paper was thrown from Her Majesty's ship "Investigator" on the 28th of August 1848, in latitude 73 deg. 50 min. north, and longitude 78 deg. 6 min. 30 sec. west; all well; "Enterprise" in company.

Whoever may find this paper is requested to forward it to the Secretary of the Admiralty, London, with a note of the date, latitude, and longitude in which the cask was found.

(signed) *Edward Bird*, Captain.

— II. —

II.
Expedition to
the Mouth of
Mackenzie River.

EXPEDITION to the Mouth of the *Mackenzie River*. Progress of the Arctic Searching Expedition under the Command of Sir *John Richardson*.

— No. 1. —

Hudson's Bay House, Sault St. Marie,
Lake Superior, 1 May 1848.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I arrived here on the evening of the 29th ultimo, *via* Lakes Ontario, Erie, and Huron, with Dr. Rae and 10 voyageurs; 13 voyageurs were engaged by Sir George Simpson at Montreal, but two of them failed to appear on the morning of our departure, and one deserted from us at Detroit, having been decoyed away by a relation residing there. Five have been engaged here since our arrival, completing the crew of seven for each canoe, with an additional man to act partly as cook and attendant.

Lake Superior was three days ago partially open for boat navigation, but is at present closed by drift ice accumulated in the Narrows at Point aux Pins; it is however my intention to set out with the canoes to-morrow afternoon, and to encamp at the Point named, if necessary, to wait for the first favourable opportunity of pushing through.

I beg herewith to send a statement of the outlay of 200*l*. which I drew for on the Treasurer of the Navy at New York, by authority from their Lordships.

I have, &c.

(signed) *John Richardson*,

The Secretary of the Admiralty.

Commanding Arctic Searching Expedition.

— No. 2. —

Sir,

Hudson's Bay House, 5 May 1848.

I AM directed by the governor and committee of the Hudson's Bay Company to hand you, for the information of the Lords Commissioners of the Admiralty, the enclosed extract of a despatch lately received from Sir George Simpson.

I am also directed to acquaint you that the printed papers relating to Sir John Franklin's Expedition, which accompanied your letter of the 5th ultimo, were duly forwarded, some to Sir George Simpson in America, and some to the company's agents in the Orkney and Zetland islands, to be distributed among the whalers touching at those islands.

I have, &c.

(signed) *A. Barclay*,

W. A. B. Hamilton, Esq., &c. &c.
Admiralty.

Secretary.

Enclosure in No. 2.

EXTRACT of a Letter from Sir *George Simpson*.

IN a letter lately received from Sir John Richardson, dated 22d of February, he refers to a plan of Sir James Ross to send a boat from Bank's Land to Mackenzie's River, where a depôt of pemican will be required for the use of the crew. Sir John Richardson will most probably have taken his departure before any reply can reach him; I therefore do not write; but should he or Sir James Ross be still in England when this gets to hand, I have to suggest that it may be intimated to them that it is very doubtful if we can provide a depôt of provisions at Fort Good Hope, and that any party which may proceed to the Mackenzie's River must depend principally upon fish at Bear's Lake for their support during the winter, as, in a country so remote and unproductive in the means of living, our own people, with all their industry and economy, can barely provide a subsistence, while great loss of life by starvation is of frequent occurrence among the natives.

(signed) *George Simpson*.

— No. 3. —

II.
Expedition to
the Mouth of
Mackenzie River.

Sir,

Hudson's Bay House, 21 August 1848.

I AM directed by the governor and committee of the Hudson's Bay Company to hand you the enclosed extract of a despatch received from Sir George Simpson, dated Norway House, 24 June 1848.

I have, &c.

(signed) *A. Barclay*,
Secretary.

H. G. Ward, Esq. &c. &c. &c.
Admiralty.

Enclosure in No. 3.

EXTRACT of a DESPATCH received from Sir *George Simpson*, dated Norway House, 24 June 1848.

SIR JOHN RICHARDSON and Dr. Rae preceded me by nine days, from the Sault de St. Marie, in two canoes, manned by 16 men, and arrived at this place on the 5th instant, taking their departure the following day; and I have no doubt they will overtake Mr. Bell, in charge of the expedition boats, before their arrival at Isle à la Crosse. The boats made a very unfavourable voyage from York last autumn, getting no further than the end of Lac Bourbon, about half way between Lake Winipeg and Cumberland, where they were set fast by ice; and being badly adapted for river navigation, both as regards stowage of cargo and draft of water, a smaller quantity of goods and provisions was brought up from York than Sir John Richardson counted upon; and, being unable to reach Cumberland, Mr. Bell was compelled to use a considerable quantity of provisions which were intended to have been taken in as cargo to Mackenzie River, for the coast voyage. The Europeans, moreover, who were attached to the expedition, say the sappers and miners and sailors, being inexperienced in such labour, were found exceedingly inefficient.

Sir John Richardson was, on leaving La Chine, provided by me with an order, addressed to all officers in the company's service, to meet his demands for men, goods, and provisions, as far as the means at our posts admitted; and since my arrival here I have done everything in my power to provide for the wants of the expedition, by forwarding an extra boat laden with goods and provisions to Portage La Loche, in company with the Mackenzie River brigade, and with great difficulty have prevailed on the crews of that brigade to take in five pieces* of pemican each boat, say 35 pieces in all, over and above their ordinary cargo, specially for the use of the expedition.

The season has been unusually backward in this quarter, there being still ice floating on Lake Winipeg, obstructing Sir John Richardson's progress to Cumberland as well as our own outcoming brigade; and the loss of time arising from this unfavourable season may, I think, prevent Sir John Richardson from accomplishing the voyage along the coast from the Mackenzie to the Coppermine River, which he contemplated. Our latest advices from Mackenzie's River are up to the month of December, and from Churchill up to the 10th of May, at which dates nothing had been heard of Sir John Franklin's party in either of those quarters.

(signed) *George Simpson*.

— No. 4. —

EXTRACT of a LETTER from Chief Factor *James Hargrave* to *Archibald Barclay*, Esq., dated York Factory, 28 August 1848.

THE last advices received from the interior are up to the 9th instant, at which date the brigades for the trading districts had all passed Norway House, inward bound, in safety.

I may mention, as a rumour possessing some interest, that in a private communication of the 1st March, lately received from Mr. Chief Factor M'Pherson, of Mackenzie's River district, he says that "there is a report from Peel's River that the Esquimaux saw two large boats (query ships?) to the eastward of the Mackenzie, full of white men; and they (the Esquimaux) showed knives, files, &c. to the Peel's River Indians, which they had received from these white men. Could these have been Franklin or Rae?"

There is no probability that such could have been the party of Dr. Rae, for his boats never left the southern point of Committee Bay; yet I must observe that no confident hopes ought to be founded on such a report, for Indian information is proverbial for its inaccuracy and exaggeration. I, however, felt it my duty to notice to you that such a report had reached me.

* A piece contains 90 lbs.

II.
Expedition to
the Mouth of
Mackenzie River.

— No. 5. —

Sir,

Methy Portage, Rupert's Land, 3 July 1848.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that I arrived with Mr. Rae at this portage on the 28th ultimo, and joined Mr. Bell and his party with the boats, who had reached it on the previous day. Mr. Bell's voyage from Cumberland House, considering his detentions by ice and stormy weather, was expeditious; and we should have been able to have descended to the mouth of the Mackenzie by the beginning of August, but an unforeseen occurrence has greatly retarded our progress and fatigued the men. Forty horses employed by the company on this portage, and the same number belonging to the natives, being all the horses in this district, died of an epidemic in the winter. Deprived of their aid, the men have had to carry the boats and all the cargo over on their shoulders, by very bad paths. The distance is between 11 and 12 miles; and many of the Europeans being unable to carry more than 90 or 100 lbs. at a time, have had to traverse the ground 11 times with loads (and consequently 10 times in returning light) in transporting their allotment of packages, which, according to custom, were distributed equally. With the assistance of the horses, we could have crossed this height of land in two days. As several of the men have become lame in consequence of the severe toil, I expect that one-third of the portage, which remains to be crossed, will occupy us a proportionably longer time, and that the portages on Clear-water River and Slave River will be more tardily made than usual. These delays will perhaps prevent us from reaching the sea for nearly a week later than that which I had mentioned as the probable date, unless we are favoured by southerly winds in the descent of the Mackenzie, when the time lost may be redeemed. I now expect to leave this portage on the 7th or 8th.

The conduct of the men under their distressing labour is excellent.

I have, &c.

The Secretary of the Admiralty.

(signed) *John Richardson.*

— No. 6. —

Sir,

Hudson's Bay House, 11 October 1848.

I AM directed by the governor and committee of the Hudson's Bay Company to hand you, for the information of the Lords Commissioners of the Admiralty, the enclosed extract of a despatch received from Sir George Simpson, dated La Chine, 20th September 1848.

I have, &c.

H. G. Ward, Esq., &c. &c. &c.
Admiralty.

(signed) *A. Barclay,*
Secretary.

— No. 7. —

EXTRACT of a LETTER from Sir *George Simpson* to the Governor and Committee of the Hudson's Bay Company, dated La Chine, 28 September 1848.

SIR JOHN RICHARDSON's canoe men have arrived, bringing letters from that gentleman, dated Portage La Loche, 1st July, reporting his arrival at that place on the 28th June, where he overtook the brigade of boats under the command of Mr. Bell, which, notwithstanding the unfavourable character of the season, arising from the late breaking up of the ice, had made fair progress, and the whole party were in perfect health. The canoe men assisted in carrying across that long portage, which occupied about eight days, and Sir John and Mr. Rae were to have taken their departure for the Arctic Sea on the 6th July, with three boats in advance, leaving Mr. Bell to proceed to Great Bear Lake with the remaining boat, which would be more deeply laden. Sir John, I think, will reach the sea as early in the summer as the coast is free from ice, with sufficient of the fine-weather season still before him to complete the survey of the coast to the Coppermine, and to reach winter quarters before the severe weather usually sets in.

(signed) *George Simpson.*

— III. —

EXPEDITION to *Behring's Straits*. Progress of the Expedition under Captain *Kellett*, of Her Majesty's Ship "*Herald*," and Commander *Moore*, of Her Majesty's Ship "*Plover*."

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Expedition to
Behring's Straits.

— No. 1. —

Her Majesty's Ship "*Collingwood*," Valparaiso,
27 March 1848.

Sir,

CAPTAIN KELLETT, of Her Majesty's Ship "*Herald*," has transmitted to me a copy of the orders, bearing date the 13th of December, which he has received from their Lordships to take the "*Plover*" under his directions, and to proceed to Behring's Straits, for the purpose of affording relief to the expedition in the Arctic Seas, under Sir John Franklin.

Captain Kellett has also, under an uncertainty whether the "*Plover*" contains the stores and equipments for his crew which the service in that climate may render necessary, sent me lists of those he estimates to be necessary, some of which I have directed to be purchased, not being in store; and also demands for provisions for a year.

As the period of the season makes it advisable that the utmost dispatch should be used to enable the "*Herald*" to leave Panama at the commencement of May in order to reach Behring's Straits near the time specified in their Lordships' orders, I am about to dispatch Her Majesty's steam ship "*Sampson*," with her supplies, to Panama, as soon as some repairs are completed which the "*Sampson*" requires; and shall direct Captain Henderson to assist the "*Herald*," if necessary, with the steam power of the "*Sampson*" in clearing the Gulf of Panama and the prevailing calms in its vicinity, which is the more requisite as Captain Kellett informs me that on two previous occasions, during his services, six weeks have been consumed by him in the passage from Panama as far to the westward as Clapperton's Rock.

The same consideration with regard to the inexpediency of the "*Plover's*" proceeding to Panama for the purpose of joining the "*Herald*," will induce me, should she touch at Valparaiso or Callao, on her arrival in the Pacific, while I remain in the command, to direct Commander Moore to proceed direct from this coast to the island of Woahoo, which Captain Kellett deems, as well as myself, to be a preferable rendezvous for vessels proceeding to Behring's Straits; and I shall apprise Captain Kellett of my intentions by the packet which leaves Valparaiso for Panama on the 30th instant.

I hope the circumstances stated, and the great delay which will be caused by the "*Plover*" proceeding to Panama, may induce their Lordships to approve of the deviation from their orders which I propose to authorize, should the "*Plover*" touch at either port, where I may have an opportunity of directing her to proceed direct to Woahoo to meet the "*Herald*."

I have, &c.

H. G. Ward, Esq. M. P.,
&c. &c.

(signed) *G. F. Seymour*,
Rear-Admiral and Commander-in-Chief.

— No. 2. —

Her Majesty's Ship "*Herald*,"
Panama, 25 April 1848.

Sir,

I HAVE the honour to acknowledge the receipt of your letters of the following dates:—

Of the 8th January 1848, informing me that the Russian government had sent orders to Petropaulosk and Kamskatka, to render all assistance to the "*Herald*" and "*Plover*."

Of the 10th March 1848, desiring me to be guided by the information contained in the paper marked (B.); but as I have not received any paper with such
188. B 2 mark,

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Expedition to
Behring's Straits.

mark, I conclude you refer to the extract of a letter from Admiral Lutke to Lord Bloomfield, our ambassador at the Russian court, which I received enclosed in your despatch of the 10th of March, at the same time I received Admiral Lutke's sailing directions and remarks on Behring's Straits and the adjacent coast, with four charts, two of the port of Sitka, one of the Aleutian Islands, and one of the west coast from Sitka to 61 deg. 30 min. north latitude.

I am informed by the Commander-in-chief that the "Sampson" was to leave Valparaiso on the 4th instant, with my provisions and stores; I expect, therefore, she will be here by the 1st of May. He has ordered her to tow me also off the coast, through the calms that prevail near it at this season. By means of this assistance I consider I shall be enabled to touch at Sitka, and reach Norton Sound before the "Plover" can possibly reach Behring's Straits. I shall take care that Commander Moore is fully informed of my intended proceedings. Until the arrival of the "Sampson," I cannot tell whether the "Plover" will touch here or not. Sir George Seymour informed me he should propose to Admiral Hornby sending her by way of the Sandwich Islands, instead of allowing her to come into this gulf, which would, unassisted, take her at least 50 days to get out of.

I shall send you, sir, a detailed account, before I leave, of the means I have taken of communicating with the "Plover," and of the route I intend to take in execution of their Lordships' instructions.

The Secretary of the Admiralty,
London.

I have, &c.
(signed) *Henry Kellett*,
Captain.

— No. 3. —

Sir,

Her Majesty's Ship "Herald,"
Panama, 9 May 1848.

I HAVE the honour to inform you that Her Majesty's ship "Sampson" arrived here on the afternoon of the 1st instant, bringing for me 12 months' provisions and stores, and for "Pandora" eight months; and that I shall also leave this port this day at noon, in company with Her Majesty's ship "Sampson," which vessel has been directed by the Commander-in-chief to tow me clear of the calms.

I have the honour to transmit herewith, for the information of their Lordships, a copy of the orders I have deemed it expedient to give to Lieutenant Wood, in furtherance of their Lordships' directions. You will perceive, sir, by the enclosed orders the means I have adopted to ensure the commander of the "Plover" being made acquainted with my movements.

Parting company with Her Majesty's steam-ship "Sampson," I shall proceed direct to Sitka, and having delivered the despatch to the governor at that place, mentioned in their Lordships' letter of the 10th March, I shall go without delay to Petropaulosk. My further movements will be guided by the information I receive at that port.

The Secretary of the Admiralty,
London.

I have, &c.
(signed) *Henry Kellett*,
Captain.

— No. 4. —

Sir,

Her Majesty's Ship "Herald,"
Panama, 9 May 1848.

I HAVE to transmit for your guidance instructions during my temporary absence.

After parting company from Her Majesty's ships "Herald" and "Sampson," you will proceed direct to Oahu, in the Sandwich Islands, where you will remain
10 days

10 days for the arrival of the "Plover," and to recruit the health of your crew; should the "Plover" not arrive during this period, you will deliver the accompanying despatch for Commander Moore, to Her Britannic Majesty's consul-general, and proceed to Victoria, in the straits of Juan-de-Fuca, visiting either in your vessel or by boat the Hudson's Bay Company's settlement at Nisqually, obtaining all the information in your power relative to the above settlements, and that on the Columbian River, for the information of the Commander-in-chief.

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Expedition to
Behring's Straits.

During your survey in these straits you will also survey the small islands in the north part of Cormorant Bay, so as to complete the plan of that anchorage; having performed this service you will run a meridian distance from Victoria Observatory to Neeah Bay, at the entrance of the straits, where you will complete your water.

From Neeah Bay you will run a meridian distance to San Francisco; or, should you find you have sufficient water to last until the 1st November, you will proceed at once to the islands forming the Santa Barbara Shoal Channel, and survey them, surveying the coast south of San Diego, and completing my plans of the islands of Cedros and Natividad.

You should arrive at Mazatlan by the 1st November, so as to enable you to reach Panama at the commencement of the fine season, at which time you may expect to meet this ship. Should the "Plover" not have touched at Panama, you will find provisions for you at the store of Flameneo; and should you not have received contrary orders from their Lordships or the Commander-in-chief, you will proceed from Panama, and continue the survey of the coast of Veraguas, from Punta Mala, north-west. In your passage to Oahu, you will determine, if possible, the position of New Blada, Socorro, or any of that group, all of which will be in your track.

Deep-water soundings in the straits of Juan-de-Fuca will be of great service, and which you will have an opportunity of obtaining.

Trusting to your known zeal and ability, for the performance of this service,

To Lieutenant James Wood (*d*),
Commanding
Her Majesty's Ship "Pandora."

I have, &c.
(signed) *Henry Kellett*,
Captain.

P. S. You will communicate at every opportunity your proceedings, for the information of their Lordships and the Commander-in-chief.

(signed) *Henry Kellett*.

— No. 5. —

Sir,
Her Majesty's Ship "Herald," at Sea, 13 May 1848;
Lat., 7 deg. 20 min. N.; long., 89 deg. 9 min. W.

I HAVE the honour to enclose, for their Lordships' information, the accompanying returns, up to this date, previous to parting company with Her Majesty's steam vessel "Sampson," in the above position, viz.:

1. State and condition.
2. List of provisions and slops on board.
3. List of provisions stored for the "Plover" on the island of Flameneo.

The Secretary of the Admiralty,
London.

I have, &c.
(signed) *Henry Kellett*,
Captain.

III.
Expedition to
Behring's Straits.

Enclosure 1, in No. 5.

ACCOUNT of PROVISIONS, &c. remaining on board Her Majesty's Surveying Vessel
"Herald," this 6th day of May 1848, with the Number of Days each species will last.

SPECIES OF PROVISIONS.	Quantities.	Number of Days for Crew.	REMARKS, As to any longer Period they will last.
Bread - - - lbs.	35,274	255	On reference to the average savings of provisions on board the "Herald," it appears to amount to nearly one-seventh in the articles of bread, salt, meat, and flour, but this was principally while surveying in the tropics; probably when in a colder climate they may consume the whole.
Spirits - - - gals.	1,502	314	
Salt beef - - 8 lb. pieces.	2,156	} 313	
Salt pork - 4 lb. pieces.	4,488		
Flour - - - lbs.	14,135	} 170	
Suet - - - lbs.	2,704		
Rice - - - lbs.	2,713	65	
Pease - - - bush.	190 $\frac{6}{8}$	162	
Sugar - - - lbs.	6,306	304	
Oatmeal - - - bush.	8	200	
Cocoa - - - lbs.	1,759	187	
Tea - - - lbs.	1,483	316	
Vinegar - - - gals.	431	322	
Preserved meats - lbs.	7,035	62	
Lemon-juice - gals.	144	240	
Tobacco - - - lbs.	1,252	} according to consumption.	
Soap - - - lbs.	2,190		
Necessaries - - -	- - -		360

(signed) Thomas Woodward,
Paymaster and Purser.

Enclosure 2, in No. 5.

RETURN of SLOP CLOTHING remaining on board Her Majesty's Surveying Vessel
"Herald," 6 May 1848.

Flannel drawers - - 350 pairs.	Duck in the piece - 615 yards.
Flannel in the piece - 1,800 yards.	Blue serge - - - 481 yards.
Blue knitted jackets - 300 in number.	Caps - - - 126 in number.
Blue wove jackets - - 100 in number.	Caps for boats' crews - 11 in number.
Stockings - - - 540 pairs.	Shoes, strong - - - 265 pairs.
Mitts - - - 200 pairs.	Shoes, light - - - 265 pairs.
Blue serge - - - 800 yards.	Ankle boots - - - 192 pairs.
Blankets - - - 218 in number.	Blue cloth trousers, No. 1 47 pairs.
Shirts - - - 198 in number.	Blue cloth in the piece,
Flushing trousers - - 50 pairs.	No. 2 - - - 48 yards.
Flushing for trousers - 270 yards.	Blue cloth jackets, No. 2 13 in number.
Hair beds - - - 50 in number.	Black silk handkerchiefs 176 in number.

(signed) Thomas Woodward,
Paymaster and Purser.

Enclosure 3, in No. 5.

ACCOUNT of PROVISIONS, &c. landed at the Island of Flameneo, from on board
Her Majesty's Ship "Herald," for the use of Her Majesty's Ship "Plover."

SPECIES OF PROVISIONS.	Quantities.	Number of Days for the Crew.	REMARKS.
Bread - - - - - lbs.	5,040	84	
Spirits - - - - - gals.	165	88	
Salt beef - - - - - 8 lb. pieces.	190	} 53	
Salt pork - - - - - 4 lb. pieces.	320		
Flour - - - - - lbs.	1,006	} 81	
Suet - - - - - lbs.	112		
Peas - - - - - bush.	20	43	
Sugar - - - - - lbs.	778	103	
Cocoa - - - - - lbs.	329	86	
Tea - - - - - lbs.	85	90	
Vinegar - - - - - gals.	62	113	
Preserved meats - - - - - lbs.	—	—	
Rice - - - - - lbs.	—	—	
Lemon-juice - - - - - gals.	33	35	

(signed) Thomas Woodward,
Paymaster and Purser.

— No. 6. —

Her Majesty's Ship "Herald," Petropauloski,
13 August 1848.

Dear Sir,

My long and tedious passage to this place will leave me but little time to prosecute the instructions contained in your letter, and that of Captain Beechey.

By a letter I received from Mr. Wood, of the "Pandora," I find the "Plover" had not reached Oahu on the 5th July; if she has gone to Panama, she will not get here at all this season, under any circumstances; she will now be late to find a berth north of Kotzebue Sound, and I am not aware whether she could winter there. Grantley Harbour would be a nice place, but then she would be so far removed from her work, or any intelligence of the ships or land expedition, from the natives, as to be an unnecessary and unprofitable exposure.

Until I see Commander Moore I cannot possibly say what is likely to be her position or destination for this winter; no doubt his instructions comprehend every difficulty likely to occur to him, more particularly that his departure from England was so protracted.

I sail to-morrow for Norton Sound, to procure boats and interpreters, and then on through the Straits to Chamisso Islands, where I shall await the "Plover's" arrival until the end of September, returning south after that period, touching at Petropauloski on my way, for information, if the "Plover" does not show herself.

In Captain Beechey's voyage, I see that neither he nor his officers considered it safe to remain at Chamisso Island after the 3d of October; this, therefore, shall be my limit.

It would be madness in my risking being shut up for the winter. Their Lordships have directed me to return here next season, after which I suppose I shall be ordered home, as five years will have expired; in which case, if it meets with your approbation, I should like to return by way of China, Singapore, Labuan, &c., touching at any points you may consider most interesting and useful. It would considerably shorten my passage home, besides not leading me through well-known seas; the "Pandora" could also accompany me by that route.

I hope, sir, if it meets your approval, you will propose it to their Lordships, sending me ample instructions to Panama, to await my arrival there.

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I find Kamschatka a most delightful climate (in August); abundance of wood, water, and fish, with plenty of space for the men to walk about; the weather cold enough to induce them to do so, and no chance of getting grog.

You will see by the Table I enclose you, showing my track, and the winds and weather I experienced, how unfortunate I have been, and still more so now; not finding the "Plover" here, I incur some risk of not meeting her at all, by leaving this place before her arrival; but I almost despair of her getting here this season, and I may do some good in getting north.

Unlike my former voyage my crew have been most healthy, although we had such continued rains in getting away from the coast, frequently a week together without a man on the list. When the "Sampson" cast us off I was very ill, and hardly knew what I wrote to you; I was under the effect of large doses of opium at the time; I am now greatly recovered, but still suffer greatly from dyspepsia. I shall now only get back in time to prepare for my next voyage.

It is a mere chance if this reaches you; I shall send it to Oahu, but when it is likely to get away from there I cannot say.

The Russians here have been kind to an excess; the governor gave me a letter to Norton Sound, to ensure all my wants there; nevertheless, my not having been able to reach Sitka has been a great loss to me, as the officer in command there is well acquainted with this sea, and has been a great deal employed in its examination.

I hope the remainder of this voyage, which I expected to have found very interesting, may terminate more successfully than, from present appearances, I am led to think it will.

I have, &c.
(signed) *Henry Kellett*,
Captain.

To Rear-Admiral Francis Beaufort,
Hydrographer.

— No. 7. —

Her Majesty's Ship "Herald," at Mazatlan,
25 November 1848.

Sir,

I HAVE the honour to inform you, for the information of my Lords Commissioners of the Admiralty, that I arrived here on the 24th instant, from Petropauloski, having left that port on the 21st October last, without having seen or been able to hear any tidings of Her Majesty's ship "Plover."

In my letter from Petropauloski, dated 14th August, I gave you a detailed account of my proceedings, from leaving Panama up to the time of my arrival at the above port; but fearing that you may not have received that despatch, I have the honour to transmit a duplicate, and to send you a further account of my proceedings, a continuation of my voyage, in prosecution of their Lordships' orders.

Leaving Petropauloski on the 16th of August, I sailed direct to the Russian station of Michaelouski, in Norton Sound, which place I reached on the 2d of September, but was unable to communicate for two days, in consequence of the heavy weather and the excessively exposed position of the settlement for a ship of this draught.

Here I was fortunate enough to obtain a most excellent interpreter, but they had no baidars; however, these could have been easily procured to the north; if not, the two whale boats sent out in Her Majesty's ship "Asia," I had very well fitted for the purpose.

It took me three days to get clear of this enormous gulf, in consequence of the prevalence of westerly winds, and the almost constant indraught.

In our run from this to the straits, we were enveloped in the most dense fog I have ever seen, but with light winds, and did not arrive off Chamisso Island, in Kotzebue Sound, until sunset of the 14th September.

With the exception of four natives on Chamisso Island, with whom I communicated on the evening of our arrival, and who, being frightened, gave to our leading questions all their answers in the affirmative, we could not find a native in the Sound within reach of our boats; they had all left for their winter quarters. I weighed, therefore, and went to the northward as far as Cape Krusenstern to endeavour to find them, but they had left this and Hotham's Inlet also.

In

In returning to our position off Chamisso Island, I anchored off Spaforeif Inlet, on the south side of the Sound, and sent my boats up it. Here we were more successful; we found a native who could converse fluently with the interpreter; he had only just arrived, after a hunting expedition to the northward.

He described his distance as a long way north, where the sea came close to the land, and that there were no ships seen or heard of.

He said that there were some white men, like us, inland, one of them with a band on his cap, pointing to ours; that they were southward to us, nearer Norton Sound.

While at Michaelouski the Russians informed us of there being six Americans in their vicinity trading for skins; how they came they could not tell; I suppose them to be part of the crew of some American whaler, who have absconded with a boat from her.

These natives could not be induced, by presents or promises, to come to the anchorage at Chamisso Islands, although so short a distance.

I sent boats to the ice cliff in Eschaltz Bay, to collect any fossils that might be exposed since the "Blossom's" visit; we were very successful in quantity and size, but none of them different, I fear, from those obtained by Captain Beechey.

They endeavoured, also, to fall in with another party of the natives, at the entrance of the Buckland River, but in this we failed; the Esquimaux had evidently retired somewhere for the winter.

The weather had now become excessively cold; the sea had suddenly cooled down to 28 deg.; the whole face of the country covered with snow; all the lakes and springs frozen, so that we could not water from them, and a constant west or north-west wind blowing. These evident indications of the winter having set in, determined me to sail the first favourable opportunity.

Up to the 26th September we had, in Kotzebue Sound, most delightful weather; I should say that this had been an unusually fine open season. On Chamisso Island we found some of the beeches, and other shrubs, budding a second time. The weather was so mild that there were many sanguine hopes we should yet meet Sir John Franklin's ships.

After the 26th, the weather suddenly became so bad and threatening, that I weighed on the morning of the 29th September, and beat out of the Sound, passing the Straits on the evening of the 2d October, in a heavy snow storm.

On the morning of the 16th I again arrived at Petropauloski, but found that the "Plover" had not been there during our absence. I cannot divine what can have become of her, unless their Lordships have recalled her, that she failed in getting round the Horn, or that she went to Panama to meet me; in either of which cases I could not have fallen in with her*.

At Valparaiso, Panama, and Oahu, the only places she was likely to touch at, I left information for her as to my movements, in all of which I pointed out, most distinctly, Petropauloski as a certain rendezvous.

At Petropauloski I landed our interpreter, a very respectable, good man, having ordered the paymaster and purser to remunerate him for his services at the rate of one dollar per diem, and to supply him in addition with some few articles of clothing necessary for so rigid a climate.

I should have conveyed him back to Norton Bay, but did not like taking the ship down on a lee shore, where no shelter can be found from the violent westerly winds prevalent at this late period of the season.

I lost one man (our fiddler) by death on this long and arduous voyage; with this exception, the health of my crew has been very good until within a few days of making this port, when we had many cases bearing slight symptoms of the presence of scurvy.

I cannot in any way account for the appearance of this disease; there could not possibly have been better provisions than we issued, in addition to which Sir George Seymour sent me a very large and ample supply of preserved meats, which I ordered to be served out twice instead of once a week, as ordered by their Lordships' circular; of which I trust their Lordships will be pleased to approve.

On my first visit to Petropauloski there was no salt meat issued, the men
having

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* The "Plover" was at Callao on the 8th July.

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having had for six days abundance of fish without vegetables. To the north, in Kotzebue Sound, we got nothing but berries, of which they had as many as they had time to pick. At Petropauloski, the second time, they had four days excellent beef and vegetables, an abundance of fish, and an unlimited supply of lime juice.

No men could have been better clothed, or less exposed; our main deck was always dry and warm, and the strictest attention paid to airing their bedding.

Our voyage from Panama to this port has occupied 199 days, 10 of which we were on fresh provisions, fish and beef, and 50 of the days preserved meats and rice were issued. My impression, until this disease made its appearance, was that we might have protracted our voyage for any length of time, with the same precautions and a similar issue of such provisions; the absence of vegetables is the only reason I can assign for it, unless the men may have been predisposed to it from the debilitating effects of their long service in the hot and moist climate of Chaso.

I have been thus lengthy in my description of the appearance of this disease, and of the precautions I have taken to avoid it, as preserved meats have now become an article of issue to the ships' companies of vessels of the service; which, with rice, does not appear to be so conducive to the health of the men as with the potato, ordered to be issued by their Lordships.

The general health of my crew is good; and with the assistance of a double allowance of vegetables here, which I have caused to be issued (and of which I trust their Lordships will approve), with a run on shore, all traces will be soon eradicated, and have, by the surgeon's report of this morning, already begun to disappear.

I hope to sail from this on the 1st December for Panama and its vicinity, to prosecute my surveying duties. At Panama I hope to receive their Lordships' instructions for my proceedings in the ensuing year, with respect to the "Plover."

I have much pleasure, sir, in being able to bear testimony to the zeal of my officers, and the meritorious conduct of my crew during my voyage.

In conclusion, sir, may I beg that whenever their Lordships may be pleased to order my return they will grant me permission to do so by the western route, touching at Hong Kong, Labuan, and any other interesting place pointed out by the Hydrographer.

I learned on my arrival at this anchorage that Her Majesty's surveying vessel "Pandora," under my directions, had touched here on her way to resume her surveying duties about Panama, and sailed on Friday the 17th instant.

I have, &c.
(signed) *Henry Kellett*,
Captain.

The Secretary of the Admiralty,
London.

— No. 8. —

Sir,

"Asia," at Callao, 10 July 1848.

I BEG you will acquaint the Lords Commissioners of the Admiralty that the "Plover" arrived at this port on the 4th instant, from Plymouth and the Falkland Islands; and that having completed her stores, water, and provisions, without loss of time, she sailed on the morning of the 8th direct towards Behring's Straits, in execution of their Lordships' orders to Commander Moore.

On the receipt of your letter of the 12th May, No. 59, I communicated to Commander Moore the appointment of Lieutenant Pullen to the "Plover," and that this officer had reported to me his arrival at Panama on the 24th June, where he waited instructions; and in reply, Commander Moore addressed to me the letter of which I enclose a copy.

I have every reason to believe, from the circumstances stated in that letter, and from a knowledge of the prevailing calms at Panama, that very serious delay would have been occasioned to the particular service on which the "Plover" is employed had she been required to touch at Panama for Lieutenant Pullen; and I have therefore complied with the request that Lieutenant W. A. R. Lee

(additional

(additional of the "Asia") should be retained for service in the "Plover," of which I trust their Lordships will approve.

On the "Herald" proceeding to the northward, in the spring of next year, to communicate again with the "Plover," Lieutenant Pullen shall be sent to join his proper ship, and Lieutenant Lee will return to the Asia; in the meantime I have directed Lieutenant Pullen to proceed to join the "Asia" as a supernumerary.

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I have, &c.

(signed) *P. Hornby,*

Rear-Admiral and Commander-in-Chief.

H. G. Ward, Esq., M. P.,
Secretary of the Admiralty.

P. S.—As twelve months must elapse before the arrangement referred to in the last paragraph can be carried into effect, their Lordships may see fit to direct that Lieutenant Pullen should be sent to England, or otherwise disposed of.

P. H.

— No. 9. —

Her Majesty's Brig "Plover," Falklands, 12 May 1848;

Arrived 8 May.

Sir,

I HAVE the honour to report to you, for the information of my Lords Commissioners of the Admiralty, I sailed in Her Majesty's brig under my command, from Madeira, on the morning of the 18th February (with a fresh trade wind), after completing water and getting fresh rates for my chronometers. This wind carried me as far as lat. 6 deg. 40 min. north, and long. 20 deg. 30 min. west (4th March), when I experienced a succession of calms and light airs till the 20th, when I crossed the equator in long. 18 deg. 58 min. west. I now got the south-east trade, which lasted till the 1st April, lat. 19 deg. 7 min. south, long. 32 deg. 33 min. west, when it drew round to the north-east, with fine clear weather. I then had variable winds till the 18th of April, when a heavy gale set in from the W.N.W., which lasted 56 hours, during which time (as in a former gale) this ship proved a most excellent sea-boat.

The prevalent winds from this time, to my arrival at this place, have been from the south and south-west, blowing strong, with very heavy squalls. I was within 10 miles of this port, and driven back for a week; and I regret to say I have been obliged to carry whole topsails and top-gallant sails, when other vessels would have been under double reefs and top-gallant sails in, and then she would not move through the water more than one and six or two knots; and without I am pretty fortunate in getting easterly winds, I shall have a long passage before me. Under these considerations, I have determined to put into Valparaiso, to see the admiral; or, if not there, to touch at Lima to obtain his approval of proceeding on without going into Panama, where there is every probability of a long detention, in consequence of the prevalent light winds and calms in that bay; whereas, if I keep in the trade, I shall make my westing to enable me to fetch Behring's Straits in proper time to get into the ice. My object in communicating with the admiral is that he may acquaint the "Herald" of my intention not to call at Panama, and that I shall rendezvous at Chamisso Island, and to make the necessary arrangements to meet me there; and I trust my proceedings will meet their Lordships' approbation.

I have completed water, set up rigging, &c., and shall go to sea to-morrow morning, the 13th instant, wind and weather permitting. I have now merely to report the excellent state of health which both officers and men are in, with the exception of John Watson, gun-room steward, who has been invalided and left at this place, to be sent home by his Excellency the Governor the first opportunity.

I have, &c.

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

Commander.

The Secretary of the Admiralty.

III.
Expedition to
Behring's Straits.

— No. 10. —

Her Majesty's Brig "Plover,"
Callao, 7 July 1848.

Sir,

WITH reference to your letter of this date, acquainting me of the arrival of Lieutenant Pullen at Panama, I have the honour to request you will allow Lieutenant W. A. R. Lee (supernumerary on board this ship) to proceed in this ship to Behring's Straits; for if I were to call at Panama, I should in all probability lose every chance of proceeding on my search, from the prevalent calms in that bay and the exceedingly slow sailing qualities of this ship.

Should it appear necessary to you, Lieutenant Pullen might come up to me in the "Herald" next season.

I have, &c.
(signed) *Thomas E. L. Moore,*
Commander.

Rear-Admiral Hornby, C.B.,
Commander-in-chief, &c. &c. &c., Callao.

— No. 11. —

Her Majesty's Brig "Plover," Callao,
7 July 1848.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that I arrived at this place in Her Majesty's brig under my command, on the night of the 4th instant; and after completing water, provisions, &c., and having consulted Rear-admiral Hornby on the subject of my not calling at Panama, for the reasons mentioned in my letter of the 12th May last (a copy of which I beg to enclose), and having also had a communication with Captain Henderson of the "Sampson," who assured me that I should be becalmed, in all probability, some months, were I to enter the Bay of Panama. (He towed the "Herald" some 20 degrees to the westward, clear of the calms.)

I am now quite ready, and shall sail this afternoon for Chamisso Island, Behring's Straits, calling at the Sandwich Islands for the despatches left there for me by Captain Kellett, if I sight the islands.

I have received permission for Lieutenant W. A. R. Lee to proceed on with me, and the Commander-in-chief will arrange when Lieutenant Pullen will proceed to join me.

I beg to inform their Lordships that any deviation from their orders that I have found necessary, is on account of the bad sailing qualities of this ship. No exertion on my part shall be wanting to carry my instructions to the fullest extent, and I trust my proceedings will meet their Lordships' approbation.

I have, &c.
(signed) *Thomas E. L. Moore,*
Commander.

The Secretary of the Admiralty,
London.

— No. 12. —

My Lord,

Woahoo, 29 August 1848.

I HAVE the honour to report to your Lordship that Her Majesty's ship "Plover" arrived here on the 22d instant, and sailed again on the following day for Kotzebue Sound.

The "Plover" left England on the 31st of last January, so that she was on her way to the Sandwich Islands no less than 202 days, out of which she was only 12 days at anchor, namely, nine at the Falkland Islands, and three at Callao.

Her captain, Commander Moore, furthermore informed me, that even with a fair fine wind, seldom more than $4\frac{1}{2}$ knots could be got out of the "Plover," and that her extreme rate of sailing might be six knots, although during a heavy gale she had once or twice gone very nearly seven knots. Hence it is supposed at Honolulu that this vessel is very late in the season to proceed so far to the north.

I have, &c.
(signed) *William Miller.*

The Viscount Palmerston, G. C. B.
&c. &c. &c.

— No. 13. —

III.
Expedition to
Behring's Straits.Her Majesty's Brig "Plover," Woahoo,
Sandwich Islands, 23 August 1848.

Sir,

I BEG to inform you, for the information of my Lords Commissioners of the Admiralty, I sailed from Callao on the 8th ultimo, after completing provisions, water, &c., and arrived at this place this afternoon. I should not have called at these islands, even for the despatches left here by the "Pandora," from Captain Kellett, but that I found I should lose no time by so doing. I am happy to report that both officers and men are in most excellent health.

The charts, &c. left here by the "Pandora" for me, will be of great assistance to me in making Behring's Straits at this advanced season of the year.

I beg also to inform their Lordships, that so soon as I shall have completed my water and got fresh rates for my chronometers (which I regret to say are not going at all well), I shall make all possible despatch for Behring's Straits, and that the most strenuous exertions, as heretofore, will be made to make up for the loss of time occasioned by the excessive slow sailing of the "Plover," and that should any unforeseen circumstance (such as the winter setting in sooner than usual) occur so as to prevent my getting through the straits, I shall winter at Petropauloski or Port Clarence; but again beg to assure their Lordships that I feel the greatest possible anxiety as to being there in time, and that not a moment shall be lost in endeavouring to render every assistance to Sir John Franklin and his expedition.

I have filled up (prior to leaving Callao) provisions of every description, sufficient to last until next July (1849).

I have, &c.
(signed) *Thomas E. L. Moore,*
Commander.

To the Secretary of the Admiralty,
London.

— No. 14. —

Her Majesty's Ship "Herald,"
Panama, 25 January 1849.

Sir,

IN consequence of the cholera, which is very prevalent and fatal here at this moment, the January mail has been detained at Chagres, so that I cannot answer by return any instruction I may receive from their Lordships.

Not having found any here, and a considerable portion of their former orders remaining unexecuted, I beg to submit for their information the manner I propose to fulfil them.

The moment I get on board my provisions and stores sent by the Commander-in-chief to meet me here, I shall proceed northerly from Coiba Island along the coast, surveying to the middle or end of March, when I shall leave the coast and proceed to Oahu, where I have requested the Commander-in-chief will cause my stores and provisions to be sent, and in the following quantities: 12 months complete for "Plover," and eight months for this ship, which is about as much as I can stow on my decks.

From Oahu I shall proceed to Petropauloski and Behring's Straits, to meet the "Plover."

As the "Plover" could not have reached the point directed by their Lordships, I am (having little information) at a loss to know whether the "Plover" ought to be placed there this year. In the absence of further orders, I shall if possible place her there, and return at the expiration of the fine season to the north, to the port of Mazatlan, for orders.

I feel, sir, that though I have been unavoidably and painfully unsuccessful in meeting the "Plover," that the service of this ship has not been thrown away, inasmuch as we obtained all the information that could be obtained at that season, that if any of the party to whose assistance we were sent should come near that part, they would know from the natives that their Lordships were endeavouring to send relief to them.

I have submitted for the Hydrographer's approval, the manner in which I propose to employ the "Pandora" during my absence.

I have, &c.
(signed) *Henry Kellett,* Captain.

The Secretary of the Admiralty.
188.

— IV. —

IV.
Instructions to
Sir James Ross.

PURPORT of INSTRUCTIONS intended to be sent to Sir *James Ross* by the
“North Star,” forwarded by the Whale Ships.

To the Master of the Ship —.

Sir,

MY Lords Commissioners of the Admiralty being desirous of effecting a communication, in the course of the ensuing season, with Her Majesty's ships “Enterprise” and “Investigator,” which were sent out last year under the orders of Captain Sir James Ross, in search of Captain Sir John Franklin's expedition, and deeming it expedient to multiply as much as possible the chances of effecting this communication,—

I am commanded by their Lordships to transmit to you herewith a despatch, addressed to Captain Sir James Ross, of the “Enterprise,” in the hope that, should you enter or approach Lancaster's Sound, you may have an opportunity of delivering the same to some officer or party belonging to Sir James Ross's expedition, and who are hereby authorized to open it.

My Lords have reasonable hope that such an opportunity may occur if the ship under your command should enter Lancaster's Sound, as the “Investigator” was ordered to pass the winter of 1848-9 somewhere near Cape Rennell (which is marked * in the accompanying chart), and to send a boat into Lancaster's Sound this summer for the express purpose of receiving a communication from England. You will therefore perceive how desirable it will be for you to keep a vigilant look-out for any such boat, should you enter or approach Lancaster Sound.

In order still further to increase the chances of the desired communication with the “Enterprise” and “Investigator,” their Lordships have caused to be forwarded to your address 12 cylinders, each containing a copy of the despatch now committed to your charge. Their Lordships request that, should opportunity offer, you will cause one of these cylinders to be carefully deposited (in the manner hereinafter mentioned) at each of the following places, marked on the accompanying chart; viz. Whaler Point, Cape York, Cape Crawford, Cape Hay, Possession Bay, Pond's Bay, Agnes' Monument: or, if this should not be practicable, in any other conspicuous places on the same line of coast; observing, however, that those named have been specially selected by Sir James Ross, and are therefore by far the most important.

The following mode of depositing the cylinders is recommended as most likely to answer the intended purpose:

Select a spot which is conspicuous from a boat rowing near the shore, and not very far from the sea. Bury the cylinder from a foot to 18 inches beneath the surface, making the ground quite smooth again, and then pile over the spot a large heap of stones, with a staff in the centre.

In addition to the foregoing precautions, and as a mode of possible communication still more easy to be adopted, you are requested to cause not less than four water-tight casks, of large size, to be fitted with a short pole carrying a small flag or tin vane, each cask to enclose one of the cylinders before mentioned, carefully packed to prevent its being damaged, and to drop these casks in different places four or five leagues apart, as far to the westward as possible in Lancaster's Sound, but in those parts where the sea is most generally free from ice; marking on the enclosed chart the places where you drop them, and making a memorandum of the dates.

It is scarcely necessary to add that, should you fall in with either of the ships, or with one of their boats, it will be of the utmost importance to receive in writing from the commanding officer a full account of the past proceedings of the expedition, and most especially to ascertain whether any information has been obtained, or any traces discovered, of the ships under Sir John Franklin's orders: and, on your arrival in England, you are requested to transmit to the Secretary of the Admiralty, without delay, a full account of the information you may have been enabled to collect, and of the measures you may have adopted in compliance with their Lordships' wishes now explained to you. And if it should happen that,

that, after obtaining any such information, you meet with other ships likely to quit the fishery and return to England sooner than your own, you are particularly requested to transmit by two of such ships a duplicate and triplicate account, containing at least the substance of your information, in order that their Lordships may be put in possession of the intelligence at the earliest possible period.

Their Lordships feel assured that in thus seeking your co-operation in their views for rendering assistance to the gallant officers and men engaged in these arduous enterprises, they may confidently rely on your zealous and efficient aid, so far as your means and opportunities may permit.

I request you will acknowledge the receipt of this communication, and also of the box of cylinders*, as soon as they reach you.

I am, &c.
(signed) *W. A. B. Hamilton.*

(Any expenses that may be incurred in carrying out their Lordships' wishes will be defrayed by the Admiralty).

IV.
Instructions to
Sir James Ross.

Sir,

Admiralty, 1 March 1849.

HEREWITH you will receive a paper containing the purport of more particular instructions that will be sent out to you in the "North Star;" and although it is not practicable to furnish you at this early period with the precise orders you may expect to receive, yet their Lordships deem it right to apprise you of their intentions to despatch a vessel in the direction of Lancaster Sound and Barrow's Strait this season, with supplies for the ships under your orders.

In the meantime their Lordships deem it expedient to place this notice in the hands of the masters of several of the whalers, on the chance of its reaching you before the arrival of the "North Star" in the neighbourhood of Lancaster Sound. The whalers have also received copies of this notice, hermetically sealed up in metal cylinders, which they are requested to deposit at Whaler Point, Cape York, Cape Crawford, Cape Hay, Possession Bay, Pond's Bay, and Agnes' Monument, should opportunities offer.

I am, &c.
(signed) *W. A. B. Hamilton.*
Captain Sir James C. Ross,
Her Majesty's Ship "Enterprise."

PURPORT OF INSTRUCTIONS to be sent out by the "North Star."

As it would appear from a memorandum of Captain Bird, which was picked up in a cask and brought by Captain Lee, of the "Prince of Wales" whale ship, to this country, that the "Enterprise" and "Investigator" did not reach the entrance to Lancaster Sound till the 28th August 1848, and that the expedition under your orders will virtually have to commence its search this year, my Lords deem it inexpedient that you should be so early deprived of the services of the "Investigator" as would naturally follow on Captain Bird's adherence to your instructions of the 12th July 1848, and their Lordships are desirous that that officer should remain with you, in the "Investigator," during the present year.

For this purpose supplies of provisions, stores, and fuel for the ships under your orders will be sent out this spring in the "North Star," in the hopes of her communicating with the "Investigator."

The "North Star" will leave England about the 15th of May, and will be directed to proceed across Baffin's Bay, and as much further as practicable in the

* A copy of this letter was sent to the masters of seven whale ships, and to each of the seven was sent a box with 12 cylinders, containing the annexed communication to Sir James Ross.

The whale ships selected were the "Prince of Wales," "Lord Gambier," "Truelove," "Abram," of Hull; "Advice," of Dundee; "Pacific," of Aberdeen; "Regalia," of Kirkcaldy.

In addition to the above, copies of the letter to Sir James Ross were sent to every whale ship that could be heard of.

IV.
Instructions to
Sir James Ross.

the way of Lancaster Sound and Barrow's Strait, looking out for the "Investigator" or her boats.

In the event of the "Investigator" or her boats not being fallen in with, the commander of the "North Star" will be directed to land the supplies in sufficient time to secure his return across Baffin's Bay to the eastward, at such points on the south side of Lancaster Sound, or other places of rendezvous indicated by you in your instruction to Captain Bird, as may be accessible to the "North Star;" or should any of these points prove inaccessible to the ship, the commander of her will endeavour to leave notices as to where the provisions are likely to be landed, together with copies of the instructions he is charged with for you.

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

Captain Sir James C. Ross.

— V. —

V.
Further Instructions to Captain Kellett.

FURTHER INSTRUCTIONS to Captain *Kellett*, of Her Majesty's Ship "Herald."

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

You are hereby required and directed, immediately on the receipt of this despatch, to fill up with all the provisions the "Herald" will stow, and such water as may be necessary for the voyage, reserving a due space for an ample supply of fuel (coal) for the "Plover." You are to have due regard to the probable amount of provision remaining in the "Plover" (*vide* enclosed return of Comptroller of Victualling's Report of 31 January 1849, by which you will see the amount of provisions supplied to that ship, and the number of her crew). You will bear in mind that it is to enable the "Plover" to pass the winter of 1849-50 in Behring's Straits, that you are now to replenish that ship with provisions, as well as to supply sufficient for Sir John Franklin's party of 138 men for six weeks, should they happily be fallen in with; and you will be the best judge, therefore, not only of the amount required to be taken on board the "Herald," but also of her capacity to carry such addition to her general cargo; and you will be guided by these circumstances in leaving behind you, or on board the "Pandora," or any of Her Majesty's ships, the stores, guns, &c. with which you might be able to dispense, as well as all unserviceable and weakly men (reserving only such number of seamen and marines as may be absolutely necessary for the service on which you will be engaged), so as to make room for these provisions.

You will be guided by the circumstances of the case, when you receive this despatch, as to purchasing provisions and stores, under the proper article of the Admiralty instructions, for this service; or taking medical or other stores from the "Pandora" ordered home, or demanding them of any other of Her Majesty's ships that shall be upon the spot; and in the last-mentioned case such supplies are at once to be granted to you, by the officers in command of such ships, as can be spared without positive detriment and inconvenience to the public service and to their own crews. You will bear in mind the comparative facility of procuring supplies, and the abundance afforded at Woahoo, at which port you will have to touch.

On your having thus completed provisions, as far as the means at Panama will admit, you are to lose no time in taking your departure from the coast of Mexico, so as, if possible, to reach Woahoo by the 1st May.

In the event of your finding the "Plover" at Woahoo, to which port she may have fallen back from a late arrival at Behring's Straits, you are to use your utmost exertion to complete her with all necessaries and provisions, so that the "Herald" and "Plover" may take their departure in company by the 10th of May, or as soon after as may be practicable, and proceed together direct to Behring's Straits.

Having

Having passed the Aleutian Islands, you are to be guided by your own judgment, and on consultation with Commander Moore, whether to separate; the "Plover" proceeding to Chamisso Island, and the "Herald" going to Michaelowski for an interpreter, determining on a point at which to rejoin and to go together to the northward, or at once to push on together to the northward, the "Herald" aiding the "Plover" by her superior sailing, and trusting to the chance of an interpreter being procured at Chamisso Island. You will also be aided in your decision on this point by bearing in mind the necessity of the "Plover" not being later in quitting Chamisso Island than the 15th June, and the difficulty, from her dull sailing, of her accomplishing this object unassisted by the "Herald." Should you not fall in with the "Plover" at Woahoo, you are to proceed to Petropaulowski; and if she should not be there, you are to leave instructions as to where she is to follow the "Herald," should the "Plover" arrive at Petropaulowski after the "Herald's" departure northward; determining on Chamisso Island, or otherwise, as shall seem best and most convenient for the transfer of provisions, &c. You will further be left to determine how late you should continue your own stay at Chamisso Island, provided the "Plover" should fail in joining you there, bearing in mind the expediency in such case of your having your own boats prepared for the expedition along the coast, and of your prosecuting the search intended for the "Plover," during the summer months of 1849. In all these cases you are to take care to leave ample information as to your movements and intentions, for Commander Moore, to enable him to follow you; and should you deem it necessary, you are to deposit a supply of provisions and fuel for the "Plover," in the most convenient spots, with full directions for Commander Moore's finding them.

You will have provided yourself with baidars, for the search along the coast; but foreseeing the probability of your not falling in with the "Plover," you are to take care to have your launch fitted, so that no delay may occur in detaching her with the baidars to the eastward, towards Point Barrow, in prosecution of the search intended for the "Plover's" boats. In the event, however, of your so detaching your boats, you are to be careful to give the most exact instructions for their return to the ship at a point to be fixed upon, such as Point Hope, or other position, in sufficient time to ensure the "Herald's" return to the southward in the autumn of 1849, and her being clear of the Aleutian chain of islands before the severe weather sets in; and for this purpose you will bear in mind all the possible contingencies of adverse winds, and an early winter, which must have occurred to you in your passage from Chamisso Island to Petropaulowski, in September last.

Released from the contingency of having to winter 1849-50 in Behring's Straits, and circumstances requiring that the search along the coast (as directed in our orders to Commander Moore of 3d January 1848, a copy of which is enclosed) should be continued in the spring and summer of 1850, you are to proceed no further to the southward in 1849 than the Sandwich Islands, so as to be ready to make the earliest possible start to rejoin the "Plover" in the beginning of 1850; and you are to understand, with reference to our former orders of 13th December 1847, all such parts of which are to remain in force as relate to your assisting the "Plover" to her winter quarters of 1849-50, that it is now intended that the two ships should endeavour to form a junction or communication in the spring or summer of 1850, and that having together done all that may be possible in that summer in the further prosecution of the search for Sir John Franklin's expedition, they should together, and in company, quit Behring's Straits in the autumn of 1850, in sufficient time to ensure their being well past the Aleutian Islands before the winter of that year shall set in; when the two ships, still keeping company, are to repair to Valparaiso, calling at the Sandwich Islands or other places for refreshments, and to follow the further instructions of the Commander-in-chief in the Pacific.

We can scarcely contemplate the possibility of your not falling in with the "Plover" in 1849; but should such accident arise, you will be careful to leave copies of these instructions at convenient spots, addressed to Commander Moore, for his guidance and information.

On leaving Chamisso Island, for the purpose of quitting Behring's Straits, in the autumn of 1850, you will be guided by your own wants and supplies in leaving such a depôt of stores and provisions for the two ships at that anchorage as might be of the last importance to any party following them, and who might be compelled to winter in that quarter.

V.
Further Instruc-
tions to Captain
Kellett.

And in all other possible contingencies, including the one which we would not contemplate, viz., a lengthened and unlooked-for delay in falling in with the "Plover," we can confidently rely on your ability, skill, and judgment, for such departure from these instructions, or for taking such other steps as may seem to you to be necessary.

You are to take every opportunity of reporting your proceedings, of which you will keep up a circumstantial and full detail, to our Secretary, remarking particularly on the state of the ice to the north and north-east, and, as far as your observations carry you, to the north-west, after arriving at Point Hope, or as it may have been ascertainable in any direction that you may have proceeded; and you are to use your best exertions for the purpose of adding to the geographical acquaintance with the seas to the northward of Kotzebue Sound and about West Georgia, it being possible that there are islands in that neighbourhood with which we are unacquainted.

Given, &c. 16 February 1849.

H. Kellett, Esq., Captain of
Her Majesty's ship "Herald," at Panama.

(signed) T. D. Dundas.
A. Milne.

By, &c.
(signed) W. A. B. Hamilton.

— VI. —

VI.
Letter from the
Surveyor of the
Navy.

LETTER from the Surveyor of the Navy, recommending the "North Star" as the most suitable Vessel for carrying Provisions.

Admiralty, 14 February 1849.

In compliance with their Lordships' directions of yesterday's date, to report what ship is best adapted for the conveyance of provisions to Baffin's Bay, for the supply of Sir James Ross's expedition, I beg to state that I am of opinion that the "North Star," at Sheerness, would be the best adapted for this service, and that she might be prepared in her hull for about 3,000 *l*.

Should their Lordships approve of this selection, I would propose that she be taken into No. 5 dock, now occupied by the "Meteor," and that 150 shipwrights be hired for the works to be performed, which is contemplated would occupy them about six weeks.

The sum before mentioned is exclusive of masts, yards, rigging and sails, and sea stores, which may be estimated at about 3,000 *l*. more, as follows:

To make good her defects, in so far as it may be required to do so	£.
for this temporary service - - - - -	1,986
To strengthen and sheath the bottom with 2 ½-inch fir, on felt - - - - -	1,100
	3,086
Add for masts, yards, sails, and sea stores - - - - -	3,000
	£. 6,086

(signed) B. W. Walker.

Surveyor to engage whatever number of extra shipwrights may be required, in order to fit the "North Star," at Sheerness, for the conveyance of provisions to Baffin's Bay, for the relief of Sir James Ross's expedition.

19 February 1849.

(signed) H. G. Ward.

ARCTIC EXPEDITIONS.

EXTRACTS of any PROCEEDINGS or CORRESPONDENCE of the Admiralty, in reference to the ARCTIC EXPEDITIONS.

(Sir Thomas Acland.)

Ordered, by The House of Commons, to be Printed,
30 March 1849.

188.

Under 4 oz.