

alongside, each making three or four trips in that period. The coal has been used since, and is found of good quality; it is spoken of by some of our men who are accustomed to the coal trade, as being worth thirty-five shillings a ton. A copy of the engineer's report is enclosed herewith.

There seems *no limit* to the quantity that might be obtained, and at high water it may positively be thrown into the boat (a distance of four feet) from the bed in which it is deposited. The shore ground gradually slopes from three fathoms to twenty (about a mile distant), and a ship can lay in fine weather within 200 yards of the beach. A sample of this coal is forwarded, as well as a portion of the clay upon which it is embedded. The superincumbent strata is composed of a sort of black band (similar to that we have in Scotland) immediately upon the coal strata, and a clayey sand above that. This is perfectly loose, and can be cleared away with the greatest facility, leaving a table of coal running level with the shore, and perhaps five feet above high water-mark. Large blocks were broken out more than three men could lift. The coal stratum inclines to the N.E. at a very small angle. It is not to be supposed we have hit at first upon the best kind to be found for steaming purposes, but it has been proved to be very useful mixed with our quick burning patent fuel, and when a jet of steam is applied, as used now for many of the Mediterranean steamers which burn "*anthracite*" coal, (and which this most resembles), a great heat and more rapid combustion is obtained. The two harbours on the northern shore of the Waigattet off Atanckerdluk, and within fifteen miles, would be always available for a ship coaling at this spot, as she could find shelter from either a northerly or southerly gale, the only winds that blow with any fury in this strait.

On Sunday, the 9th, at 10 A.M. we anchored at Four Island Point, to await the clearing of the fog and cessation of a strong south wind, which prevented our approaching the south-east coast of Haresen or Hare Island, a spot said to have much coal.

Four Island Point

The harbour at Noursoak or Four Island Point is small and dangerous for large vessels to enter. We found, however, secure anchorage in a bight about a mile to the southward of the settlement, with fifteen to twenty fathoms water, sand and mud.

Since the above was written, we made an attempt on the morning of the 10th to get over to Hare Island, but a heavy southerly gale prevented our reaching the point at which the coal is said to exist. We bore up for our previous anchorage at Four Island Point at noon, and the wind still continuing, I shall probably proceed to the northward without further delay, though when we sailed from Lievely, we were seven days in advance of last year's dates, and with thirty-six tons more coal on board.

Since the engineers' report was drawn up, they have made further experiments with the Ritenbenk coal, and have found it in specific gravity equal to Welsh. Four hours they kept one fire continually charged with it, and finding its combustion was good, for two hours after employed the Disco coal unmixed for the whole six fires, and report that it answered well, keeping steam, and that the combustion was perfect, with comparatively no smoke, and without any cinders, a residue of white ash and clinker only remaining. As far as the last experiments have gone, this coal is as economical as the Welsh.

July 12th.—Bad weather has detained the expedition at this anchorage since our return from the attempt to reach Hare Island. I do not consider that any time has been lost, since we learn that a fortnight ago all was solid ice, as far as the eye could reach, in all directions from this spot.

9. A.M.—We are now getting under weigh in a calm to proceed north, and expect to fall in with the ice in twenty-four hours. I intend, if possible, to communicate at Proven and Upernavik, for the purpose of obtaining dogs and an Esquimaux driver.

I have, &c.,
E. A. INGLEFIELD, Captain.