

cators] at about three hundred, yet there was no confusion, and certainly no scarcity of provision. As for the waiters, their name might have been Legion, for they were many, and, during the whole entertainment, kept skipping about with the most praiseworthy activity, some collecting money, and others engaged in the translation of outlets and coffee. The proceedings of the party in *re* breakfast were no less brief and compendious afloat than I had observed them on shore. As for *eating*, there was nothing like it discoverable on board the North American.—Each man seemed to *devour*, under the uncontrollable impulse of some sudden hurricane of appetite, to which it would be difficult to find any parallel beyond the limits of the Zoological Gardens. A few minutes did the business. The clatter of knives and voices, vociferous at first, speedily waxed faint and fainter, plates, dishes, cups and saucers disappeared as if by magic, and every thing connected with the meal became so suddenly invisible that, but for internal evidence, which the hardest sceptic could scarcely have ventured to discredit, the breakfast in the North American might have passed for one of those gorgeous, but unreal visions, which, for a moment, mock the eye of the dreamer, and then vanish into thin air.—*Men and Manners in America.*

WEST INDIA VOYAGING.—The little boats or pirogues in which human beings are transported hither, and thither among these islands are not unlike a North American canoe. On the high stern sits the steersman with a paddle; immediately in front of him, extends a low long roof, supported on either side by small upright posts, under which the wayfaring man creeps, and, stretched upon a wholesome mattress of matting, one quarter of an inch thick, lies at full length, awaiting the pleasure of his black sailors.—The roof, I spoke of, shields him from the sun, and, the sides being above the gunwale of the boat, he looks forth on the one hand upon the dark blue ocean, and upon the other, up to the high, steep mountains, with their vestment of clouds, their forest-clad sides, and lower down, upon the dark green of the coffee plantations, and beneath them, upon the lighter fields of the sugar cane, which stretch from the sea inward, up each valley, and over every plain. The sea itself is ever slumbering, for the trade wind though it waits down to you the fragrance of ten thousand flowers and uncounted fruits, will scarce create a ripple by the shore; and in these realms of eternal spring there is no tide. But the boat is ready, the helmsman has taken his seat, the three stout negroes have prepared their immense oars—for the sails are yet fast to the too taper masts—so creep into your cubby-house, and if you upset, be content to die, for out of that shell you'll find it hard to escape—and the danger of an upset is not small, by the way, for when we have cleared the harbor, and catch the breeze, this cockle-shell will be skimming the waters right merrily. I have known a man pay his slaves treble passage money to row him the whole way. Alexander, who was a bit of a coward, crept into the fore-and-tenement feet foremost, that he might scramble out more at leisure, in case we went over; but I had not been smuggling, and feeling a lighter conscience, had fewer apprehensions of going to the bottom. While we were paddling down the harbor, I took a physiognomical and phrenological survey of our pilot, Master Louis, through my back window. He was a negro of the true ebony cast of countenance, black and shining as an Englishman's boot: his features too, were of the African cast, thick and gross; but yet in the arrangement of the features, which is more truly indicative perhaps of the character than either their form or acquired expression, there was something of mind, of determination, of self-possession, that is not often met with among the blacks. Of his head I saw little, it was eclipsed by the waving glories of a straw hat in the last quarter. My speculations upon my negro friend, however, were interrupted by observing that our seamen were loosening the sails, and that in a few moments we should clear the point of land which forms the north boundary of the harbor. And soon the point was cleared, and the sails were one moment shivering in the air, and then drawn tight, and the negroes stretched themselves upon the windward side of the boat, in true negro listlessness; and faster and faster our round-bottomed, keelless canoes sped over the just ruffled waters; and farther and farther she leaned seaward, as she came under the influence of the wind; the water to leeward was within an inch of the gunwale, and then it was even, and then we took in a mouthful. As she leant over, the negroes sat upon the weather edge; and as she leant yet farther, threw their bodies beyond the side, supporting themselves by cords attached to the mast-head, and yet deeper the little boat dipped, and the negroes stood upon the edge and leaned and leaned farther and farther, until they were perpendicular to the masts and side, and hanging above the water only by the line in their hands; and now should the wind lull, and the boat right, what a fine ducking they would have. Hark! the steersman, who is watching the water and knows from the ripple when the breeze comes and

when the calm, speaks to them in his heterogeneous French, and in an instant, they are all in the boat; as they plump down into the bottom, the wind lulls, the masts rise, and we glide for a time under the shade of the mountain. That past, again comes the wind, and again we are barely kept from being flooded by the living counterpoises; and thus we speed along at the rate of ten, twelve, fourteen miles per hour. It was the prime of the morning when we arrived at St. Pierre; we paid Louis, shook his hand with deep respect, and walked up the *Rue de l'Hospital*, to Betsey Parker's.

EXPEDITION OF CAPTAIN ROSS.

(From the *St. James's Chronicle*, Oct. 24.)

Admiralty, Oct. 22.

SIR,—I am commanded by my Lords Commissioners of the Admiralty to transmit you the copy of a letter addressed to their Secretary by Captain Ross, containing an outline of the proceedings of that gallant officer and his brave companions, and their providential deliverance from a situation of peril unequalled in the annals of navigation, and I am to express their Lordships' wishes that a document so honorable to the parties, and to the naval service of the country, may, through the committee for managing the affairs of Lloyd's, be made public.

I am, Sir, your very humble servant,
J. BARROW.

Mr. Bennett, Lloyd's.

On board the *Isabella*, of Hull,
Baffin's Bay, Sep. 1833.

SIR,—Knowing how deeply my Lords Commissioners of the Admiralty are interested in the advancement of nautical knowledge, and particularly in the improvement of geography, I have to acquaint you, for the information of their Lordships, that the expedition, the main object of which is to solve, if possible, the question of a north-west passage from the Atlantic to the Pacific Ocean, particularly by Prince Regent's Inlet, and which sailed from England in May, 1829, notwithstanding the loss of the foremast, and other untoward circumstances, which obliged the vessel to refit in Greenland, reached the beach on which his Majesty's late ship *Fury's* stores were landed on the 13th August.

We found the boats, provisions, &c. in excellent condition, but no vestige of the wreck. After completing in fuel and other necessaries, we sailed on the 15th, and on the following morning rounded Cape Garry, where our new discoveries commenced, and, keeping the western shore close on board, ran down the coast in a S.W. and W. course, in from 10 to 20 fathoms, until we had passed the latitude of 72 north in longitude 94 west; here we found a considerable inlet, leading to the westward, the examination of which occupied two days; at this place we were first seriously obstructed by ice, which was now seen to extend from the south cape of the inlet, in a solid mass, round by S. and E. to E.N.E.; owing to this circumstance, the shallowness of the water, the rapidity of the tides, the tempestuous weather, the irregularity of the coast, and the numerous inlets and rocks for which it is remarkable, our progress was no less dangerous than tedious, yet we succeeded in penetrating below the latitude of 70 north, in longitude 92 W. where the land, after having carried us as far east as 90, took a decided westerly direction, while land at the distance of 40 miles to the southward was seen extending east and west. At this extreme point our progress was arrested on the 1st of October, by an impenetrable barrier of ice. We however, found an excellent wintering port, which we named Felix Harbour.

Early in January, 1830, we had the good fortune to establish a friendly intercourse with a most interesting consociation of natives, who, being insulated by nature, had never before communicated with strangers; from them we gradually obtained the important information that we had already seen the continent of America, that about 40 miles to the S.W. there were two great seas, one to the west, which was divided from that to the east by a narrow strait or neck of land. The verification of this intelligence either way, on which our future operations so materially depended, devolved on Commander Ross, who volunteered this service early in April, and, accompanied by one of the mates, and guided by two of the natives, proceeded to the spot, and found that the north land was connected to the south by two ridges of high land, 15 miles in breadth, but, taking into account a chain of fresh water lakes, which occupied the valleys between, the dry land which actually separates the two oceans is only five miles. This extraordinary isthmus was subsequently visited by myself, when Commander Ross proceeded minutely to survey the sea coast to the southward of the isthmus leading to the westward, which he succeeded in tracing to the 99th degree, or to 150 miles of Cape Turn-again of Franklin, to which point, the land, after leading him into the 70th degree of north latitude, tended directly: during the same journey he also surveyed 30 miles of the adjacent coast, or that to the north of the isthmus, which, by also taking a westerly

direction, formed the termination of the western sea into a gulf. The rest of this season was employed in tracing the sea-coast south of the isthmus leading to the eastward, which was done so as to leave no doubt that it joined, as the natives had previously informed us, to Ockullee, and the land forming Repulse Bay. It was also determined that there was no passage to the westward for 30 miles to the northward of our position.

This summer, like that of 1818, was beautifully fine, but extremely unfavourable for navigation, and our object being now to try a more northern latitude, we waited with anxiety for the disruption of the ice, but in vain, and our utmost endeavours did not succeed in retracing our steps more than four miles; and it was not until the middle of November that we succeeded in cutting the vessel into a place of security, which we named "Sheriff's Harbour." I may here mention that we named the newly discovered continent, to the southward, "Boothia," as also the isthmus, the peninsula to the north, and the eastern sea, after my worthy friend, Felix Boothia, Esq., the truly patriotic citizen of London, who, in the most disinterested manner, enabled me to equip this expedition in a superior style.

The last winter was in temperature nearly equal to the mean of what had been experienced on the four preceding voyages, but the winters of 1830 and 1831 set in with a degree of violence hitherto beyond record, the thermometer sunk to 92 degrees below the freezing point, and the average of the year was 10 degrees below the preceding; but, notwithstanding the severity of the summer, we travelled across the country to the west sea by a chain of lakes, 30 miles north of the isthmus, when Commander Ross succeeded in surveying 50 miles more of the coast leading to the N.W. and, by tracing the shore to the northward of our position, it was also fully proved that there could be no passage below the 71st degree.

This autumn we succeeded in getting the vessel only 14 miles to the northward, and as we had not doubled the Eastern Cape, all hope of saving the ship was at an end, and quite beyond possibility, by another very severe winter; and having only provisions to last us to the 1st June, 1833, dispositions were accordingly made to leave the ship in her present port, which (after her) was named Victory Harbour. Provisions and fuel being carried forward in the spring, we left the ship, on the 29th May, 1832, for Fury Beach, being the only chance left of saving our lives. Owing to the very ragged nature of the ice, we were obliged to keep either upon or close to the land, making the circuit of every bay, thus increasing our distance of 200 miles by nearly one-half; and it was not until the 1st of July that we reached the beach, completely exhausted by hunger and fatigue.

A hut was speedily constructed, and the boats, three of which had been washed off the beach, but providentially driven on shore again, were repaired during this month; but the unusual heavy appearance of the ice afforded us no cheering prospect until the 1st of August, when in three boats we reached the ill-fated spot where the *Fury* was first driven on shore, and it was not until the 1st of September we reached Leopold South Island, now established to be the N.E. point of America, in lat. 73.56, and long. 90 west. From the summit of the lofty mountain on the promontory, we could see Prince Regent's Inlet, Barrow's Strait, and Lancaster's Sound, which presented one impenetrable mass of ice, just as I had seen it in 1818. Here we remained in a state of anxiety which may be easier imagined than described. All our attempts to push through were vain; at length, being forced by want of provisions, and the approach of a very severe winter to return to Fury Beach, where alone there remained wherein to sustain life, there we arrived on the 7th of October, after a most fatiguing and laborious march having been obliged to leave our boats at Batty Bay. Our habitation, which consisted of a frame of spars, 32 feet by 40 covered with canvas, was, during the month of November, enclosed, and the roof covered with snow, from 4 feet to 7 feet thick, which being saturated with water, when the temperature was 15 degrees below zero, immediately took the consistency of ice, and thus we actually became the inhabitants of an iceberg during one of the most severe winters hitherto recorded; our sufferings, aggravated by want of bedding, clothing, and animal food, need not be dwelt upon. Mr. C. Thomas, the carpenter, was the only man who perished at this beach, but three others, besides one who had lost his foot, were reduced to the last stage of debility, and only 13 of our number were able to carry provisions in seven journeys of 62 miles each to Batty Bay.

We left Fury Beach on the 8th of July, carrying with us three sick men, who were unable to walk, and in six days we reached the boats, where the sick daily recovered. Although the spring was mild, it was not until the 15th of August that we had any cheering prospect. A gale from the westward having suddenly opened a lane of water along shore, in two days we reached our former position, and from the mountain we had the satisfaction of seeing clear water al-

most directly across Prince Regent's Inlet, which we crossed on the 17th, and took shelter from a storm 12 miles to the eastward of Cape York. The next day, when the gale abated, we crossed Admiralty Inlet, and were detained six days on the coast by a strong north-east wind. On the 25th we crossed Navy Board Inlet, and on the following morning, to our inexpressible joy, we descried a ship in the offing, becalmed, which proved to be the *Isabella*, of Hull, the same ship which I commanded in 1818. At noon we reached her, when her enterprising commander, who had in vain searched for us in Prince Regent's Inlet, after giving us three cheers, received us with every demonstration of kindness and hospitality which humanity could dictate. I ought to mention also that Mr. Humphreys, by landing me at Possession Bay, and subsequently on the west coast of Baffin's Bay, afforded me an excellent opportunity of concluding my survey, and of verifying my former chart of that coast.

I now have the pleasing duty of calling the attention of your Lordships to the merits of Commander Ross, who was second in the direction of this expedition. The labours of this officer, who had the department of astronomy, natural history, and surveying, will speak for themselves in language beyond the ability of my pen; but they will be duly appreciated by their Lordships, and the learned bodies of which he is a member, and who are already well acquainted with his acquirements.

My steady and faithful friend Mr. William Thom, of the Royal Navy, who was formerly with me in the *Isabella*, besides his duty as third in command, took charge of the meteorological journal, the distribution and economy of provisions, and to his judicious plans and suggestions must be attributed the uncommon degree of health which our crew enjoyed; and as two out of the three who died the four years and a half, were cut off early in the voyage, by diseases not peculiar to the climate, only one man can be said to have perished. Mr. M'Diarmid, the surgeon, who had been several voyages to these regions did justice to the high recommendation I received of him: he was successful in every amputation and operation which he performed; and wonderfully so in his treatment of the sick; and I have no hesitation in adding, that he would be an ornament to his Majesty's service.

Commander Ross, Mr. Thom, and myself, have, indeed, been serving without pay; but, in common with the crew, have lost our all, which I regret the more, because it puts it totally out of my power adequately to remunerate my fellow-sufferers, whose case I cannot but recommend for their Lordships' consideration. We have, however, the consolation, that the results of this expedition have been conclusive, and to science highly important, and may be briefly comprehended in the following words:—The discovery of the Gulf of Boothia, the continent and isthmus of Boothia Felix, and a vast number of islands, rivers, and lakes; the undeniable establishment that the north-east point of America extends to the 74th degree of north latitude; valuable observations of every kind, but particularly in the magnet; and, to crown all, have had the honor of placing the illustrious name of our Most Gracious Sovereign William IV. on the true position of the magnetic pole.

I cannot conclude this letter, sir, without acknowledging the important advantages we obtained from the valuable publications of Sir Edward Parry and Sir John Franklin, and the communications kindly made to us by those distinguished officers before our departure from England. But the glory of this enterprise is entirely due to Him whose divine favor has been most especially manifested towards us, who guided and directed all our steps; who mercifully provided, in what we had deemed a calamity, His effectual means of our preservation; and who, even after the devices and inventions of man had utterly failed, crowned our humble endeavours with complete success.

I have, &c.

JOHN ROSS, Captain R.N.

To Capt. the Hon. George Elliott, &c.
Secretary, Admiralty.

At a Meeting of the committee for managing this expedition, held on Tuesday, Admiral Sir Charles Ogle, Bart., in the chair, the following letter from Captain Ross was read:—

TO THE COMMITTEE FOR MANAGING, AND SUBSCRIBERS TO, THE ARCTIC LAND EXPEDITION.

London, Oct. 20, 1833.

Gentlemen,—Of the many circumstances of high gratification which have welcomed the delivery of myself and my companions from four years of severe sufferings, there is nothing (next after a deep sense of the merciful Providence, by which we have been surrounded in such great perils) which has excited so strong a feeling of gratitude as the humane and generous sympathy of a number of persons who, at the chance of being instrumental in our preservation, contributed, with the assistance of His Majesty's government, a sum ample for the purpose of paying the expense of an expedition, which was so promptly, and with so much