

When sufficient exercise is not taken, and the diet has been too full and liberal, a congestive state of the internal organs is often the result, attended with a drowsiness during the day and broken rest at night. The best remedy I have found in such cases is a six-grain dose of calomel, and, to allay the disposition to watchfulness, about a scruple of the compound ipecacuanha or Dover's powder, given at bed-time. Loss of appetite, from want of tone and energy in the digestive organs, sometimes follows the effects of a long and tedious winter in some constitutions. A wineglassful of quinine wine, given twice a day, is the most efficacious remedy in these cases; it is best prepared by dissolving about a scruple of quinine, with the same quantity of citric acid, in a wineglassful of water, and then adding it to a bottle of wine, either port or sherry, as may best suit the occasion.

In conclusion, I have only to add, in confirmation of these views, that in three voyages which I have made to the Polar regions—two to the north and one to the south, the latter of four years' duration,—embracing every possible transition of climate and exposure, I have never lost a single life, or even had a case of serious sickness or scurvy throughout a period of Polar service falling little short of seven years.

R. M'CORMICK, R.N.

Dr. M'CORMICK to Captain Sir E. BELCHER, C.B., H.M.S. "Assistance."

Her Majesty's Ship "North Star," Erebus and Terror Bay,
3d March 1853.

Sir,

I HAVE the honour to transmit to you a narrative of my boat expedition up Wellington Channel, and sledge journey round Baring Bay, in search of Sir John Franklin.

Having left the ship on the morning of the 19th of August, and returned on board again on the night of the 8th of September last, after an absence of three weeks, during the whole of which time the weather was most unfavourable for boat service, having been tempestuous and overcast in the extreme,—a succession of north-westerly gales, which, with strong currents, rendered the navigation of this channel a very dangerous one for boats, and not a place of shelter between the last bay and Baring Bay.

After a week passed in a most careful search of Baring Bay all round, and ascending the inland ridges of hills, I neither found an opening to the eastward or a surface practicable for sledging over inland; the whole forming a succession of steep ridges, with intervening ravines filled with snow, and running parallel with the top of the bay.

There was no indication whatever of open water in the vicinity; the gulls and other sea-fowl never shaped their course to the eastward.

Therefore in all probability Jones Sound, instead of continuing its course to the westward from Baffin Bay, soon trends round to the north-west. On my return down channel I carefully examined every headland and bay, unhappily without finding the slightest trace of the missing ships.

Five of these bays, and several of the most prominent headlands between Point Bowden and Cape Osborn, not laid down in the charts, I have availed myself of the usual privilege of explorers, and given names to them.

My party returned on board in good health; and I have great satisfaction in bearing testimony to their exceeding good conduct, and they having volunteered to accompany me again in the spring search, I have herewith to submit for your consideration my purposed plan for carrying out that search.

In your letter of the 13th of August last I was told that the "Assistance" and "Pioneer" would complete the search of the Wellington Channel, and that my course must be to the eastward of this meridian. Sledging, therefore, will be entirely out of the question, as Lancaster's Sound opens too early to permit of travelling over the ice to any distance and back again.

The boat, however, which I had last (and we have none better adapted on board) is wholly inadequate for so long a voyage as the one contemplated, viz., the exploration of Jones and Smith Sounds, more especially as since your departure Commander Inglefield, in the "Isabel," has been so far up both these sounds as to render it very improbable that a boat, stowing barely a