

who volunteered to join us as interpreter and guide.

"4. On parting with Captain Austin, we proceeded towards Wolstenholme Island, where I left the ship and proceeded in her Majesty's steam vessel 'Intrepid' into Wolstenholme Sound, and by the guidance of the Esquimaux succeeded in finding a bay about 13 miles further in, and sheltered by a prominent headland. In the cairns erected here we found a document, stating that the 'North Star' had wintered in the bay—a copy of which I have the honour to transmit to their Lordships.

"5. Previous to searching the spot where the 'North Star' wintered, I examined the deserted Esquimaux settlement. At this spot we found evident traces of some ship having been in the neighbourhood, from empty preserved meat canisters and some clothes left near a pool of water marked with the name of a corporal belonging to the 'North Star.'

"6. Having ascertained this satisfactory information, I returned to Wolstenholme Island, where a document was deposited recording our proceedings. At 6 A.M. of the 16th inst. I rejoined the ship and proceeded in tow to the westward, and am happy to inform you that the passage across has been made without obstruction, towing through loose and straggling ice.

"7. The expedition was beset in Melville Bay, surrounded by heavy and extensive floes of ice from the 11th of July to the 9th of August, 1850, when, after great exertion, a release was effected, and we succeeded in reaching Cape York by continuing along the edge of the land ice, after which we have been favoured with plenty of water.

"8. Captain Penny's expedition was in company during the most part of the time while in Melville Bay, and up to the 14th instant, when we left him off Cape Dudley Diggs—all well.

"9. In crossing Melville Bay we fell in with Sir John Ross and Captain Forsyth's expeditions. Those Captain Austin has assisted by towing them towards their destination. The latter proceeded with him, and the former has remained with us.

"10. Having placed Sir John Ross in a fair way of reaching Lancaster Sound, with a fair wind and open water, his vessel has been cast off in this position. I shall therefore proceed with all despatch to the examination of the north shores of Lancaster Sound and Wel-

lington Channel, according to Captain Austin's directions.

"I have the honour to be, Sir, your most obedient humble servant.

"ERASMUS OMMANNEY, Captain."

The following is a copy of the paper left by Mr. J. Saunders, commanding the 'North Star,' and found by Captain Ommannney, of her Majesty's ship 'Assistance,' August 17, 1850:—

"This paper is placed here to certify that her Majesty's ship 'North Star' was beset at the east side of Melville Bay on the 29th of July last year, and gradually drifted from day to day, until, on the 26th of September, we found ourselves abreast of Wolstenholme Island, when perceiving the ice a little more loose and the Sound perfectly clear, we made all plain sail and pressed her through it—anchoring in the lower part of the Sound that evening, and arrived in this bay on the 1st of October, where she remained throughout the winter. It is my intention to leave as soon as the breaking up of the ice will permit, and prosecute my voyage in search of the Arctic ships.

"J. SAUNDERS, Master and Commander,

"North Star Bay, Wolstenholme Sound. lat. 76, 35 north, long. 69.30 west.

Enclosed in the above dispatch was a communication from Sir John Ross to the Secretary of the Hudson's Bay Company, dated August 15, on board the "Felix" off Cape Dudley Diggs, acquainting him with the story of the Esquimaux on the authority of Adam Beck interpreter, above alluded to, and fully proved to be a fabrication. We therefore omit this dispatch and proceed to another (enclosed in the last given).

"With respect to the 'Felix,' she is everything I could desire. She sails well, is an excellent sea boat, and is as strong as wood and iron can make her. We received all the apparatus for balloons; and, what I place most faith in, is four well-trained carrier pigeons, presented to me by Miss Dunlope, a young lady at Ayr—I hope they will be the bearers of good news. We have seen no vessel but a Danish government vessel (the 'Titus'), which we overtook on 15th June—out 31 days from Copenhagen. She was in company two days, but parted in a fog. We saw a good deal of ice near Cape Farewell, but very little since. I am in hopes we shall have a very favourable season. The squadron