

No. 2.
 Narrative of Pro-
 ceedings of Capt.
 Kellett, Commander
 Moore, and Lieut.
 Pullen.

15 fathoms, with Cape Lisburne bearing N. 7° 20' E. mag., distant 2½ miles. "Plover" and yacht in company.

From this position two whale boats were despatched to examine the coast northerly, under the orders of Lieutenant Pullen ("Plover") and Mr. Parsons (second master, "Herald"); a boat was also sent from the "Plover" a short distance to the southward. The "Plover's" boat returned soon after midnight, having landed in one or two places, and met with many natives who were friendly and well-disposed. A beautiful clear night. At midnight the sun showed its semi-diameter above the horizon, and nearly every person in the ship remained up to witness this phenomenon for the first time.

July 21.—Weighed in the morning at 7 a. m. with a N.N.E. wind to follow the boats northerly. The "Plover" being nearer in shore was visited by two baidars, each carrying about 20 natives, men and women; a most miserable set of beings they were: they spoke of the boats having passed their encampment the night before; they collected near this place for the purpose of catching birds, and gathering eggs. Calm, anchored at 6 p. m. in 11 fathoms north and east of Cape Lisburne, off shore about 6 miles.

Weighed again at midnight, with a light northerly wind; the boats hove in sight at 7 a. m.; at 10 they were alongside.

Mr. Pullen had examined the inlet to the eastward of Cape ——— without success; he was informed by the natives, through the interpreter, that none of the inlets on the coast would admit of a vessel entering them; that it was only a few of them at the early spring that their baidars could enter, and they were closed when the winds began to blow from the westward.

We experienced in the ship until 6 p. m. of the 23d a tedious calm, the current fortunately set us north half a mile per hour. During this time we were visited by two baidars, with the same party of natives we had seen off Cape Lisburne; they came alongside fearlessly, and disposed of every article they had, the women selling their fur dresses, even to their second pair of breeches, for tobacco and beads.

During the evening of the 23d, and the morning of the 24th, we were running to the N.E., with a moderate S.S.W. wind, and a thick fog, clearing at intervals for a short time. Walrus, whales, and flocks of the eider duck about. We were guided as to our approach to the ice by the temperature of the sea.

July 25.—a. m. the wind shifted to the N.W., brought with it cold but fine and clear weather. Steering for Wainwright's Inlet. The vast number of walrus that surrounded us, keeping up a continual bellowing or grunting, the barking of the innumerable seals, the small whales, and the immense flocks of ducks continually rising from the water as we neared them, warned us of our approach to the ice, although the temperature of the sea was still high. We made the land a little before noon, 10 miles to the northward of Wainwright's Inlet. At 2 p. m. we anchored in 11 fathoms, about three miles off its entrance. The "Plover" and yacht had done so about an hour before.

In running down along the coast a post was observed on the higher land near the entrance of the inlet; shortly afterwards a man was seen to hoist on it (what we most of us made out to be) a flag. The "Plover" soon afterwards dipped her ensign (simply to clear it, as we afterwards learned): this was answered by the person at the post doing the same, and entirely removing it.

I immediately lowered a boat, and sent Lieutenant Cooper, of this ship, to the shore: he walked up to the post, and found it to be nothing more than a native mark for a quantity of blubber and reindeers' flesh he discovered buried there: the native had left. Lieutenant Cooper, after remaining there some time, returned on board without seeing anybody.

My reasons for selecting this place to equip and despatch the boats from, instead of proceeding as far north as the ships could go, was, that I considered it of the greatest importance that the "Plover's" wintering station should be known by the officer in command of the boat expedition.

Commenced immediately to hoist out the boats, equip, and provision them. While this was going on, I despatched Mr. Hill, master of this ship, to sound the entrance of the inlet; he returned on board a little before midnight, and made to me the following report:—that the channel was very narrow and winding, that 9 feet was the most water that could with certainty be carried in, and that even to

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