

I would respectfully suggest that Mr. Smith should be officially thanked for his ready compliance with all our requirements and his courteous behaviour.

Finding that it was absolutely necessary that at least one Assistant Paymaster should accompany the Expedition, I have ordered Mr. Thomas Mitchell, of the "Discovery," to remain on board that ship to superintend the victualling of the two vessels. I have ordered Mr. George Egerton, sub-lieutenant of the "Alert," to take charge of the provisions of this ship, with the same remuneration as the officer in charge of stores receives.

I leave this port for Ritenbenk to-morrow, and intend to call at Proven and Upernivik on my passage north.

Letters will be left at the latter settlement for conveyance to Europe *via* Copenhagen.

It is reported that the last winter has been mild in this neighbourhood, but the spring very backward, which I trust will prove to have been caused by the early break up of the ice farther to the north.

The health of the Expedition is excellent. There is no one sick on board either vessel, and the utmost hope and enthusiasm for the success of the work allotted to us prevails.

In the orders for the guidance of the Expedition it is directed that documents are to be deposited *due* north of the cairn marking their position.

As a mistake might arise in calculating the variation of the compass, I have issued directions that the documents are to be deposited *magnetic* north, and 20 feet *magnetic* north of the cairns.

During my stay at Disco, I inspected the store of provisions belonging to the American Government, but had not time to open any of the packages to ascertain if the contents were in good order, but from the appearance of the outside I should expect them to be in a fair state of preservation, considering the time they had been exposed.

The store is dry, and each package is clear of the ground.

As the United States Government may like to know what is in the store, I enclose a nominal list of the packages, obtained from the Danish officials, and inspected by the officers of this ship.

The former have evidently taken great trouble to prevent the stores deteriorating.

I have the honour to enclose a copy of the log and track chart of H.M. ship "Alert," and proceedings of H.M. ship "Discovery," while absent from 13th June to 1st July 1875.

I have, &c.

G. S. NARES,

Captain.

The Secretary of the Admiralty,
Whitehall.

Enclosure in Captain Nares' Letter of Proceedings, 15th July 1875.

H.M.S. "Discovery" at Sea.

(Lat. 64.43 North. Long. 52.52 West.)

SIR,

2nd July 1875.

I HAVE the honour to inform you since parting with H.M.S. "Alert" on the night of the 13th of June, during a heavy westerly gale, I made the best of my way to rendezvous 4, 5, and 6, in accordance with your instructions to Captain Jones, of H.M.S. "Valorous," a copy of which you forwarded for my guidance.

On the afternoon of the 13th, at 3 p.m., while still in company, a heavy sea struck the starboard whale boat (waist), and detaching the foremost fail, the boat filled, and in swinging round was cut in half by the stay of the after davit, which necessitated her being cut away.

We experienced strong westerly breezes and head winds until we rounded Cape Farewell on Sunday the 27th June. On the morning of the 28th we made the land about Cape Desolation ahead, and fell in with the land ice and some bergs. We tacked on the edge of the ice and stood to the N.W. On the 29th, lat. 61 N. and long. 50.43 W., during the morning we steamed through a quantity of loose sailing ice. A strong breeze springing up from the eastward towards the afternoon, which freshened to a gale from the northward, obliged us to stand off the land amongst a great quantity of heavy field ice; after laying to during the night, under close reefed topsails, and occasionally nearing to avoid the driving pack, which was going to the southward in heavy streams at the rate of two or three knots; some of the ice, however, was loose enough to be sailed through, and there being no opening into clear water I got up steam on the morning of the 30th, and under close reefed topsails and reefed courses beat to windward through it, with the object of reaching the land water. The weather moderating, this was accomplished in the evening of the same day, having passed through some very heavy pack ice. On the 1st instant we again steamed through some large fields of sailing ice. When abreast of Godthaab, on the 2nd instant at 7 p.m., we sighted the "Alert," and closed this morning as per signal.