

LEDGING AND SLEDGES. 2. Recent Expedition, *continued*—

"Discovery," 1033-9; journey towards "Discovery" with dog-sledge in March, 1041-2; journey to "Discovery" and back, 1051; journey to North Greenland on a reconnoitring expedition with a dog and a man-sledge, 1053-61; less fatiguing than from "Alert" to "Discovery," 1055-6; crew of sledge on the extended Greenland journey, what journeys the men had been on, 1065-6; remained with Lieutenant Beaumont till 11th May, 1068; orders for return then received, 1074; journey to Thank-God Harbour, 1075-7; condition of crew on arrival, and how the sledge was dragged, 1078-9; date of arrival, 1137; expedition with Dr. Coppinger, and dog-sledge to relieve Lieutenant Beaumont, 1091; communication with "Discovery," 1101-3; in autumn snow always up to the knees, in spring at times only, 1159.

Lieutenant Giffard—

Enumeration of sledge journeys he was engaged in, 1203-4; the snow was soft and deep, its depth, 1205-6; labour of dragging increased by it, 1206; what the lowest temperature was, 1217; did not suffer from thirst, 1237.

Commander Aldrich—

Enumeration of sledge journeys, 1254; the temperatures experienced, 1304, 1325; autumn journeys, account of, 1305-15; absence in spring for eighty-four days on Grinnell Land expedition, 1254; description of journey, 1327; alteration in crews in autumn journeys, 1255; the only really hard work in autumn was on return, 1256; but the very harassing work not of long duration, 1318; date of parting with support sledge "Poppie," 1265; health of crew then very good, with one exception, 1266-7; heavy dragging, but not impeded by hummocks, 1270; equipment same as the northern party, except boats, 1271; journeys chiefly on the sea, 1273; preference in travelling must depend on the state of the ice, 1274; nature of the land and ice he met, 1275-7; how far the ladder sledge was used, 1333-4; lectures given by Captain Nares on sledge travelling, 1348; what points were touched on in them, 1350; comparison of work with northern expedition, 1371; description of snow in autumn and spring, 1380; difficulty in walking, caused by formation of crust, 1380; it was up to the knees, 1380; continuous progression by double-manning or half loads depressing, but men cheerful, 1382; how far the work overtaxed the strength, 1382; ease of dragging with only four inches snow, 1381; low spirits due to illness and fear of unfavourable comparisons, 1383; their enthusiasm great, and it aided them in their work, 1384-5; the men dragged from the shoulder, 1388; would lighten the work if symptoms of scurvy came out, not otherwise, 1409.

Commander Parr—

Enumeration of sledge journeys, 1412; what his autumn journeys were, 1413-14; health of crew not affected, 1418; had frost-bites in second journey, 1419; great inconvenience in the autumn, travelling better in spring till the shore was left, 1421-2; chief difficulties in spring due to hummocks, the snow deep and soft but better than in autumn, 1423; what would have been done had he been unable to reach the ship, 1443-5; helped personally to make roads, and afterwards to drag, 1452; efforts made to prevent overwork, 1454.

Lieutenant Egerton—

Enumeration of the journeys he performed, 1529, 1571, 1572-6; his journey to the "Discovery" in March, 1530; to Greenland, 1531-4; exploring journey inland to foot of United States Mountains, 1535-7; by whom accompanied inland, 1548, 1579; travelling to Repulse Harbour better than to "Discovery," 1543; difficulty in going to "Discovery," the nature of the travelling, 1543; difficulty in inland journey owing to deep snow, 1546, 1550; fell in with some lakes, 1553; preference for travelling over hummocks with a light sledge rather than in deep snow, 1547.

Dr. Colan—

Possibility of too long journeys having been made in beginning sledging, 2169.

Dr. Moss—

The fatigue, cold, and nature of snow most trying in early journeys, 2392; the temperature and nature of snow, 2393; enumeration of sledge journeys, 2189; no illness in autumn, 2199; he accompanied the northern party, 2246; the length of his absences sledging in spring, 2358-6; unduly long journeys at first not taken, 2489.

Dr. Ninnis—

What the autumn journeys from the "Discovery" were, 2502-5; men returned in good health, except slight frost-bites, 2503; advantage of experience in a second year's sledging, if state of health could be maintained, 2728; no reason for supposing the journeys were unduly long at first, 2787.

Dr. Coppinger—

Journey to Peterman Fiord, 2768-3; strength at starting of Lieutenant Beaumont's party, 2766; the working

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hours shorter at first, owing to fatigue of men till accustomed to the work and rations, 2980; enumeration of his sledge journeys, 2744.

Captain Hamilton—

The work of Markham and Beaumont's parties more severe than in his former expeditions, Lieutenant Aldrich's not so, 3045, 3090, 3091; admiration for zeal and determination of recent expedition, prudence would have dictated an earlier return, 3091; mutual confidence shown by officers and crew, 3091; courage and patience shown after prostration by scurvy, 3091.

Admiral Richards—

The ice generally in all the three extended journeys much heavier than that he experienced, 3096-7; met it early, when least fit to encounter it, and had heavy loads, 3169-70, 3187; the three parties together would have got further, having less weight, 3172-3; expedition was ordered not to undertake extended journeys without land, 3173; disadvantage of their inexperience, 3235.

Sir L. M. Clintock—

Ice he met not so difficult as that of the late expedition, 3376; recent expedition travelled less distance owing to rougher ice and heavy loads, &c., 3342; this does not denote more physical work, 3343.

Captain A. Young—

Difficulties in his journeys not so great, 3766-7, 3852.

Mr. Ede—

In the recent expedition, the ice was more difficult than in his case, 4262; and the snow more uniformly deep in the land journeys, 4262.

Dr. Lyall, "Assistance," 1850-51—

Difficulties nothing like those of the late expedition, 4425; seldom having to double bank, and advanced faster, 4425.

Dr. De Chaumont—

Estimate of the work done by the northern (Markham's) party, compared with the productive force of the food, 5006; on the assumption of the food being digested and dealt with to the best advantage, 5007; the men were worked up to their total capacity and the total productive power of their food, 5008, 5015; similar estimate on the western (Aldrich's) party, apparently more (though probably not so) than in Markham's journey, 5008-9; greater roughness of the northern road, and the consequently sudden pulls more exhausting, 5010; the diminution in weight with the progress of the journey counterbalanced by the loss of effective dragging power from sickness, 5011-14; there are instances in this country of work being done up to 700 foot-tons, 5021.

Dr. Pavy—

Great exertions in autumn sledging, 5147; bright prospects at starting (in spring travelling), 5147.

Mr. Busk—

Great exposure and hardships of the sledge parties, 5249; more arduous conditions than on any previous occasion, 5255-9; a longer period of gradual inurement to hard work should have been allowed after the winter, 5249, 5287.

Dr. Guy—

Men never yet exposed to such intense cold, wet, fatigue and privation as the recent sledge parties, especially in the northern expedition, 5410.

Vice-Admiral Ommanney—

More exertion and fatigue in the recent expedition on account of the ice, 5338; their ice much more formidable, and the temperature lower, 5918; Lieutenant Aldrich's travelling good, but the snow softer and more wet, 5918; in his own journey more suffering from wind, 5918.

Rear-Admiral Pullen—

The ice of the recent expedition must have been heavier, 6239-40; the cold was against them, 6239.

Mr. Murray—

Thinks it a mistake to have cut across hard hummocks, 7007; has no experience of ice in which the hummocks could not be got round, 7007-11.

Alexander Gray—

The crew wrought like men, 7442; did not take physic to prepare himself for sledging, 7548-9; never had harder work, 7575; no weakness or complaint of work till stiffness began, 7444.

Thomas Rawlings—

Autumn, double-banking and unloading necessary, owing to heavy snow and land travelling, 7647-52; in spring, double-banked soon after starting, 7644-5; the snow being very heavy, 7645; unloading not necessary, 7653; some men employed road-making, 7655-6; one boat left behind, 7654; men pretty well done-up at night, 7763; all well when supporting sledge left, 7733; spring travelling heaviest, partly owing to leaving the land, 7767; and the hard work necessary in road-making, 7767-8; two boats taken, 7770; the work sledging the hardest he has ever done in the service, 7819-20; being incessant, 7821; difficulty of walking and dragging in