

23d September 1852.—A.M. 7. Started, steering directly for the small islands off Cape Bounty. Kept the sledges in open order over the thin ice. Messrs. Hamilton and Pim went ahead to examine the passage between the islands and the main, as the low point overlapped and shut out the channel. 10. Passed through upon an old floe and proceeded along the main land towards Cape Bounty.

P.M. 12.30. Halted for lunch under an immense range of hummocks, which formed a complete barrier round the cape. 1. Started under sail towards Cape Halse, making rapid progress. 2. I was suddenly startled by feeling the ice tremble under the sledge. I had not time to warn the leading sledge, before I observed Monsieur De Bray fall through; fortunately Lieutenant Hamilton was at hand and drew him out with a tent pole.

Ran the sledges upon the grounded hummocks, and with difficulty proceeded. Upset the sledge and carried away the yard of sail. 4. We came to a decided stoppage, on finding the water washing against the beach. Our prospects were now most unpromising. We could see no ice to the westward, which of course left us no choice but to proceed along the land with our sledges. Unloaded and started with them lightened. 4. Pitched the tents, and sent the men back with the cart to bring up the heavy baggage. Walked with Mr. Hamilton to the westward to examine the prospects before us. 5.30. Retired to encampment, having found that we could only trust ourselves on the ice with sledges well lightened.

## THIRD JOURNEY.

Friday, 24th September 1852.—A.M. 7.30. Loaded the cart with the heavy traps from all the sledges. Divided the crews and proceeded along a few ponds inside the beach. During the forenoon the gale increased, accompanied by a heavy snow-drift. We continued making the best of our way along the land, at times obliged to concentrate our whole force on either the cart or sledge. Noon, halted for luncheon.

12.30. Proceeded as in the forenoon, the sledges getting on with less difficulty. 3. The snow-drift became so heavy that I considered it unsafe to proceed in a divided party. Halted and walked up the land to intercept Lieutenant Hamilton with the cart. Found he had experienced great difficulty, having been upset with considerable damage to it.

Ordered the sledges on the land and encamped. Mr. Pim's sledge having parted company, leaving two men with us, I pushed on, accompanied by Lieutenant Hamilton, to see them safe to their tent. 4.50. Returned after a severe walk back against the wind. Several frost-bites occurred during the day, but none of any consequence. James Halloran fell into the water, but was soon again rigged in dry clothes, and experienced no ill effects from his cold bath.

## FOURTH JOURNEY.

Saturday, 25th September 1852.—Spent a most unpleasant night. Confined to the tent until noon, when the gale abated, but to our dismay we found it had blown the small margin of ice entirely from the beach, so that we were obliged, after digging our sledges out of the drift, to proceed with the cart as before.

P.M. 2. Arrived at a sound old floe. Loaded sledges and started to the westward. Observed 22 musk oxen. Mr. Hamilton and two men went in chase. Observed the Table Hills of Parry above Winter Harbour. 7.15. Encamped on the floe  $1\frac{1}{2}$  miles from Fife Harbour. Fired a rocket as a signal to sportsmen, who returned unsuccessful at 9 o'clock.

## FIFTH JOURNEY.

Sunday, 26th September 1852.—A.M. 8. Started for the depôt at Fife Harbour. 10. Commenced packing and sorting it. Messrs. Pim and De Bray parted company for the westward. Found the depôt bread would

East 1 c.  
Ther.  $-24^{\circ}$ ;

3 c.m.

Travelling 10 hours,  
9 miles.

East 4 c.m.

C. Halse,  $\frac{1}{2}$  mile distant.

N.W. 8 c.q.  
Ther.  $+8$ .

North q.c.q.  
Travelled  $8\frac{1}{2}$  hours.  
3 miles West.

North q.c.q.

North, c.m.

Travelled, 7 hours.  
8 miles.  
Ther.  $+10$ .  
East 2 c.m.