

Captain Stephenson wisely gave up the hope of obtaining his services for the benefit of the Expedition, and pushed on for the Carey Islands, where he joined company with the "Alert"; the two ships arriving there at midnight of the 26th July.

Carey  
Islands,  
Depôt and  
Notice.  
*Not printed.*

A depôt of 3,600 rations and a boat were landed on the S.E. point of the S.E. island, and a record deposited in a conspicuous cairn on the summit. The "Expedition" then proceeded, steaming, with as much economy of coal as possible, northward through a calm sea, with bright clear weather. With the exception of the many scattered icebergs there was no ice in sight from the summit of Carey Islands.

Whale  
Sound.

Passing between Hakluyt and Northumberland Islands, the ships were abeam of Cape Robertson by 8 P.M. of the 27th July. Ice apparently fast to the shore, completely closed Inglefield Gulf east of Cape Acland, but both entrances to the gulf were clear.

Port Foulke.

At 8 A.M. of the 28th July, five days and a half from leaving the anchorage of Upernivik, I had the satisfaction of seeing the "Expedition" at anchor near Port Foulke, with the entrance of Smith Sound perfectly clear of ice and none coming to the southward with a fresh northerly wind.

Lifeboat  
Cove,  
"Polaris"  
Winter  
Quarters.

While Captain Stephenson explored the head of Foulke Fiord to ascertain its suitability as a station for winter quarters for any relief vessel coming to our assistance, Commander Markham and myself proceeded in a boat to Littleton Island and Life Boat Cove, the scene of the wreck of the "Polaris." The cache mentioned by Dr. Emil Bessels and Mr. Bryant of the "United States North Pole Expedition" as the depository of certain instruments and boxes of books was very readily discovered, but contained nothing. Articles of clothing and numerous small caches containing seal and walrus meat were scattered about all over the small peninsulas in the neighbourhood of the late winter quarters, and near the ruins of the house, but apart from each other and without any protection, were found four or five boxes, each covered with heavy stones to prevent the winds moving them, and having the lids secured on by a rope. Besides one thermometer, unfortunately not a self-registering one, they contained scraps of skin clothing, old mitts, carpenter's tools, files, needles, and many small articles of the greatest use to the Esquimaux, but apparently they had not been disturbed since the abandonment of the station. A few books were found in the different boxes, and a copy of the log, or the actual log itself, from the departure of the vessel from the United States up to the 20th May the following year.

No pendulum, transit instrument, or chronometer was found. Three skin boats left on the shore, weighted down with stones, were in fair order. The smallest one was taken for conveyance to Cape Sabine.

Littleton  
Island  
Cairn.  
*Not printed.*

On returning to the "Alert" we landed at Littleton Island, and on the S.W. brow erected a cairn, and deposited a notice containing a short account of the movements and prospects of the Expedition up to that time. There was no ice in sight from a high station on Littleton Island; but the sportsmen roaming over the higher grounds on the main land reported on their return that they had distinguished an "ice-blink" to the northward.

Port Foulke  
as a Winter  
Station.

Port Foulke is at present the best known station for winter quarters in the Arctic regions. A warm ocean current, combined with the prevailing northerly winds, acting at the narrow entrance of Smith Sound, keeps the ice constantly breaking away during the winter, and causes an early spring and a prolific seal and walrus fishery. The moisture and warmth imparted to the atmosphere by the uncovered water moderates the seasons to such an extent that the land is more richly vegetated, and therefore attracts to the neighbourhood and supports arctic life in greater abundance than other less favoured localities. In addition to this great advantage—of obtaining an ample supply of fresh meat—connected as its waters are with the "north water" off Cape York, it can readily be communicated with every summer without more than the usual risks attending arctic navigation.

Cape  
Isabella.

On the morning of the 29th the two ships sailed across the strait for Cape Isabella, with fine weather; but as we approached the western shore a snow storm worked its way over the land from the interior, and reached us just as we arrived at the Cape. As the weather was so thick that no one on board the ships, except those employed in establishing the cairn and small depôt of provisions, could see its position, and there being therefore no reason for delaying the "Discovery," Captain Stephenson proceeded. The cairn was built on the summit of the outer easternmost spur of the Cape, at an elevation of about 700 feet from the water. On the boat returning on board at 5 P.M. I steamed to the northward for Cape Sabine, the wind having died away, but the weather continuing misty with snow.

First Ice  
sighted off  
Cape Sabine.

By 8 P.M., when we were 15 miles north of Cape Isabella, ice was sighted between us and the shore, and necessitated our keeping well out from the land.