

provisions in it we found he had regaled himself on the bolt of fat, having consumed upwards of two pounds. The fog continuing all night we did not get under way, as I thought it imprudent to start through the hummocky ground that we had to go over for the first four miles at least.

There was a short clear blink at 8 a.m. on Sunday, but it again came on thick, and continued so till 5 p.m. At 10 p.m. we started, availing ourselves of a partial clearing, and enticed by a change of wind from S.S.E. to E. We had to keep right for the centre of the bay to avoid the rough road. Such as it was, the sledge was twice capsized before she cleared Cape Spencer. The hummocks compelled us to take a much more northerly course than we otherwise should have done, and the deep snow, softened by the late foggy weather, made the sledge drag very heavily. At 7 a.m. we camped, having for five hours previously been groping our way along the edge of a ridge of hummocks in thick fog.

Monday, 3d June  
Cape Spencer E. by N.  
6 miles.

At 10 p.m. we again started, but the fog continuing to hang over the ice, and the wind having shifted a point or two, we found at 2 a.m., when there was a partial blink, that we were keeping too far to the northward. A large burgo-master, seemingly much fatigued and probably wounded, lighted near us repeatedly, he came from the north-westward. At 6 a.m. we camped under the lee of a large hummock, the wind being fresh from the E.S.E., thick and murky aloft and occasional blinks below. Towards noon the wind fell, and the heat was excessive, the thermometer in the tent standing for a considerable time at  $+67^{\circ}$ . Some bearings were obtained, and several seals were seen on the ice.

Tuesday, 4th June  
In midchannel.

At 9 p.m. we started, the sail hoisted, but scarcely drawing. The floe improved considerably for a short distance, but two ridges of hummocks detained us a little about midnight. As the sun rose a light breeze came away from N.N.E., enabling us to make longer spells. About 2 a.m. we dined close to the edge of the smooth floe, and from the top of the adjacent hummocks, a few pools of water could be seen on the top of the ice. On re-starting we made four good spells, and then camped off the mouth of Barlow Inlet about 8 a.m. A thick fog bank hung over the land, and along the hummocks inshore, while to the northward and southward the sky was beautifully clear. At noon the sun was obscured. The thermometer in the tent did not rise above  $50^{\circ}$ .

Wednesday, 4th June  
Barlow Inlet W. by N.  
14 miles.

Getting under way at 10 p.m. we kept the outer floe till within one mile of Ragged Point. With considerable difficulty we there crossed the hummocks, and kept along the beach. A cairn and cylinder were left, according to order, in a conspicuous situation. Under the steepest part of Cape Hotham an Esquimaux encampment, not previously observed, was seen. It had the appearance of having been recently disturbed, probably by the "Assistance's" people in the previous August. At 5 p.m. we camped, making a shorter journey than usual, in order to divide the distance to the ships. Our tentplace was one mile west of the ravine at the foot of Parry's South Bluff. During the day the thermometer in the tent ranged from  $+30^{\circ}$  to  $+57^{\circ}$ .

Thursday, 5th June  
Parry's South Bluff  
1 mile east.

Starting at 10 p.m. we had about half an hour of standing pulls to get over the hummocks along the beach, we then gained the smooth floe, and set sail with a smart breeze from the N.N.E. About 1 a.m. a party from the ships was seen within hail, having with them a boat and two sledges, hauled by 14 men and 16 dogs, in the charge Mr. Manson. He informed me that a considerable water had been seen in  $76^{\circ}$  N. and  $96^{\circ}$  W. whither the boat was proceeding. Leaving my party about five miles off, I struck overland towards the head of the harbour, and arrived at the ships at 2 a.m. on the morning of Friday the 6th June. Shortly afterwards the sledge and crew came alongside, after an absence from the ship of thirty-one days, having enjoyed the most robust health during the entire period. Of the good behaviour and willing exertions of the whole I cannot speak too highly, but I would beg to make particular mention of Moses Robinson the boatswain, who was captain of the sledge, and to recommend him for his steady, willing, and careful behaviour during the journey.

I enclose a few sketches of the land, taken from the points where the most connected views could be obtained. They are necessarily very rough, but may serve to give an idea of the general characteristics of the coast gone over.