

an account of the proceedings of H.M. Ship "Investigator" since parting company with the "Herald" in August 1850 in Behrings Straits. Also a chart which disclosed to view, not only the long sought north-west passage but the completion of the survey of Banks and Wollaston Lands. Opened and endorsed Commander M'Clintock's despatch; found it contained the following additions:—

"Opened and copied by his old friend and messmate upon this date,
"April 28, 1852, ROBERT M'CLURE.

"Party all well, and return to 'Investigator' to-day."

Seeing the necessity of immediately communicating this discovery to Captain Kellett, I determined to finish my journey by forced marches to the ship, leaving with Mr. Nares the records supplied to me, with directions to deposit one with the depôt at Fife Harbour and the other in a new cairn on the top of the Boulder, together with my travelling record noting the discovery, and my intention of proceeding with it to the ship at Dealy Island, Bridport Inlet. 10. Parted company, steered direct for Cape Bounty. 5.30. Encamped two miles west of Point Wakeham.

Travelled 9½ hours; 13 miles;
10 miles made good from Strine.

Calm, o.c.m.

TWENTY-SECOND JOURNEY.

Wednesday, 13th October 1852.—A.M. Day-light. Started to the eastward. Rough travelling over young packed ice. Carried away sailing yards by sledge upsetting. Passed occasionally during the day the tracks of return sledges of Banks Land division. A fox had followed them all the way, and had occasionally stopped and scraped at the snow in places where the sledges had rested. This is a good instance of their extraordinary scent. Several musk oxen in sight. P.M. 1. Lunched. Found thin ice close against the hummocks off Cape Bounty. Hauled sledges inside of them and proceeded direct for the two islands. 5. Encamped. Walked to the top of the island; found we should have to pass inside of them, and continue our course to the northward before making direct for the ship. Found James Tullett slightly frost-bitten in the foot.

North, 2 c.m.
Ther. +8°.

Travelled 10½ hours; 17 miles

North, 2 c.m.

TWENTY-THIRD JOURNEY.

Thursday 14th October.—A.M. 7. Started. Observed nine reindeer and three musk oxen. 8.30. Observed the ship. Struck across Bridport Inlet for her over a rough young floe. Observed the colours hoisted upon the top of Dealy Island. P.M. 1. Lunched. 2.30. A party from the ship met us and assisted us to drag the sledge in. 3. Met Captain Kellett; delivered despatches, &c. 4. Arrived on board.

North, 1 c.m.

North, 1 c.m.

Distance, 11 miles.

REMARKS ON EQUIPMENT, &c.

The sledges are much better in every respect than those of the old pattern, and are well equal to the weight they have to carry, except in the uprights, which appear rather weak. I would recommend each party to carry preventer uprights in case of accident, made of iron, and to set in the place of a broken one with a screw.

I consider the 10 men parties very efficient; but considerable inconvenience arises where parties of different size are working and provisioning together.

The after tent poles for the large tents require to be stouter and all fitted with shorter points at the lower ends.

The spirit lamps and cooking utensils require considerable repair.

As the skin mocassins appear to have been made for very small feet they will require to be worn with large heel straps or species of gaiter.

The provisionings of the spring parties require no alteration, except I would wish to take 1 lb. of bread and ¾ lb. of meat.

During my journey, having quantity of coal, I had not the opportunity of making any remarks upon the fuel.

A good compass is indispensable for travelling in bad weather, and fitted so that it may be placed on the ground.

Distances taken for those daily made good:—

Rate of travelling outward.	-	-	-	4.2 miles
" homeward	-	-	-	9 "
" throughout the journey	-	-	-	5.7 "

G. F. MECHAM, Lieutenant.