

The temperature of the air as indicated by the dry bulb thermometer ranges from 41° to 36° , by the damp bulb from 40° to 36° , and of the surface sea water from 40° to 33° Fahrenheit.

We leave our first depôt of provisions on this island. With our sheep and any looms or rotges we may be able to secure we shall have a fair share of fresh meat for some time to come.

We may be fortunate in the autumn with sledge parties in procuring a quantity of game on the west shore of Smith Sound.

Dr. Moss has energetically prosecuted his researches in marine zoology, and has been most successful in them.

I trust that my next letter, which may not be written till next year, will contain an equally good account of our health, and of some if not complete success. The "Pandora" may call at this island and take our letters to England.

I am, &c.

(Signed)

THOMAS COLAN, M.D.,

Fleet Surgeon.

Sir Alexander Armstrong, K.C.B., F.R.S.,
Director General.

No. 11.

LETTER of PROCEEDINGS from the CAPTAIN of H.M.S. "VALOROUS" to the COMMANDER-IN-CHIEF at PLYMOUTH.

H.M.S. "Valorous," at Portsmouth,

29th August 1875.

SIR,

I HAVE the honour to report that, pursuant to their Lordships' orders contained in your letter of the 19th May 1875, having placed myself under the orders of Captain Nares, of H.M.S. "Alert," I sailed from Portsmouth in company with the "Alert." I sailed from Portsmouth in company with the "Alert" and "Discovery" at 4 p.m. on the 29th May, and proceeded down channel with a fair wind.

2. At 6 p.m. on the 31st, I received orders to proceed to Cork, and, having reported the proceedings of the Arctic ships up to the time of losing sight of them to the Admiral, taken in a supply of coal, and received the mails of Tuesday evening 1st June, to rejoin Captain Nares off Bantry on Wednesday evening 2nd June. Having executed these orders I left Bantry Bay in company, at 1 p.m. the same day, and after rounding Dursey Head we stood to the north-westward under sail, using steam as necessary to keep station.

3. At 5 p.m. of 5th June, Captain Nares, finding that the Arctic ships out-sailed us, and that we were unable to keep up with them without the use of steam and an undue consumption of coal, signalled to proceed independently, and be at Disco by the 1st July. From time to time the Arctic ships continued in sight, until finally lost sight of at 12.45 p.m. on the 11th June, in a strong breeze from the N.W., which ultimately freshened into a heavy gale with a very high breaking sea on the 13th. This ship, notwithstanding her deep immersion and deck cargo, made excellent weather of it under close reefed topsails and engines disconnected. From this forwards we experienced a succession of heavy gales and head winds, followed by short intervals of calm with heavy cross seas; during the calms I was able to make some headway under steam; the fair winds were few and far between. We rounded Cape Farewell on the 26th June, in latitude $57^{\circ} 50' N.$, 130 miles off.

4. On the 27th, at 11 p.m., we sighted the first iceberg, in latitude $59^{\circ} 44' N.$, longitude $49^{\circ} 00' W.$, and subsequently continued to see numbers daily. We fell in with the "Alert" off Numarsoit, at 5 a.m. of the 28th, in latitude $60^{\circ} 05' N.$, longitude $49^{\circ} 27' W.$; communicated by signal and proceeded. At 10 a.m. of the same day we sighted the East Greenland (or Spitzbergen) pack, and stood to the westwards to avoid it. We continued throughout the day to see great quantities of berg and field ice, and managed by careful conning from aloft to pass through some loose streams of sailing ice without any serious injury to the paddles. At 10.30 p.m. we found our further progress barred by dense pack extending off from the land distant from 90 to 100 miles, but by standing first to the S.W. and then to the westward we cleared it by 2 a.m. of the following day, 29th. From the masthead at this time we could see a much heavier pack to the westward of us, which I believe to have been the Middle pack set unusually far to the westward by the continuous westerly winds. Captain Nares was, I know, of that opinion, and the authorities in Greenland took the same view. By noon of that day there was no pack ice in sight, for which I have reason to be thankful, as it came