

to be broken up. In the evening we encamped at the great bend of the river about seven miles above the first rapid. Here we remained two days, during which six deer and four musk cattle were shot; the greater part of their flesh was partially dried over a fire for future use.

23d June.—In the evening we ran down to the rapid, which looked so formidable, owing to the great weight of the water, that the steersman, although daring almost to recklessness, would not venture to run the boats down, even without their cargoes.

Next day a portage was made, and the boats launched over a point of rocks. Finding some of the rapids a few miles farther down so very rough that, notwithstanding the excellent qualities of our boats, they shipped much water, we encamped again to allow the river to subside a little, before passing through the more dangerous portions of the stream.

During our stay of four days the water fell but little, and my patience being exhausted, we continued our voyage. At every rapid, notwithstanding the care and coolness of the steersman, much water was shipped, and when we came to the Escape Rapid, we found the rock that had endangered the safety of Simpson's boat in 1838 was completely hid from view, showing thereby that the height of water was considerably greater now than at that period. We passed down in safety, but the boats were nearly half filled.

In the evening we encamped at the Bloody Fall, and had not been there more than 15 minutes when 40 salmon were taken, in a net set in the eddy below the fall.

Having deposited a bag of pemmican and a bale of dry meat, *en cache* in a small island, we proceeded to the mouth of the river, near which we remained for some time, killing deer, fish, and geese enough to support the party. The weather was extremely beautiful, and the ice along shore wasted fast under the influence of the sun's rays.

On the 5th July a slight breeze from the south opened a narrow channel along shore to the eastward, of which immediate advantage was taken, and we gained 22 miles before evening, when we came again to the fixed ice.

It had been my intention to follow the coast to Cape Krusenstern, and from thence across over to Wollaston Land; but as the ice, except in Back's Inlet, was still strong and solid to the beach in that direction, I deemed it best to take advantage of the first open water.

Our passage alongshore was slow and difficult. In many places the ice lay against the rocks, and compelled us to make portages, which, although arduous to those unaccustomed to it, gave my men comparatively little annoyance.

On the morning of the 16th July we rounded Cape Barrow, whilst torrents of rain were falling. From the high rocks, as soon as the weather cleared, a good view to the eastward across Coronation Gulf was obtained. The prospect was far from promising, the whole sea, as far as it was visible, being covered with an unbroken sheet of ice, on which a great many seals were seen. Our day's voyage terminated within three miles of Detention Harbour, which is separated from Inman Harbour on the west side of the cape by an isthmus not more than 200 yards wide.

The passage across the gulf was very slow. We had to make the complete circuit of Moore Bay, and it was not until the 20th that we reached Walker Bay, having found a narrow but very crooked lane of open water among the Wilmot Group north of Mareet Island.

On the 22d a fresh breeze from S.E. opened a channel across Riley Bay to Cape Flinders, of which we immediately availed ourselves. When near the cape we had an interview with three Esquimaux, and others were seen on a neighbouring island. These people appeared to have been poorly fed, as they were much leaner than Esquimaux generally are. They had never been in communication with whites before, and were at first much alarmed; but we very soon gained their complete confidence. We arrived at Cape Alexander on the 24th, being two days earlier than Dease and Simpson in 1839.

The ice in the strait was still unbroken, but along the shore eastward, as far as visible, there was an open passage of a mile or more in width. This, however, was of little advantage, as my intention was to cross from our present position to Victoria Land, as the strait was here narrower than at any other point.

Had geographical discovery been the object of the Expedition, I would have followed the coast eastward to Simpson Strait, and then crossed over towards