

the orders of Mr. R. C. Scott, assistant surgeon, who very handsomely came forward and volunteered his services as an executive.

The men appointed were:—

*First Cart.*

James Wilkie, Quarter-master.  
John Salmon, A.B.  
Richard Kitson, „  
Richard Warne, „  
Joseph Smithers, Stoker.  
John Hiccles, Marine.  
Jeremiah Shaw, „

*Second Cart.*

George Drover, Captain F.C.  
Robert Ganniclift, A.B.  
John Cleverly, Gunner's Mate.  
John Drew, A.B.  
William Walker, A.B.  
Thomas Bainbridge, Bombardier.  
Mr. R. C. Scott.

Commander M<sup>c</sup>CLINTOCK.

Our cart crews were few in number, but they were a selection from the ship's company, and although scarcely sufficient for the work, were all that could be spared from the ship, the remaining few being required to make the necessary preparations for winter, and to make canvas boots for the sledge parties, which it was contemplated sending out later in the season, when the increase of snow would render cart travelling impracticable.

## JOURNAL OF THE CART JOURNEY.

14TH SEPTEMBER 1852.

A.M.  
North 6, c.m.  
Drift.  
Temperature + 7°.

We set out at 7h. 14m. on the morning of the 14th September, provisioned for 12 days. The load upon the carts amounted to 236lbs. for each man, and as the two carts weighed 640lbs., the weight to be dragged actually amounted to 290lbs. a man.

A fresh north wind obliged us to keep in motion, and being assisted by a party from the "Resolute," we made fair progress up the inlet over old ice. Lieutenant Pim and party accompanied us, principally for the purpose of fetching on board the oxen shot upon the 11th.

After traversing the greater part of the inlet we got upon ice of this season's formation, and at noon, when about half a mile from the shore and six miles from the ship, one cart suddenly broke through the ice, and to add to our horror, almost immediately after in went the second.

The men worked with great spirit, cleared off all the lading which could be reached, and pulled the carts out again. Everything which was uninjured by the wetting or had escaped it was carried to the shore at once; we then had our luncheon, and after loading the carts with the damaged provisions and wet clothing sent them back to the ship, remaining myself with two men, tent, &c., in charge of the remainder.

In the afternoon I went with Lieutenant Pim to point out the places where the oxen were left. We found that the foxes had been gnawing at two of them, but fortunately had not discovered them until they had been hard frozen. We saw a herd of ten upon a distant hill, which Lieutenant Pim followed, and succeeded in shooting four of them.

Our supper consisted of stewed musk ox beef, cooked over a fire of coals gathered in the dry river bed.

WEDNESDAY, 15TH SEPT.

At noon the sun was bright and temperature up to + 28. At 12. 30. the carts arrived with everything complete, a sledge carrying the heavy weights. The damaged provisions had been replaced and clothing dried, and as my own double-barrelled rifle had not re-appeared with the cart from under the ice yesterday, a Minié rifle was sent to replace it. About 480lbs. of biscuit had been spoiled, and together with a day's detention amounted to rather a serious loss—the result of the accident, which was equally vexatious and unavoidable. Packed the carts, lunched, left the sledge on the beach, and recommenced our journey at 2h. 15m. P.M. Our progress over the land was much slower than over the ice; we crossed the river course, proceeded up a grassy slope, then across a low ridge in the first series of hills with one cart at a time, and got upon the margin of a lake about one mile and a quarter long and half a mile wide, along which we travelled until 6h. 10m., when we encamped.

Our travelling dress looks rather smart and comfortable; we are clothed in sealskin from head to foot, cap, frock, and trousers; we wear leather boots, but anticipating much colder weather when these could not be worn, each person was supplied with two pair of mocassins. The evening was

P.M.  
West 2 b.c.

A.M.  
West 2 b.c.  
Temperature + 24.

P.M.  
West 1 b. c.

Carts break through the ice.