

### No. 5.—*Beacon on North-east Cape.*

This beacon, which is erected on the highest part of the cliff, about 1,100 feet above the sea, was for the purpose of attracting the notice of any party that might be passing down Barrow's Straits.

### No. 6.—*Leopold Harbour.*

A safe and capacious harbour in lat. 74° North, long. 90 West, discovered and named by Sir E. Parry. It is situated on the north-east extremity of America, with the entrance from Prince Regent's Inlet.

### No. 7.—*House and Beacon on Whaler Point.*

Whaler Point is the extreme end of a long, low point of land at the south-east entrance of the harbour, of which it is the chief protection, as it prevents any heavy pressure of ice setting in from the inlet or Barrow's Straits. Although not more than two feet above high water, it was selected as the most eligible spot on which to form the depôt for stores and provisions for the missing expedition. Here were deposited three months' provisions, fuel, clothing, and other necessaries, from each vessel, sufficient for the sustenance of sixty-four persons for twelve months; a beacon was erected, and before leaving, Sir James caused a house to be erected of spare spars and housing cloths, in which was deposited one of Redpath's copper boat stoves, capable of cooking for twenty persons. The steam launch of the "Enterprise," which had been lengthened seven feet for the purpose, and was capable of holding all Sir J. Franklin's party until they fell in with some whalers, was also left here, with its sails, fuel, &c.

### No. 7 a.—*Aurora Borealis.*

This singular and beautiful phenomenon makes its appearance in these regions with peculiar brilliancy, and during the winter months is almost constantly seen, varying in shape and intensity of colour; vibrating from one position to another, and instantaneously wholly disappearing, to return as suddenly in some new form. It is here represented as it most usually appeared, extending archways across the heavens in broad masses, shooting its pencil rays upwards or towards the zenith, with an inconceivably rapid motion, emitting in its passage brilliant corruscations of every prismatic colour. It was generally of a light yellow tinge, the brightness becoming fainter towards the edges, which seemed, when gazing at them intently, to be of a pinkish hue.

### No. 9.—*"Enterprise."*

The larger of the two ships, being 450 tons burden, with a draft of water 15 feet 3 inches. She was built by the Messrs. Wigram in 1848, of teak, barque-rigged, and in build as well as internal arrangements for comfort, &c., was admirably adapted for the service in which she was to be engaged. The bow is of extra strength, having upwards of 7 feet solid thickness of timber—the cutwater or stem being filled up, and quite sharp, in order to cut through the ice and not hold it; and the whole exterior of the ship is completely doubled with oak planking of considerable thickness. The bottom is not coppered, as it is unnecessary in these regions; but the whole of the fore-foot is covered with plates of galvanized iron. Round the ship a solid ice-stage, 2 or 3 feet in width, is carried, sloping downwards, to assist her in rising when nipped between two floes of ice, which also serves as channels for setting the rigging up to. The officers' cabins, although small, were very convenient, and were all supplied with hot air,—as was also the lower deck, in which the men's hammocks were slung,—supplied from one of Sylvester's apparatus, placed in the hold. The hold was divided into three distinct compartments by diagonal bulkheads; each compartment, in which were stowed provisions and stores, being thus perfectly water-tight. Each ship carried three years' provisions, consisting of the usual salt junk of the navy, preserved meats and vegetables, and pemmican. Warm clothing of every kind was also liberally provided, consisting of weather garments of impervious cloth, and furs; helmets of seal skins, lined with fur, to cover the head, neck, and throat; gloves, snow shoes, and