

ensure that depth the channel would require close buoying; that a fair wind, or a calm, so that a vessel might either sail or be towed in, was necessary, the channel being too narrow and intricate to warp through. Once in, he reports that there is a sufficiency of water, and a convenient spot for the "Plover" to winter.

From this report I found that it was impossible for the "Plover" to enter this inlet with the water found then, but as the entrance was encumbered with some heavy pieces of ice aground, which during our stay was breaking up fast, I conceived it very probable that, after they had disappeared, the channel might become more direct, and deeper; I therefore determined to return and make a closer examination of the inlet, so soon as I had seen the boats as far north as we could reach in the ships. The boats were therefore directed to visit Wainwright's Inlet on their return, in case it should prove practicable for the "Plover" to enter, but that under any circumstance she would be found at Chamisso Island.

Mr. Hill met there about 40 natives, who were very friendly at first, but when they found he was about to leave them they became annoying, pulling their baidars across his bows, and fouling his oars, not with any hostile intentions, simply to delay his departure, so that they might have time to barter with him for some of his riches.

By midnight the boats were all ready, and shoved off under three hearty cheers from the ships, which were as heartily returned by the boats.

This little expedition consisted of 25 persons, and four boats, as follows: Lieutenant Pullen, commanding, "Herald's" 30-foot pinnace, fitted on board with the greatest care, thoroughly decked, schooner-rigged, and called the "Owen," furnished with pumps, spare rudder, and a strengthening piece of 2-inch plank above her water line.

Two 27-foot whale-boats (new boats), brought out by Her Majesty's ship "Asia" from England, covered in abaft as far as the backboard, but without either boxes or cases, the provisions being stowed, the bread in painted bags, and the preserved meats between tarpaulins. The men's clothes were in haversacks, capable of removal in a moment.

"Plover's" pinnace, a half-decked boat, with cases for her provisions, &c., so placed as to resist pressure from the ice.

There was placed in the boats 70 days' preserved meats for the whole party, all the other articles of provisions (except bread), to the same extent, being also soldered up in tins. In addition to these, the "Owen" had on board eight men's allowance of the regular ship's provisions. After she was stowed with this proportion, every corner that would hold a case of preserved meat was filled. The two larger boats carried in each of them five cases of pemmican, for the special use of Sir John Franklin's party.

The ships weighed in company with the boats, and ran along the land within about three miles, with a moderate off-shore wind.

July 26.—At 4 a.m. the ice could be seen in heavy masses, extending from the shore near the Sea-Horse Islands. At 6, we were obliged to heave-to, in consequence of a dense fog; this cleared off at 11.30: the "Plover" was close to, but neither the boats nor the yacht were in sight.

We both made sail, steering true north, and were at 1 p.m. in latitude $71^{\circ} 05'$, where we made the heavily packed ice, extending nearly as far as the eye could reach, from N.W. by W. to N.E. At this time we had soundings in 40 fathoms of mud, the deepest water we have had since leaving the island of St. Lawrence. We continued running along the pack until 8 p.m., when a thick fog coming on, we ran two or three miles south, and hove-to, wind blowing from N.N.E., and directly off the ice. We had run along it 30 miles.

The pack was composed of a dirty-coloured ice, not more than five or six feet high, except some pinnacles deeply seated in the pack, which had no doubt been thrown up by the flocs coming in contact. Every few miles the ice streamed off from the pack, through which the "Plover" sailed.

July —At 1.30, the fog cleared off; the pack from N.N.W. to N.N.E., distant about six miles. Made sail during the forenoon, running through streams of loose ice. At 10, passed some large and heavy flocs; Commander Moore considering them sufficiently heavy and extensive to obtain a suite of magnetical observations, dropped the "Plover" through between them, and made fast with ice anchors under the lee of the largest, in a most seamanlike manner.