

wholesome, but the majority utterly rejected it. The flesh of the seal, when it could be obtained, was received with more favour. As the season advanced, the cases of scurvy became more numerous, yet they were all kept under by the unwearied attention and skilful treatment of the medical officers. My thanks are due to them, especially to passed Assistant-Surgeon Kane, the senior medical officer of the expedition." As the spring advanced, the floe which encased the ships began slowly to decay. In April the "Rescue" was cut free from the surrounding ice, and the officers and crews removed into her; but the ice continued so thick around the stern of the "Advance" that the thirteen-feet saws were too short to pass through it. It was not till June 8th that the "Advance" was set free, in latitude about 65° N.

De Haven now made sail for Lievely on Disco Island, for the purpose of verifying chronometers and recruiting his crew. On the 22d, having replenished his stores and recruited his men, the gallant lieutenant again turned his prow northward, "with the intention of prosecuting the object of the expedition for one season more at least." He pushed north past Proven and Uppernavik; but on the 27th June the "Advance" was again closely beset in the ice, and remained so till the 4th August. De Haven now began to dread being frozen in for another winter, in a similar if not worse situation than before. He therefore took advantage of an opportunity afforded him, late in August, of retracing his steps, in accordance with his instructions not to spend more than one winter in the Arctic regions. His progress homeward, after one of the most remarkable cruises in the annals of Arctic exploration, was favourable. On the 6th September, he left Holsteinberg for New York, where he arrived on the 30th of the same month, the "Rescue" coming in safely a week later.

Captain Forsyth's Voyage in the "Prince Albert."—The thorough examination of Barrow Strait, Wellington Channel, Melville Island, and the regions to the south and south-west of Cape Walker having been provided for by the Government expeditions under Penny and Austin, Lady Franklin thought it advisable to send out an auxiliary searching vessel, to the only quarter the examination of which seemed unprovided for in the Government scheme—that of Prince Regent Inlet and the east coasts of North Somerset and Boothia. With this view the "Prince Albert," schooner, eighty-nine tons, was purchased and equipped at the cost of about £4000, of which more than one-half was contributed by Lady Franklin from her own resources, while about £1500 was raised by subscription. Captain Charles Codrington Forsyth was appointed to the command, and Mr W. Parker Snow was engaged to take charge of what he calls "the civil department of the vessel; the superintending and issuing of stores, etc.; the care