

with the ice-boat before rejected. I had not quite determined I would not take her myself, and, if I had not lent my own crew for the service, most certainly would have done so. This left me very uneasy and unhappy,—all confidence at an end; not at all satisfied that if the ice should part from the shore, a sledge can get along the land; Mr. M'Cormick says *not, decidedly*. This difficulty of abstracting eighteen men from our force is really alarming; better not undertake such service until we have a lower temperature!

*September 21.*—Mr. Allard reports this evening that he had proceeded so far in advance, that Mr. Cheyne's sledge was beneath him, but not within sound of his voice; that he commanded the range southerly, but no traces for six miles at least.

*September 22.*—Under this impression I felt it unnecessary to push my advance officer to a lengthened march today. Preparation was made to forward the ice-boat, commanded probably by Commander Richards; but about 3.30, much to the astonishment of every one, Mr. Herbert's signal, at the advance look-out, intimated the approach of the party, and in a short time the sledges were in sight from the ship: opinions varied,—some deemed the period short. The time however warranted the journey having been made; the distance done was trifling. Telescopes tell strange tales, and it was soon evident that despatches had arrived, part of which the leading officers, Lieutenant Osborn and Mr. Herbert, carried.

Shortly after, Lieutenant Osborn announced three important events:—the arrival of Her Majesty's steamer 'Phoenix,' Commander Inglefield; the total loss of the