

Marching - - 8 h. 45 m.
 Wind - - W.N.W. 3 to 6.
 State of ice - - very rough.

At 1h. 30m. A.M. I saw the land, and taking the bearing S.S.E. I started under sail. The floe was so rough that I was obliged to reef the sail to avoid capsizing the sledge.

The wind increased so much that the sledge under sail was either keeping the men at a run, or dragging them along. The men after so long a run were very tired, and I encamped at 6h. A.M.

THIRTY-SEVENTH JOURNEY.

May 9th, Monday.

Confined to the tent by stress of weather. The wind blowing very strong from the W.N.W., with drift and snow so thick that it was impossible to see at 20 yards.

At sunrise the gale increased very much, and shook our tent in a fearful manner.

May 10th, Tuesday.

Lunch at 2h. A.M.

Lunch - - - 30 m.
 Wind - - - W.N.W. 8 to 11.

In the morning during a lull employed clearing the tent from the snow outside, having been almost buried, and the tent poles bending under the pressure.

Blowing very hard all the day.

THIRTY-EIGHTH JOURNEY.

May 10th, Tuesday.

The weather having moderated a little, started at 8h. P.M. under sail. Fresh breeze from the N.W., snow and drift very thick. The floe very bad from the numerous hummocks, but in closing the shore I found the floe very smooth, with blue ice in many parts.

In spite of the reef the sledge was going so fast that I was obliged to make seven men jump on the sledge, the others being employed to steer.

May 11th, Wednesday.

Lunch at 1h. A.M. Started at 1h. 30m. A.M.

Course steered - S.E.
 Estim. dist. - 15 miles.
 Enamp. for rest - 14 h.
 Lunch - - - 30 m.
 Marching - - - 9 h.
 Wind - - - N.W. - 6.
 State of ice - rough offshore

Dean unable to walk, the sledge having passed over his leg, but without any dangerous effect.

Encamped at 5h. 30m. A.M.

Saw three musk oxen, but the weather would not allow me to go in chase.

THIRTY-NINTH JOURNEY.

May 11th, Wednesday.

The wind blew very strong all the day, but moderating towards the evening, I started at 10h. 30m. P.M. in spite of a very thick drift, having only one day's provisions on my sledge. The sledge being in a very bad state, and fearing that it would break down among the hummocks, I was obliged to bend the sail on the reef band.

Lunch at 4h. A.M., with cold pemmican. Started at 4h. 30m. A.M. without the sail, the men being a little tired.

At 6h. A.M. sighted Point Nias through the mist.

At 7h. A.M., when about 200 yards leading the sledge, I saw the men making signs, and one of them running towards me, I went back immediately, with a presentiment that an accident had occurred, and found Coombes, in appearance lifeless, on the sledge.

I encamped immediately, and used all the means that I had in my power to restore life, such as hot water in a tin to the feet and on the stomach, employing the only cordial that I had in the medicine chest, half a gill of brandy, with 40 drops of aromatic spirit of ammoniac. But all efforts proved in vain; they were only discontinued when it became evident that the man was dead.

In the morning Coombes was in very good health; two days before he complained of a looseness of the bowels. I gave him a pill of opium, which stopped it.

The men told me that he stopped for a moment, and they heard him calling one of his messmates, as for help; on looking round they saw him falling on the floe. I arrived just at the moment that he was lifted and put on the sledge.

The men were greatly affected by this sudden death, and considering myself the case very grave, I took the resolution to return on board as fast as possible.

FORTIETH JOURNEY.

May 12th, Thursday.

Having wrapped up Coombes in the cover of the sledge, I started at 9h. P.M., proceeding towards Point Nias, where I arrived at 10h. 30m. P.M.