

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 immoveable 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

Journal of
Commander M'Climock.

Thirteenth Journey.

Advanced second half of de
one mile, and returned to en-
campment.
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 8½ 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 o — in.
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.
Vib. 2 c.m.
Temperature + 9.

SATURDAY, 2D OCT. 1852.