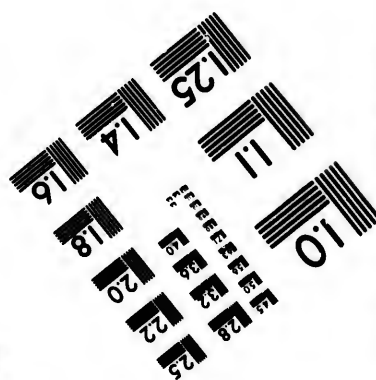
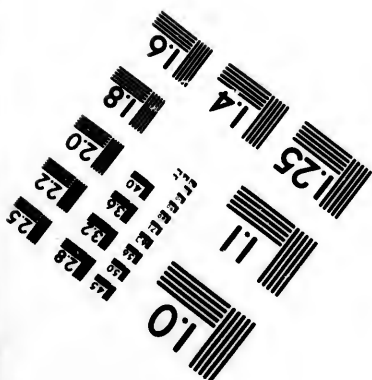
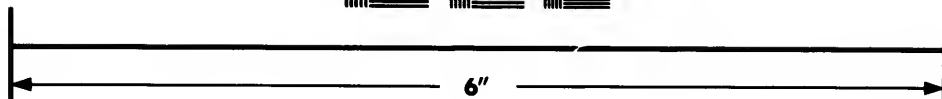
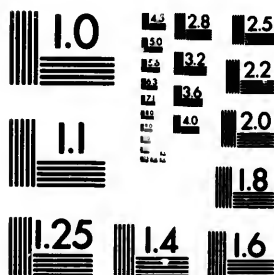


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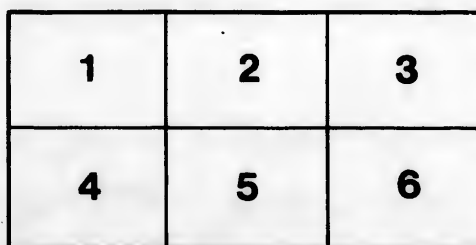
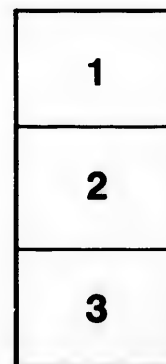
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Archiv

PAPERS AND DESPATCHES

RELATING TO THE

ARCTIC SEARCHING EXPEDITIONS

OF 1850-51.

TOGETHER WITH A FEW BRIEF REMARKS AS TO THE

Probable Course pursued by Sir John Franklin.

ILLUSTRATED BY A GENERAL CHART OF THE FIELD OF SEARCH,
AND A SPECIAL MAP OF BEECHEY ISLAND.

LONDON :

FRANCIS & JOHN RIVINGTON,

ST. PAUL'S CHURCH YARD, AND WATERLOO PLACE.

1851.

RICHARDS, 37, GREAT QUEEN STREET.

CONTENTS.

Animals available as food in the Arctic Regions	-	-	-	8
Arctic Committee	-	-	-	35
Austin, Captain, Despatches	-	-	-	24
— — — and Captain Penny, correspondence between	-	-	-	32
Exploring Vessels and their Officers	-	-	-	11
Franklin's Instructions, Digest of	-	-	-	39
Franklin, Lady, Letter to Mr. Grinnell	-	-	-	39
— — — — Opinion as to Franklin's Course	-	-	-	37
Keys to Places on Section	-	-	-	5,9
Nautical Magazine, Article from	-	-	-	11
Penny, Captain, Despatches	-	-	-	18
Pim's projected examination of the Siberian Coast Line, etc.	-	-	-	41
Sabine, Colonel, opinion as to Franklin's Course	-	-	-	36
United States' Expedition	-	-	-	33
Weld, Mr. C. R., Letter to the "Times"	-	-	-	34
W. F., Letter to the "Times"	-	-	-	34

Remarks as to the probable course pursued by Franklin's Expedition	-	44
--	---	----

GENERAL CHART	-	-	-	-	facing page -	5
MAP OF BEECHY ISLAND	-	-	-	-	„	19

LONDON :
RICHARDS, PRINTER, 37, GT. QUEEN STREET.

The Section which accompanies the Pamphlet is a tenth part of the Admiralty Chart of the North Polar Sea; consequently, ten such would include the whole area of the Arctic Regions.

The simple method of working the keys (see the five examples given) is the same as that devised for the suggested "UNIVERSAL ILLUSTRATED GEOGRAPHY AND HYDROGRAPHY". In the large work, no more difficulty would be experienced in ascertaining the precise position of any required place in the world, generally, than is here encountered in discovering—by means of the Keys, Beechey Island, Cape Herschel, Cape Sir John Franklin, or any other point included in our Arctic List.

ILLUSTRATED GENERAL GAZETTEER.

In One Volume, Imperial 8vo.

AN Illustrated Gazetteer, founded on a new and original principle, is in course of preparation.

One of the distinguishing features of this work, will be the employment of a progressive series of Topographical Vignettes, through the medium of which, Description will be combined with practical Illustration.

By the adoption, likewise, of a novel species of arrangement, an immense range and facility of Reference will be afforded within a comparatively limited compass; and in lieu of the present cumbrous and tending system of isolated alphabetical sequence, the forthcoming work will give places, cities, and natural features in their *connected* and collateral relation.

A detailed prospectus will be shortly issued.

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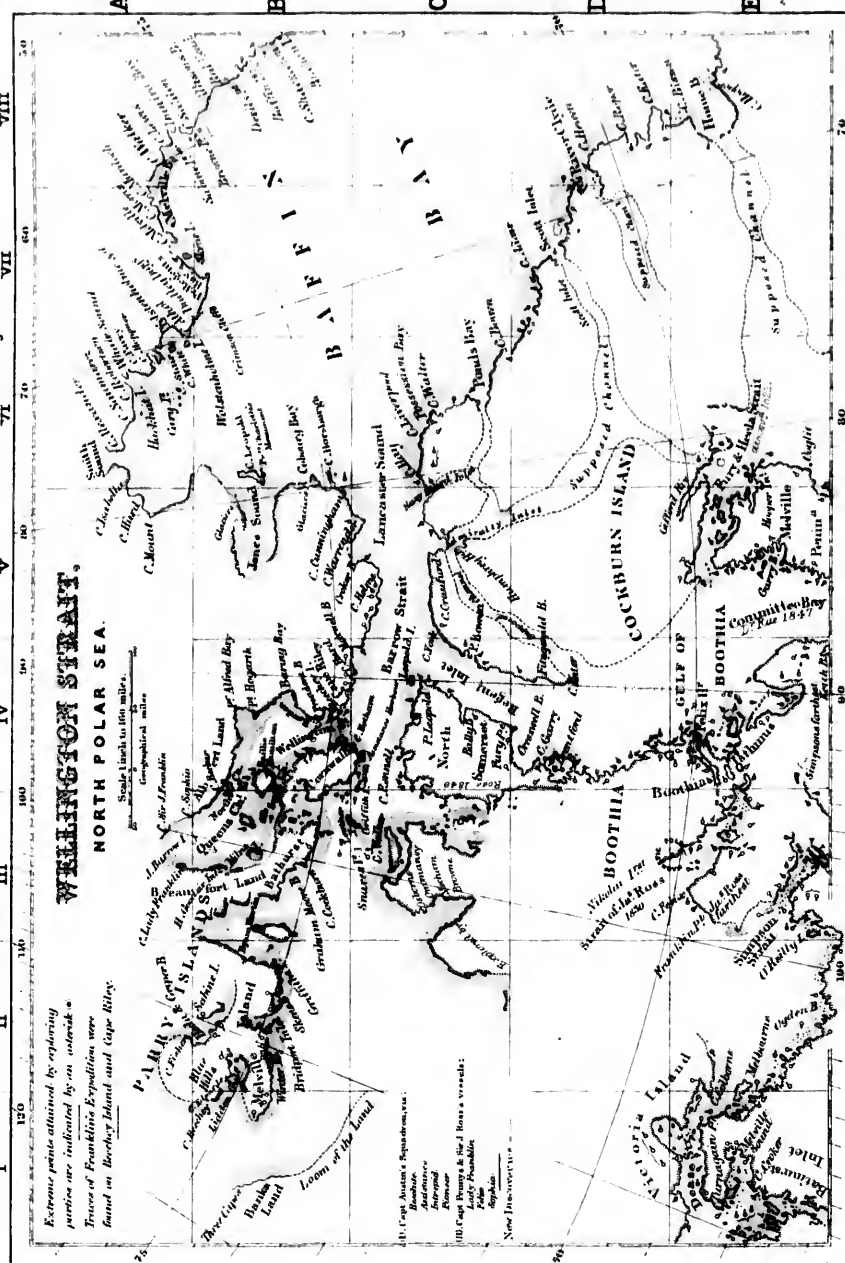
Key

Extreme points attained by exploring parties are indicated by an asterisk.
Traces of Franklin's Expedition were found on Boothia Island and Cape Riley.

WELLINGTON STRAIT.

NORTH POLAR SEA.

Scale 1 inch to 100 miles.
Geographical names.



R. MACKENZIE

AND LIVINGSTON LAKES.

Engraved on Sheet by Antarctic Expedition.
From the Admiralty Charts.

TO FIND A PLACE IN THE LIST.

Now, in the first instance, should we look for *Cape Herschel*, and at once regardless of latitude and longitude, obtain a key to it, and to 482 other adjacent places!

EXAMPLES :—

No. of Map	Position		NAMES OF Places.	Definition.	Country.	Province.	Quarter.	Latitude.	Longitude.	Authority.	Population.	Remarks.
	Square.	Bracketed Symbol.										
1501	B iv	9	Cape Herschel	Cape N. Devon.	Amer.	71°33'N.	89°20'W.	Adm. Chart	..	.....
			Cape Riley . . .	Cape N. Devon.	Amer.	71°15'N.	90°53'W.	Ditto	..	.....
	D iv	9	Cape Bird . . .	Cape N. Somerset.	Amer.	72°1'N.	91°38'W.	Ditto	..	.....
			Cape Sir Jm. Franklin }	Cape Albert Isl.	Amer.	77°0'N.	100°20'W.	Ditto	..	.....
			Cape Lady Franklin }	Cape Beaufort Isl.	Amer.	76°17'N.	101°10'W.	Ditto	..	.....

ALPHABETICAL LIST OF PLACES.

(482)

WELLINGTON CHANNEL SECTION.

To find a Place upon the Chart.

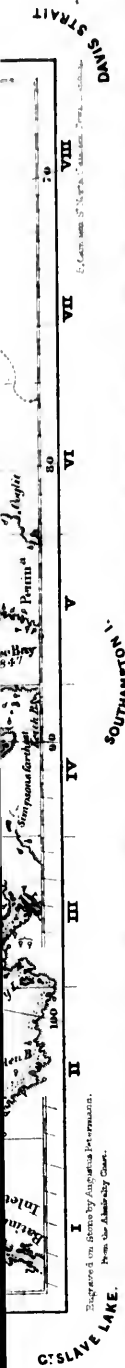
Look for the name in the alphabetical list: for example *Herschel, Cape*.

In the *first column* stands B iv—the square in which the place is situated upon the map.

In the *second column* appears 9 —the compartment of that square where the place will be found.

In the *third column* ∞ (West) stands the symbol by which the exact locality in the department is indicated.

So that the person in search of a place reads (in this instance) B—four—nine—West; and burthens his memory with these data only whilst turning from the list to the map.



Engraved on Glass by Augustus Hermann.

From the Admiralty Chart.

Cape Slave Lake.

Position.				Position.				Position.				Position.			
NAMES		Square.	Bracket.	NAMES		Square.	Bracket.	NAMES		Square.	Bracket.	NAMES		Square.	Bracket.
OF				OF				OF				OF			
PLACES.				PLACES.				PLACES.				PLACES.			
Abundon Bay...	B iv		4	Blackwood Pnt.	E ii		4	Conhman, Cape...	C iii	9	9	Gladman Point...	E iii	4	9
Adair Cape...	C vii		4	Blairs Islands...	D iv		4	Counts, Cape...	D vii	1	1	Glen Island...	E v	2	9
A-lam Island...	E iii		4	Blue Hills...	B ii	1	1	Coutts Inlet...	D vii	1	1	Glooucester, C...	E iii	2	9
Adelaide Bay...	C iv		4	Booth Point...	E iii		4	Craufurd, Cape...	C v			Graham Moore...			
Adelaide Pen-...	E iii		4	Boothia...	D i iv		4	Cresswell Bay...	D iv			Bay...	B iii	5	5
Admiralty Inlet...	C v		4	Boothia, Gulf of...	E iv		4	Crimson Cliffs...	B vii			Graham Moore...			
Agnes Monmouth...	D viii		4	Boothia, Isth...	E iv		4	Croker Bay...	C v			Cape...	C vi	8	8
Agwissewuk...	E vi		4	Bonny, Cape...	B ii		4	Croker, Cape...	E i			Granite, Cape...	E iii	3	3
Albert Land...	B iv		4	Bowden, Cape...	B v		4	Culgruff Point...	E iii	1	1	Grant Point...	C iii	7	7
Alexander Cape...	E i		4	Bowen, Cape...	C v	2	2	Cunningham, C...	C v			Griffin Point...	E v	1	1
Alexander Inlet...	D viii		4	Bowen Port...	C v		4	Cunningham In...	C iv			Griffith Cape...	C v	1	1
Allington, Cape...	D iv		4	Bredie Bay...	E vii	3	3	Cunningham In...	C v			Griffith Island...	C v		
Allison Bay...	B viii		4	Brentford Bay...	B ii		4	Mountains...	B v	9	9	Griffith Point...	B ii		
Allison Inlet...	B iii		4	Bridgeport Inlet...	B ii		4	Dalyreys Rk...	A vi			Grinoble Islds...	D iv		
Amherst Island...	E v		4	Brookings, Cum...	C v		4	Denale Island...	B ii			Grinwell, Cape...	B iv		
Amitloke...	E v		4	Brown Island...	D iv		4	Dense Points...	E i			Hakney Point...	A vi		
Anne, Cape...	C iv		4	Brown Point...	E ii		4	Dense Strait...	E i			Hallowell, Cape...	E v		
Antrobias, Cape...	D iv		4	Browne Island...	B iii		4	Decision, Point...	B iv			Halse, Cape...	B ii		
Apparent Harb...	D iv		4	Browne Islds...	A viii		4	De Haven, Cape...	B iv			Hamilton Bay...	D vii		
Apparent Harb...	D viii		4	Buchan Bay...	E i		4	Deput Point...	B iv			Hanstead Head...	E iii		
Arlagmuk...	E vi		4	Buchan Island...	B viii		4	Devil's Point...	B viii			Hardwicke, Cp...	B v		
Armitage Point...	D iv		4	Bullen, Cape...	C v		4	Douglas Bay...	B iii			Harrison Island...	E iv		
Arrow-smith, C...	E v		4	Bunn Inlet...	E v		4	Duck Lake...	E iii			Inlet...	B iii	2	2
Artists Bay...	E iii		4	Bunny, Cape...	C iv		4	Dudley Diggs, C...	C iii			Hathorn, Cape...	D vii		
Assistance Harb...	C iv		4	Burnet Inlet...	C v		4	Dundas Cape...	B vii			Hay, Cape...	B i		
Astron. Socy. Is...	E ii		4	Burney, Cape...	C vi		4	Dunra Bay...	A viii			Hay, Cape...	C vi		
Atbol, Cape...	A vii		4	Bushman, Cove...	B v		4	Eardley Bay...	C v			Hearne, Point...	B ii		
Atbol, Island...	D iv		4	Bushman Isld...	A vii		4	Eardley Wilnot...	C v			Hecla and Fery...	E iv		
Atkinson Point...	E ii		4	Bute Island...	D viii		4	Cape...	B iv			Islands...	E iv	2	2
Autridge Bay...	E v		4	Bvan Strait...	B i		4	Edgewood, Cp...	E i			Hecla & Griper...	B ii		
Auwuk too-te...	C iv		4	Bvan Martin I...	B iii		4	Edwards, Point...	E i			Bay...	B ii		
ak River...	D iv		4	Bvan Martin...	C vi		4	Edwards, Point...	E i			Helen Island...	E iv		
Babbage Bay...	D iv		4	Byron Bay...	E i		4	Eglinton, Cape...	D vii			Herschel, Cape...	E iii		
Back Point...	E ii		4	Calodon, Cape...	B v		4	Elizabeth Har...	D iv			Herschel, Cape...	E iii		
Baffin Bay...	A vi		4	Calthorpe Islds...	E vi		4	Ellice, River...	E ii			Hewitt, Cape...	D viii		
Baffin Islands...	C viii		4	Cambridge Bay...	E i		4	Elwin Bay...	C v			Heyesbury, C...	D iv		
Baillie Harb...	B iii		4	Campbell Bay...	E ii		4	Elwin Bay...	C v			Hingston Bay...	D viii		
to Island...	B iv		4	Cargenhohn, C...	D vii		4	Englefield, Cape...	E v			Hogarth Point...	B iv		
Baker Bay...	E v		9	Carriek Moore...	E ii		4	Everitt Point...	E i			Horne Bay...	E viii		
Baker Island...	B iii		9	Cape...	D iv		4	Famshawe, Cape...	C vi			Horne, Cape...	C v		
Baldenden Lake...	E iv		9	Cary Islands...	A vi		2	Fearnall Bay...	D iv			Honeyman Isld...	E v		
Banks Bay...	B vi		9	Casterlengh, C...	C vi		4	Felix, Cape...	E iii			Hooper Cape...	E viii	3	3
Banks Lake...	B i		6	Castor & Pollux...	E iii		9	Felix Harbour...	E iv			Hooper Inlet...	E v		
Baring Bay...	B iv		6	River...	E iii		9	Felltoot, Cape...	C iv			Hooper Island...	B i		
Baring Island...	B iii		6	Caswall's Tower...	B iv		6	Finlayson Bay...	E v			Hope Bay...	E i		
Barlow Inlet...	B iv		7	Catharine Islds...	E iii		6	Finlayson, Isld...	E v			Hopkins Inlet...	E v		
Barrow Inlet...	E iii		8	Chapman, Cape...	E iv		6	Fisher, Cape...	A ii			Hopner, Cape...	B ii		
Barrow Strait...	C iv		8	Chapman's Isld...	E i		4	Fishers Islands...	B i			Hopner, Cape...	A vi		
Barry, Cape...	A vi		9	Charles York...	C v		6	Fitzgerald Bay...	D iv			Horsburgh, C...	B vi		
Bathurst Inlet...	E i		9	Cape...	C v		6	Fitzgerald Isld...	E i			Horse's Head...	B viii	3	3
Bathurst Land...	B iii		9	Cheere Island...	E i		4	Flinders, Cape...	E i			Hoatham, Cape...	C iv		
Batty Bay...	C iv		9	Chester Bay...	E ii		2	Foggy Bay...	E i			Houston-Stewart...	B iii		
Beir Island...	E iii		9	Christian, Cape...	D vii		6	Four Rivers...	C iii			Island...	C iii		
Beaufort Islds...	C ii		9	Christian-Frede...	E iii		6	Franklin Bay...	E v			Howe Harbour...	B iii		
Beaufort Land...	A iii		1	Clarence, Cape...	B vi		6	Franklin, Cape...	C v			Humphrey Head...	C v		
Becher, Cape...	B iv		1	Clarence Point...	C iv		9	Franklin, Cape...	E i			Hurd, Cape...	A v		
Bedford Bay...	B ii		2	Clouston Points...	E iv		9	Franklin Inlet...	E i			Hurd, Cape...	C iv		
Beechey Bay...	B iv		2	Clyde, River...	D viii		1	Franklin Point...	E iii			Igloodik...	E v		
Beechey Cape...	B i		3	Cobban Point...	E i		2	Fury Point...	C iv			Imnes Point...	B iv		
Beechey Island...	B iv		3	Cobong Bay...	B vi		2	Fury & Hecla...	E vi			Isabella Bay...	D viii		
Benjamin Hob...	C v		1	Cockburn, Cape...	B iii		2	Strait...	E vi			Isabella, Cape...	A vi		
house Inlet...	C v		1	Cockburn Isld...	D v		2	Galina Point...	E i			Isabella, Cape...	E i		
Berens, Cape...	E iv		5	Corcoran Point...	E v		2	Garnier Bay...	C iv			Jackson Inlet...	C iv		
Beverley Inlet...	B ii		6	Colborne, Cape...	E i		3	Garrett Island...	B iii			Jamesson, Cape...	D vii		
Beverley Islds...	E iii		6	Committee B...	E v		7	Garry Bay...	E v			Jamesson Islds...	E i		
Bird, Cape...	D vii		2	Cornwallis Land...	B iv		7	Garry, Cape...	D iv			James Ross's...	E iii		
Bisson, Cape...	D vii		2	Coronation Gf...	E i		1	Garry, River...	E iii			Farthest...	E iii		
Black Bluff...	D vii		2					Gasegne Inlet...	B iv			Strait of...	E iii		
Black Inlet...	E v		5					Geddes, Cape...	E iii			Jekyll Lake...	E iv		
								Gernon Bay...	C iv			John Barrow Ld...	A iii		
								Gifford, Cape...	E i			Jones Sound...	B v		
								Gilford, River...	E v			Kater, Cape...	D iv		
								Gillman, Cape...	B iii			Kater, Cape...	D vii		

NAME
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Keith B
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Liverpool
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Lord Lind
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Maclough
Maconoch
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McTavish
MacInloel
Maneetha
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Maria Gl
Martin Is
Martyr, C
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E iii	1	0-0-0	Keith Bay	E iv	9	Middle Lake ...	E iv	1	Providence Cp.	B i	6	Stair, Cape	A vi	9	Thom Bay	E iv	1
E v	2	0-0-0	Keith Island ...	E ii	2	Milne Island ...	B iii	3	Queen's Chan.	B iii	3	Stanley River ...	E iv	1	Thom Island ...	A viii	7
E iii	2	0-0-0	Kent Bay,	E iii	2	Minto Islands. E i	2	0	Radstock Bay...	B iv	3	Stewart Point ...	E ii	9	Three Capes ...	B i	7
B iii	5	0-0-0	Kjer, Cape	E iv	2	Morris, Cape ...	A vii	2	Red Head	B viii	3	Stratton Inlet ...	C v	1	Thunder Cove ...	E iii	2
C vi	4	0-0-0	Knight Island ...	D iv	2	Mout, Cape ...	A v	2	Regent Inlet ...	C iv	1	Sugar Loaf Is.	B vii	3	Todd Islands ...	E iii	2
C iii	3	0-0-0	Kong, Cape	E vi	2	Mudge, Cape ...	B ii	2	Richards Bay ...	E v	2	Surprise, Point.	B iv	3	Tonoodick B.	E iv	3
E iii	3	0-0-0	Krusenstn. Lks. E iv	2	Mundy Harbour E iv	2	0	Richards Bay ...	E v	2	Suslowick, Point.	A vii	2	Trap, Cape ...	E iv	3	
B iv	4	0-0-0	Kull Island	E iv	2	Munro Point ...	E i	2	Richardson, Cp.	E v	2	Sussex Mns. ...	D i	2	Tullach Point ...	E iii	2
E iv	1	0-0-0	Labyrinth Bay ...	E i	2	Murdoch, Cape. A vii	2	0	Richardson, Pnt.	E iii	2	Thom Bay	E iv	1	Union River ...	C iv	2
C iv	4	0-0-0	Lady Anne Bay. B v	2	Murray Day ...	D iv	2	Richardson, Pnt.	E iii	2	Thom Island ...	A viii	7	Victoria, Cape.	E iv	3	
B ii	1	0-0-0	Lady Franklin. A iii	2	Murray Maxwell Inlet.	E vi	1	Ridgely Bay ...	B iv	3	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
D iv	4	0-0-0	Lady Melville ...	E iv	2	Navy Board In. C v	2	0	Riley Bay	E i	2	Three Capes ...	B i	7	Victoria Harb.	E iv	3
B iv	1	0-0-0	Lake	E iv	2	Neil Port	C v	2	Riley, Cape ...	B iv	3	Thom Island ...	A viii	7	Victoria Harb.	E iv	3
A vi	4	0-0-0	Lady Parry Id. E iv	2	Nis, Cape	E viii	1	Rolleston, Cape	A vi	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E v	2	0-0-0	Lanester Sud. C v, vi	2	Nis, Point	B ii	2	Roper, Cape ...	D viii	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E v	2	0-0-0	Lung, River ...	D iv	2	Nis, Point	B ii	2	Rosamond Cape	C v	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3
B ii	1	0-0-0	Lux Isl. & Har. E iv	2	Nis, Point	B ii	2	Rosen Island ...	D iv	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
D vii	4	0-0-0	Leopold, Cape. B iv	2	Nis, Point	B ii	2	Ross Point ...	B ii	6	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E iv	1	0-0-0	Leopold Island. C iv	2	Nis, Point	B ii	2	Ross Point ...	E iii	8	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
B iii	2	0-0-0	Leopold, Port. C iv	2	Nis, Point	B ii	2	Roxborough, C. E i	6	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
D vii	4	0-0-0	Lewis, Cape ...	A viii	7	Nis, Point	B ii	2	Sabine, Cape ...	E iii	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3
E iv	1	0-0-0	Liddon, Gulf. B ii	2	Nis, Point	B ii	2	Sabine Island. B ii	6	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
B iii	2	0-0-0	Liddon, Island. E v	3	Nis, Point	B ii	2	Sabine Islands. A viii	5	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
D vii	4	0-0-0	Limestone Isl. C iv	2	Nis, Point	B ii	2	Saunarez, Cape A vi	5	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
E iv	1	0-0-0	Lindsay, Cape. B v	2	Nis, Point	B ii	2	Scoresby, Cape. D iv	4	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
B ii	2	0-0-0	Liverpool, Cape C vi	5	Nis, Point	B ii	2	Scott Inlet ...	D vii	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
C vi	4	0-0-0	Lofty Cliff ...	D vii	4	Nis, Point	B ii	2	Scott Point ...	E iii	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3
B ii	1	0-0-0	Lord Lindsay R. E iv	2	Nis, Point	B ii	2	Seddon, Cape ...	A viii	8	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E iv	2	0-0-0	Lord Mayor's B. E iv	2	Nis, Point	B ii	2	Selkirk Bay ...	E v	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
B iii	2	0-0-0	Low Point ...	D viii	1	Nis, Point	B ii	2	Selkirk, Cape. E iii	2	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E iv	2	0-0-0	Lowther Island. B iii	2	Nis, Point	B ii	2	Separation Pnt. B iv	6	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
B ii	2	0-0-0	McClintock Cp. C iv	5	Nis, Point	B ii	2	Seppings, Cape. C iv	6	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
E iv	2	0-0-0	McDonald, Cape. D iv	5	Nis, Point	B ii	2	Shackleton Cp. B viii	6	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
E iii	3	0-0-0	McGillivray Bay E iii	3	Nis, Point	B ii	2	Sherm, Mount. C iv	3	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
D viii	4	0-0-0	Mackenzie Inlet E v	3	Nis, Point	B ii	2	Sheriff Harbour E iv	9	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
B iv	4	0-0-0	Macdonaldin B. E iii	3	Nis, Point	B ii	2	Shinson Pen- insula	E iv	9	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E iii	3	0-0-0	Macdonaldin C. E v	3	Nis, Point	B ii	2	Simpson Strait. E iii	7	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
D viii	4	0-0-0	Macdonaldin D. E iii	3	Nis, Point	B ii	2	Simpson's Fur- thest	E iv	7	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
B iv	4	0-0-0	Macdonaldin E. E iii	3	Nis, Point	B ii	2	Sir James Ross' Peninsula	E iv	5	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E iii	3	0-0-0	Macdonaldin F. E iii	3	Nis, Point	B ii	2	Sir John Frank- lin, Cape ...	A iii	9	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
C v	5	0-0-0	Macdonaldin G. E iii	3	Nis, Point	B ii	2	Skagavake ...	E iv	9	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E v	2	0-0-0	Macdonaldin H. E iii	3	Nis, Point	B ii	2	Skene Bay ...	B ii	5	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E viii	3	0-0-0	Macdonaldin I. E iii	3	Nis, Point	B ii	2	Skene's Islands A vii	9	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
B ii	2	0-0-0	Macdonaldin J. E iii	3	Nis, Point	B ii	2	Skene Bay ...	E vi	7	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E v	2	0-0-0	Macdonaldin K. E iii	3	Nis, Point	B ii	2	Smith Point ...	E iii	7	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E viii	3	0-0-0	Macdonaldin L. E iii	3	Nis, Point	B ii	2	Smith Sound ...	A vi	5	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
B ii	2	0-0-0	Macdonaldin M. E iii	3	Nis, Point	B ii	2	Smythe, Cape. E iii	5	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
E v	2	0-0-0	Macdonaldin N. E iii	3	Nis, Point	B ii	2	Smures Island. C iii	3	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
E viii	3	0-0-0	Macdonaldin O. E iii	3	Nis, Point	B ii	2	Somerville Isl. C iii	3	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
B ii	2	0-0-0	Macdonaldin P. E iii	3	Nis, Point	B ii	2	Sons of the Clergy Islands E iv	1	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
E v	2	0-0-0	Macdonaldin Q. E iii	3	Nis, Point	B ii	2	Sophia, Cape ...	A iii	9	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E viii	3	0-0-0	Macdonaldin R. E iii	3	Nis, Point	B ii	2	South Channel. B iv	9	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
B ii	2	0-0-0	Macdonaldin S. E iii	3	Nis, Point	B ii	2	Sowallick Point A vii	3	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
C v	5	0-0-0	Macdonaldin T. E iii	3	Nis, Point	B ii	2	Spence Bay ...	E iii	16	Thom Island ...	A viii	7	Victoria Harb.	E iv	3	
E v	2	0-0-0	Macdonaldin U. E iii	3	Nis, Point	B ii	2	Spence, Cape. B iv	16	Thom Island ...	A viii	7	Victoria Harb.	E iv	3		
E viii	3	0-0-0	Macdonaldin V. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin W. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin X. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin Y. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin Z. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AA. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AB. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AC. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AD. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AE. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AF. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AG. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AH. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AI. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AJ. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AK. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AL. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AM. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AN. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AO. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AP. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AQ. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AR. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AS. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AT. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AU. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AV. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AW. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin AX. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin AY. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin AZ. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin BA. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin BB. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin BC. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin BD. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0	Macdonaldin BE. E iii	3	Nis, Point	B ii	2										
E viii	3	0-0-0	Macdonaldin BF. E iii	3	Nis, Point	B ii	2										
B ii	2	0-0-0	Macdonaldin BG. E iii	3	Nis, Point	B ii	2										
E v	2	0-0-0															

DISTRIBUTION OF ANIMALS AVAILABLE AS FOOD IN THE ARCTIC REGIONS.*

- I.—NORTH STAR, Master Saunders, wintered at *Wolstenholme Sound*, September 30th to August 1st, 1849-50; during the whole period obtained but fifty hares and a few wild ducks; several foxes also shot.—*Nautical Magazine*, November 1850.
- II.—ENTERPRISE and INVESTIGATOR, Captain J. C. Ross, wintered in Port Leopold 1848-49. Account kept on board the last named vessel shows the "number of birds killed to have amounted to about 4,000, yielding near 2,500 lbs. of meat. But more than this was obtained if the number shot by individuals for amusement, and not always noted, be included.—*Nautical Magazine*, XIX, p. 166.
- III.—Sir John Ross, when at *Boothia Felix*, 1829-33, found musk oxen, deer, bears, foxes, hares, &c., frequent; and partridges, ptarmigans, and ducks, numerous. Salmon were very abundant in the lakes—in one instance (see *Voyage*, p. 583) 3,378 were taken at a single haul. The fish averaged, when cleaned, 3 lbs.
- IV.—Sir W. E. Parry, wintering at *Melville Island*, 1819-20, found Polar hare very abundant—considerable numbers shot during the summer as a supply of provisions for the ships' companies—average weight about 8 lbs. Musk oxen, only three killed. Rein-deer in considerable numbers from May to October—twenty-four were killed during that interval. Snow bunting very numerous. Rock grouse in great abundance—are easily killed, especially in the breeding season, when the female will suffer herself to be taken on the nest. Killed in considerable numbers at *Melville Island* as a supply of provisions to the ships' companies. Golden plover in considerable abundance. Ring plover abundant on the shores of *Possession Bay* and *Prince Regent's Inlet*. Brent goose in great numbers on the island. King duck very abundant.
- V.—Parry (1821-23) referring to *Melville Peninsula*, says (*Voyage*, p. 512), that "the rein-deer are killed by the Esquimaux in great abundance in the summer season. For several weeks in the course of the year the natives retire to the banks of lakes in the interior, which they represent as abounding with salmon, while the pasture near them affords good feeding to numerous herds of deer."

* Where the vegetable matter of the earth's surface is carpeted with snow, the purity of the air must be great, and high winds, unchecked by forests, must convey horizontally any scent to an amazing distance: but to the keen noses of carnivorous creatures, the smoke and fumes from fried animal matter must be enticing from an immense range. It is comforting to think that this power of allurement will assist Franklin's means of eking out his existence.

Extract from (page 75) *Captain Beechey's North Polar Voyage*, H.M.S. DOROTHEA and TRENT, under Captain David Buchan.

"We set fire to some sea-horse fat, in order to entice within reach of our muskets any bears that might be ranging the ice. About midnight, the agreeable odour of the burnt blubber brought a white bear within musket range, which we killed and captured."

VI.—ARCTIC SEARCHING EXPEDITIONS, 1850-51. (*From Arrowsmith's recent Map.*) The following are Lieut. McClintock's and Capt. Penny's accounts of animals killed or seen.

LIEUT. MCCLINTOCK (in Melville Island).			CAPT. PENNY (in Victoria Channel).		
Musk Oxen	4 killed....	16 seen.	Ptarmigans	3 killed—	many more seen.
Rein Deer	1 "	31 "	Ducks	many shot—	thousands more seen.
Bears	2 "	10 "	Sea Fowl of all sorts—	numerous.	
Wolf	1 "	0 "	Foxes	a few seen.	
Hares	7 "	81 "	Bears	4 killed—	35 seen.
Lemming	1 "	0 "	Seals	3 killed—	abundance seen.
Ptarmigans	20 "	80 "	Walrus	1 killed—	abundance seen.
Ravens	2 "	0 "	Rein Deer	1 killed—	a herd of 20 or 30 seen.
Snow Owls and Snow Buntings seen.			Hares	14 killed.	

BACK KEY OF REFERENCE.

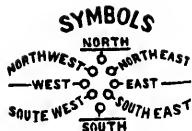
WELLINGTON CHANNEL SECTION.

(315 PLACES.)

To find a Name from the Symbol and Compartments, &c. upon the Map.

EXAMPLE.—What place is indicated by ∞ (West), compartment 9, in B iv square?

In the Table of Reference, under B iv square, in the first column stands 9 and opposite the symbol ∞ (West), bracketed on to the 9, stands *Cape Herschel*, the name sought.



1	2	3
4	5	6
7	8	9

Square Bracket. Symbol.	NAMES OF PLACES.	Square Bracket. Symbol.	NAMES OF PLACES.	Square Bracket. Symbol.	NAMES OF PLACES.	Square Bracket. Symbol.	NAMES OF PLACES.	Square Bracket. Symbol.	NAMES OF PLACES.
A vi 9	Dalrymple Rock	B vii 6	Hingston Bay Opemlwick	D iv 4	Cp. Heytesbury Babbage Bay Cape McDoual Port Logan Cp. Carrick More Rosen Island Athol Island Knight Island Cp. Palmerston Blair's Islands Anwuk-too-te-ak River Elizabeth Har. Cape Allington Pouncet Island	E ii 1	Mount Pelly Back Point Brown Point Fitzgerald Islds Campbell Bay River Ellice White Bear Pt. Gerson Bay Atkinson Point Blackwood Pnt. Keith Island Chester Bay McTavish Pnt. Stewart Point	E iv 1	Sheriff Harb. Lord Mayor's B. Lax Id and Har. Mundy Harb. Martin Islands Victoria Harb. Lady Parry Id. Hecla & Fury Isls Astron. Socy. Is. Middle Lake Willersted Lake Lady Melvill L. Toonoodleed B. Skagavoke Sons of the Clergy Islds. Sir Jas. Ross's Peninsula Cape Kjer Franklin Inlet Kull Island Harrison Isls. Twins Cape Berens Cape Chapman Pelly Bay Helen Island Simpson Pen Lake Bullenden Clouston Points
A vii 8 9	Sowallick Point Suskowallick Skeus's Island	C iii 3 4 5 6 7 8 9	Young Island Somerville Isld. Cape Granite Wadworth Isld. Howe Harbour Bear Island Cape Coulman Bay of Four Rivers	D vii 1 2 3 4 5 6 7 8 9	Coutt's Inlet Cape Coutts Cape Antrobus Cape Jameson Cp. Cargenhohn Cape Hathorn Hamilton Bay Lofty Cliff Cape Eglinton Peaked Hill Cape Christian Black Bluff	E iii 1 2 3 4 5 6 7 8 9	Wall Bay Culgruff Point Deaufort Islds. Kent Bay Cape Victoria Cape Gloucester Cape Parry Cape Sabine Oscar Bay Cape Maria Gloria Cape Herschel Gladman Point Cape Edgeworth Adam Island Cape Smyth Matty Island Beverley Islds. Pootes Bay Cape Christian Frederick R. Garry Lake Hansteen Artists' Bay Cape Isabella Spence Bay Catharine Islds. Scott Point McGillivray Bay Smith Point Grant Point Wilnot Bay McLoughlin B. Adelaide Pen- insula Cape Geddes Tulloch Point Douglas Bay R. Pepper Ross Point Booth Point Todd Islands Thunder Cove Richardson Pt. Macnochie Id. Ogle Point Pechell Point Murray Inlet Castor & Pollux River Cape Selkirk	E v 1 2 3 4 5 6 7 8 9	Cape Hallowell Auridge Bay Whyte Inlet Cape Englefield Amherst Island Liddon Island Ormond Island Cape Parry Franklin Bay Baker Bay Hopkin's Inlet Whitten Inlet Bunn Inlet Mackenzie In. C. Arrowsmith Honeyman Id. Black Inlet Richards Bay Cp. Richardson Finlayson Bay Cp. MacLoughlin Corcoran Point Glen Island W. G. Smith B. Halkett Point Selkirk Bay Amittioke
A iii 7	Thom Island Melville's Monu- ment	C iv 1 2 3 4 5 6 7 8 9	Limestone Isld. Cape Bunny Cape Anne Cape Martyr Cunningham In. Cape Gifford Cape Fellfoot Cape Press's Garnier Bay Cp. McClinton Clarence Point Whaler Point Cape Seppings Elwin Bay Union River Duck Lake Adelaide Bay Waterfall Jackson Inlet Port Neill Mount Sherer	D viii 1 2 3 4 5 6 7 8 9	Agnes Monmt. Low Point Bate Island Isabella Bay Apparent Harb. Alexander Inlet Wollaston Group	E i 1 2 3 4 5 6 7 8 9	Parry Point Byron Bay Cape Franklin Cape Flinders Riley Bay Cape Peel Munro Point Cobban Point Edwards Point Finlayson Islds. Cape Alexander Cambridge B. Cape Trap Jameson Islds. Coronation Gulf Galina Point Walker Bay Chapman Island Marcet Island Porden Islands Cheere Islands Wilnot Islands Point Everitt Fisher's Islands Parry Bay Melville Id.	E vi 1 2 3 4 5 6 7 8 9	Cape Griffith Murray Max- well Inlet Skeoch Bay Cape Konig Igloolik Arlagnuk Piguitkalik Ooglit Islands Calthorpe Islds. Agwissoewik
B i 6	Cape Dundas Cape Hay Cape Providence	C v 1 2 3 4 5 6 7 8 9	Benjamin Hob- house Inlet Stratton Inlet Burnet Inlet Powell's Inlet Brooking Cum- ing Inlet Cape Bullen Cape Rosamond Eardley Bay Cape Franklin Elwin Bay Cape Chas. York	E ii 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E iii 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E iv 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay
B ii 1 2 3 4 5 6 7 8 9	Cape Hoppner Bushman Cove Hooper Island Point Nias Point Bold Cape Mudge Point Hearne Pnt. Wakeham Cape Halse Cape Bonny Dealy Island Palmer Point Reverley Inlet Point Ross Byam Strait	C vi 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E iv 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E v 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E vi 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay
B iii 3 4 5 6 7 8 9	Baring Island Cape Gillman Houston Stewart Allison Inlet Garrett Island Bedford Bay Baker Island Browne Island	C vii 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E v 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E vi 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E vii 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay
B iv 4 5 6 7 8 9	Cape Scoresby Point Surprise Point Decision Abandon Bay Barlow Inlet Pnt. Separation Cape De Haven Point Griffin Dépôt Point Innes Point Cape Spencer Beechev Bay Caswall's Tower Cape Grinnell Gascoyne Inlet Radstock Bay Cape Eardley Wilnot High Bay Cape Herschel	C viii 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E vi 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E vii 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E viii 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay
B v 8 9	Cape Pateshall Cunningham Mountains Cape Osborn	C ix 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E vii 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E viii 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E ix 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay
B vi 7	Banks's Bay	C x 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E viii 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E ix 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E x 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay
B vii 1	Petowaak	C xi 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E ix 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E x 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E xi 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay
B viii 3	Horse's Head Wilcox Point Sugar Loaf Is.	C xii 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E x 1 2 3 4 5 6 7 8 9	Wollaston Isds. Cp. Castlereagh Byam Martin Mountains Mnt. Possession Cape Fanshawe Cape Burney Cape Graham Moore Cape Maculloch	E xi 1 2 3 4 5 6 7 8 9	Lake Owen Mary Jones's B. R. Stanley Thom Bay Lord Lindsay R. Mt. Manetkalik Krusenstern Lks Lake Jekyll	E xii 1 2 3 4 5 6 7 8 9	Cape Nias Brodie Bay

NAMES
OF
PLACES.

Sheriff Harb.
Lord Mayor's B.
Lax Id and Har.
Mundy Harb.
Martin Islands
Victoria Harb.
Lady Parry Id.
Hecla & Fury Isls
Astron. Socy. Is.
Middle Lake
Willersted Lake
Lady Melvill L.
Toonoodleed B.
Skagavoke
Sons of the
Clergy Islds.
Sir Jas. Ross's
Pentinsula
Cape Kjer
Franklin Inlet
Kull Island
Harrison Isls.
Twins
Cape Berens
Cape Chapman
} Pelly Bay
Helen Island
} Simpson Pen
Lake Ballenden
Clouston Points

Cape Hallowell
Auridge Bay
Whyte Inlet
Cape Englefield
Amherst Island
Liddon Island
Ormond Island
Cape Parry
Franklin Bay
Baker Bay
Hopkin's Inlet
Whiffen Inlet
Bunn Inlet
Mackenzie In.
C. Arrowsmith
Honeyman Id.
Black Inlet
Richards Bay
Cp. Richardson
Finlayson Bay
Cp. Macleoughlin
Coreoran Point
Glen Island
W. G. Smith B.
Halkett Point
Selkirk Bay
Amitioke

Cape Griffith
Murray Max-
well Inlet
Skeoch Bay
Cape Konig
Igloolik
Ariagouk
Pingitkalik
Ooglit Islands
Calthorpe Islds.
Agwissoewik

Cape Nias
Brodie Bay

THE

ARCTIC EXPLORING EXPEDITIONS.

(Extracted from the *Nautical Magazine*, October 1851.)

A REVIEW OF THE PROCEEDINGS OF THE ARCTIC SEARCHING EXPEDITIONS,
under the Command of Captain H. T. Austin, C.B., and Captain Penny,
with the recent despatches.

"ARCTIC intelligence which concerns so numerous a portion of our countrymen abroad, and therefore deeply interesting to us at home, has now become of so much importance, that we need offer no other reason for allowing it to occupy so large a share of our attention. We shall, therefore, not only gratify our own readers now, but our absent voyagers hereafter, by preserving a full record of their gallant doings.

"Captain Penny has returned with his ship the *LADY FRANKLIN*,* and has brought 'favourable' intelligence, for such is the concluding sentence of the

* With the view of facilitating a reference to the names of all the vessels and their several officers on these expeditions, we insert here the following list of them.

I.—H.M.S. *RESOLUTE*.—*Captain*, Horatio T. Austin; *Lieutenants*, R. D. Aldrich, William H. J. Browne; *Master*, Robert C. Allen; *Surgeon*, Abraham R. Bradford; *Paymaster and Purser*, John E. Brooman; *Mates*, Richard B. Pearse, Walter W. May, John P. Cheyne; *Assistant Surgeon*, Richard King; *Second Master*, George F. McDougal.

II.—H.M.S. *ASSISTANCE*.—*Captain*, Erasmus Ommanney; *Lieutenants*, Francis L. McClintock, James E. Elliott, George F. Meham; *Surgeon*, James J. L. Donnett; *Mates*, George R. Keene, Richard V. Hamilton; *Assistant Surgeon*, Charles Ede; *Second Master*, Frederick J. Krabbé; *Clerk in Charge*, Edward N. Harrison; *Clerk*, Charles Richards, (b).

III.—H.M.S. *PIONEER*, steam tender to *RESOLUTE*.—*Lieutenant*, Sherard Osborn; *Assistant Surgeon*, Thomas R. Pickthorne; *Second Master*, John H. Allard.

IV.—H.M.S. *INTREPID*, steam tender to *ASSISTANCE*.—*Lieutenant*, B. Cator; *Assistant Surgeon*, John Ward (a); *Second Master*, William Shellabeer.

V.—*LADY FRANKLIN*.—*Captain*, W. Penny; *Executive*, *First Mate*, Mr. John Marshall; *Second Mate*, Mr. John Leiper; *Third Mate*, Mr. John Stewart; *Surgeon*, Mr. Thomas Goodsir; *Interpreter*, Mr. Petersen.

VI.—*SOPHIA*, tender to the *LADY FRANKLIN*.—*Captain*, Alexander Stewart, *Commander*; *Executive*, *First Mate*, Mr. Donald Manson; *Second Mate*, Mr. James Reid; *Surgeon*, Mr. Peter Sutherland.

VII.—*FELIX*.—*Captain*, Sir John Ross, R.N., accompanied by *Commander Phillips*.

VIII.—*MARY*, yacht tender to *FELIX*.

IX.—U.S.S. *ADVANCE*.—*Lieutenant Commander*, E. J. De Haven (Philadelphia), *Commander of the Expedition*; *Master* (acting), W. H. Meerdlaugh (Norfolk); *Midshipman*, W. S. Lovell (New York); *Surgeon*, Dr. Kane; *Crew*, 15.

X.—U.S.S. *RESCUE*.—*Master Commander*, Passed *Midshipman*, J. P. Griffin (Savannah); *Master* (acting), R. R. Carter (Virginia); *Midshipman*, — Brooks; *Surgeon*, Dr. Vrueland (New York); *Crew*, 13.

XI.—*THE PRINCE ALBERT*, commanded by Mr. Kennedy, sailed for *Prince Regent's Inlet* in May last. The vessels under the orders of Captain Austin sailed in May 1850.

We also add here the *ENTERPRISE* and *INVESTIGATOR*, having gone to the Polar Sea by *Behring Straits* in January 1850.

XII.—*ENTERPRISE*.—*Captain*, R. Collinson, C.B.; *Lieutenants*, George A. Phayre, John J. Barnard; *Additional*, Charles T. Jago; *Surgeon*, Robert Anderson; *Mates*, M. T. Parkes, Rowland T. G. Legg; *Assistant Surgeon*, Edw. Adams; *Second Master*, Francis Skend; *Clerk in Charge*, Edw. Whitehead.

XIII.—*INVESTIGATOR*.—*Commander*, Robert J. L. M. McClure; *Lieutenants*, William H. Haswell, Samuel G. Cresswell; *Surgeon*, Alexander Armstrong, M.D.; *Mates*, Robert J. Wynnliatt, Henry H. Sainsbury; *Assistant Surgeon*, Henry Piers; *Second Master*, Stephen Court.

despatch with which he was charged by Captain Austin. We congratulate Captain Penny on his safe arrival, as well as his own brave followers who have contributed so much to produce the favourable aspect which the whole subject has now assumed. Painful as it is to contemplate the condition of Franklin and his people, locked up so long from us, it seems to have fallen to the lot of Captain Penny to clear up in a great degree the perplexing doubts which have hitherto existed as to the route adopted by him in 1846. His letters, as well as Captain Austin's despatches, are before the world, and we hope in the course of these remarks to shew to our readers that by the knowledge we have gained of *Wellington Strait*, the prospect of further information respecting the missing expedition assumes a very fair degree of probability.

"While Captain Austin and his officers were examining every portion of coast which led towards *Melville Island*, removing all possible speculations that Franklin had adopted the route to *Behring Strait* by the southward and westward, Captain Penny and his party were exploring new ground up the *Wellington Strait*, and with sledges and boats have opened out a navigation leading to the north-westward of the *Parry Islands*, which by many is believed to be that which was adopted by Franklin. We, however, do not join in this opinion, and these are our reasons for thus differing from so general an assumption. *Wellington Strait* is the contracted outlet of this navigation into *Barrow Strait*, and the ice brought by winds and tides from the north-west obstructs its passage, and hence becomes mostly impassable. It was closed during the late visit of our ships; and although to all appearance it was open when passed and repassed in 1819 and 1820 by Sir Edward Parry, it must be remembered that he would be able to see about twelve or fourteen miles only from the entrance, and it is not likely that he could say whether this channel, of forty-five miles in length, was open or not.

"Franklin having passed his first winter at *Beechey Island*, took care beyond a doubt fully to acquaint himself with the nature and extent of the icy barrier, which we have reason to conclude so effectually bound his entrance into Penny's open sea beyond it, and which his reconnoitring parties must have discovered; and therefore seeing the impossibility of cutting his way through (for we learn from Captain Penny that such an attempt would have been fruitless when he was there), he might then have abandoned all hope of passing through that channel, retrace his course through *Barrow Strait*, and hasten at once to the northward up *Baffin Bay*, with the natural conclusion that *Jones* or *Smith Sound* offered the only probable road for reaching it.

"Much has been said about the hurry in which Franklin left his winter quarters at *Beechey Island*, and that it had the appearance of a retreating party. We do not exactly understand what is meant by hurry and retreating. True it is, and much to be lamented, that no written document has been found there, to throw any light on his intended proceedings; but in our opinion had Sir John Franklin passed by that strait,* he would have left some document to say so, and as he failed in his attempt, it is quite possible that he might have thought it unnecessary to leave memoranda at each

* This reasoning is hardly applicable here. Assume the ice to have suddenly cleared in the West Channel, would he not have "hurried" off? Would it not have been, quick! quick!! bear a hand everywhere and with everything? Till he had actually passed the Strait he could leave no document; and as to his intended proceedings, his being where he was shewed what his intentions were; and if Franklin found an opening into that "clear sea" seen by Penny, most assuredly he dashed into it, with his eagle eye and keen mind looking only forward to the bow, not one instant would he spare to heave-to and send a boat ashore to put up a post; no, he would naturally say, "We will do that when we are stopped and can advance no farther this season." What evidence have we that Penny's open sea was not open in 1846-7-8-9? and, if it was clear water there, would Franklin leave so promising a range of navigable water bearing away to the tempting north-west, and expanding in width from twenty miles to upwards of forty miles? Would he be likely to turn his back on these hopeful appearances, seen, and consequently believed, to run due east past *Cape Warrender* about one hundred and sixty miles, and about one hundred more miles due north to *Jones's* ten miles wide Sound, with no ascertained promising points of encouragement? I think not.

point of failure, and considered that the unequivocal mark of his visit, without comment, might serve to demonstrate his abandonment of the route by *Wellington Strait*.*

"Captain Austin was fully aware that Captain Penny's orders were 'in the first instance specially to examine *Jones Sound*', proceeding by it in the direction of *Wellington Strait*, and on to the *Parry Islands*, and this not having been done, was an additional inducement for Captain Austin to prosecute his search in that direction. And yet opinions appear to be entertained both for and against the probability of Captain Austin's return to England, in the course of the present autumn, although there is no part of his despatch that can in any way warrant the former conclusion.

"We are disposed to believe that the return of Captain Austin's expedition this year will entirely depend upon the success or failure of his attempt to reach *Penny's open sea* by *Jones Sound*. Should this prove an available channel, it is a manifest absurdity to expect Austin home this winter. Is it likely that any officer, much more one of Captain Austin's zeal and devotion to the cause in which he is embarked, would go to *Jones Sound*, merely to reconnoitre the entrance and then return? And is it not equally certain, that if he once penetrated into the open sea by that Sound, he could not return to England this year if he would?

"On the other hand, if Captain Austin finds *Jones Sound* impassable, or a blind channel, we confess that we are at a loss to know what better step he could take than to return with his ships to England, and start afresh in the spring of next year.†

"But for the solution of these and many other questions which it presents, we must patiently wait the issue of time, or perhaps in the midst of our speculations, the arrival of that hardy old seaman Sir John Ross with the next despatch from Captain Austin himself; satisfied we may be that everything at home has been done that could be, and that as much has been effected abroad as circumstances permitted, and as even the most sanguine amongst us could have expected.

"Opinions of parties who appear to be ill-informed on this subject have been freely delivered, condemning Captain Austin's proceedings, and producing an impression on the public mind highly unfavourable to that officer. To say the least, this is not only unfair, but it is ungenerous. The whole subject is not only important at the present moment, but it is most especially necessary, that clear and comprehensive views should be taken of it, so that the real motives which are directing Captain Austin's (we will say judicious) exertions should be clearly understood.

"The expedition under Captain Austin has been pronounced a failure—the fairest expedition which ever left this country has been declared ineffective, because its leader has chosen to adopt a course under circumstances that he considers to be the most proper one, but which does not appear to be understood by these writers. One speaks of Franklin taking the middle passage across the bay as an index of his knowledge of the subject, when he ought to know that Franklin's ships adopted the usual track through *Melville Bay*, and were last seen in the parallel of *Lancaster Sound*, in the upper part of the bay, standing for its entrance. Again Captain Austin is blamed for turning his back on *Wellington Channel*, when he had satisfied himself that the passage by *Cape Walker* was closed against him, and for intimating his intention of pursuing his search by *Jones Sound*.

"It is asked why did not Austin proceed up *Wellington Channel*? For this plain reason we may answer, because he saw that unhappily there lay a stout barrier‡ of ice between him and the open sea beyond it of some twenty or

* What proof have we that the *Wellington Strait* was abandoned?

† Where to go? and what to attempt?

‡ Surely if this "barrier" was so deliberately seen as it was, we might expect a closer estimate of its extent than a jump of ten miles, from twenty to thirty. This very barrier is the key, the whole key, and nothing but the key, to the entire question.

thirty miles extent, which not only it was impossible for his ships to penetrate, but in all probability had been equally fatal to the progress of Sir John Franklin's. This we consider to be a sound reason why Austin turned his back on *Wellington Channel* and for pursuing his search by *Jones Sound*. We must not lose sight of the main object of Captain Austin's expedition. It is simply, if possible, to trace step by step the missing ships in their progress, and we therefore quite agree with him in the conclusion at which he arrived, or at least such is our construction of its meaning—that having made up his mind that Franklin after failing in *Wellington Strait*, had gone to *Jones Sound*, he would at once follow him there, rather than penetrate the icy barriers of that strait even if it had been practicable. For let us ask what possible service towards the great object of Austin's expedition would have resulted, had his ships reached *Queen Victoria Channel*, and thence pushed on to the north-west with the unhappy chance of having left the missing ships behind them! This dilemma Austin has wisely avoided.

"But we will now refer to the opinions of our most experienced and eminent officers on the necessity of not only exploring *Jones Sound* as intended by the Admiralty orders, but of the probability of that being the route which was adopted by Sir John Franklin, and these we find in a useful little volume from the pen of Mr. P. L. Simmonds, which appeared only a few months ago.

"Sir F. Beaufort says, Sir John Franklin is not a man to treat his orders with levity,* and, therefore, his first attempt was undoubtedly made in the direction of *Melville Island* to the westward. If foiled in that attempt, he naturally hauled to the southward, and using *Banks Land* as a barrier against the northern ice, he would try to make westing under its lee. Thirdly, if both of these roads were found closed against his advance, he perhaps availed himself of one of the four passages between *Parry Islands*, including the *Wellington Channel*—or, lastly, he may have returned to *Baffin Bay*, and taken the inviting opening of *Jones Sound*.

"Sir E. Parry says, and this idea receives no small importance from the fact (said to be beyond a doubt) of Sir John Franklin having before his departure expressed such an intention in case of failing to the westward: 'Much stress has likewise been laid, and I think not altogether without reason, on the propriety of searching *Jones* and *Smith Sound* in the north-eastern part of *Baffin Bay*. Considerable interest has lately been attached to *Jones Sound*, from the fact of its having been recently navigated by at least one enterprising whaler, and found to be of great width, free from ice, with a swell from the westward, and having no land visible from the mast-head in that direction. It seems more than probable, therefore, that it may be found to communicate with *Wellington Strait*; so that if Sir John Franklin's ships have been detained anywhere to the northward of the *Parry Islands*, it would be by *Jones Sound* that he would probably endeavour to effect his escape, rather than by the less direct route of *Barrow Strait*. I do not myself attach much importance to the idea of Sir John Franklin having so far retraced his steps as to come back through *Lancaster Sound*, and recommence his enterprise by entering *Jones Sound*; but the possibility of his attempting his escape through this fine opening, and the report (though somewhat vague) of a cairn of stones seen by one of the whalers on a headland within it, seems to me to render it highly expedient to set this question at rest by a search in this direction, including the examination of *Smith Sound*.'

"Sir J. Richardson observes also, 'With respect to *Jones Sound*, it is admitted by all who are intimately acquainted with Sir John Franklin, that his first endeavour would be to act up to the letter of his instructions,† and

* Certainly not; but from the very nature of things these orders must be based on contingencies, hedged in with ifs. Where the packed ice says No, it peremptorily dictates, "disobey your orders, and obey me."

† Yes, if the ice would let him; but here the ice dictates and will take no denial; and the best reasoning on the whole subject is that which is based on the probable or improbable, and the possible or impossible condition of the ice.

that, therefore, he would not lightly abandon the attempt to pass *Lancaster Sound*. From the logs of the whalers year after year, we learn that when once they have succeeded in rounding the middle ice, they enter *Lancaster Sound* with facility. Had Sir John Franklin then gained that *Sound*, and from the premises we appear to be fully justified in concluding that he did so, and had he afterwards encountered a compact field of ice barring *Barrow Strait* and *Wellington Sound*, he would then, after being convinced that he would lose the season in attempting to bore through it, have borne up for *Jones Sound*, but not until he had erected a conspicuous landmark, and lodged a memorandum of his reason for deviating from his instructions.*

"Dr. McCormick also says, 'In renewing once more the offer of my services, which I do most cheerfully, I see no reason for changing the opinions I entertained last spring; subsequent events have only tended to confirm them. I then believed, and I do still, after a long and mature consideration of the subject, that Sir John Franklin's ships have been arrested in a high latitude, and beset in the heavy Polar ice northward of *Perry Islands*, and that their probable course thither has been through *Wellington Channel*, or one of the *Sounds* at the northern extremity of *Baffin Bay*.'

"To the foregoing we are enabled to add the opinion of the late Sir John Barrow, whose knowledge of Arctic navigation needs no comment here. Franklin was aware of Sir John Barrow's aversion to the *Wellington Channel*, because it was always blocked up with ice, and having himself found it so, he will follow his own inclination and try another channel to the northward.

"We repeat then that here is sufficient reason for Captain Austin, having satisfied himself by his own explorations that Franklin did not make his attempt southward or westward of the *Wellington Channel*, to proceed immediately to *Jones Sound*, looking to their lordship's intention and the impression which may now become strengthened with reference to their orders.

"Among other points for which Austin has been condemned is that of not supplying Captain Penny with assistance! and for what purpose? for effecting the very object which Captain Penny managed to attain without it. But let us see under what circumstances was Austin when he received this application.

"His letter tells us it was made on the 23rd of May, and that he regretted his 'remaining strength' did not admit of his placing at his disposal sufficient aid to convey a boat across the icy barrier* of *Wellington Channel*.

"Now it happens that at this very time Austin's limited searching parties were recovering from the effect of their journeys on the ice. They returned between the 27th of April and the 7th of May, and the extended parties, consisting of thirty-eight men, besides officers (as appears by the methodical tables attached to his letter), were still away, as they returned between the 28th of May and the 4th of July, having been absent since the 10th of April. What means then had Austin of meeting this demand (with auxiliary parties away also), and the remaining strength of those returned already exhausted by travelling, and which required to be recruited by rest rather than be again employed in doing for Captain Penny that which he contrived to do for himself? Was the service injured by this refusal? Not at all; and we do Captain Penny only justice in saying that he not only performed well what he undertook with his own means, but that this has been no complaint of his against Captain Austin. Of Captain Penny it has been predicted that in a few days he will be on his way to the Arctic waters. The lateness of the season at once threw doubt on the propriety of such a step, and it required the calm and deliberate consideration of men whose knowledge and experience of Arctic matters would enable them to decide whether a steam vessel should be sent with Captain Penny to communicate with the searching

* And what evidence have we that Franklin, in four or five years, found not this icy barrier open, knowing, as we do, what a gale of twenty-four or forty-eight hours, in a particular direction, sometimes effects in these regions.

ships this season or not! We read in the daily prints, under the head '*Naval*', that, 'in accordance with an Admiralty summons, Captain Sir Edward Parry, Captain Beechey, and Captain Sir James Clark Ross, attended at the Admiralty on Thursday (18th September) in order to meet the Board and their Hydrographer Rear Admiral Sir Francis Beaufort, and to consult on the proceedings of Captain Austin and Captain Penny in the late search for Sir John Franklin.'

"With the deliberations of that council we do not pretend to be acquainted, but any man who knows ice navigation in *Baffin Bay* will pronounce the decision of those officers, that no vessel should be sent this season, considering its advanced period, and under present circumstances, both as wise and discreet. Let us suppose a screw-steamer to leave this in a fortnight for *Baffin Bay*—for in less she could not do so—on a moderate speed of seven or eight knots (if she could do that) she would reach *Cape Farewell* (assuming her departure on the 3rd of October) about the middle of that month, to run the gauntlet as she might be able, between the middle and shore ice! If she did escape being beset and passing the approaching winter as the American vessels did the last in drifting about fixed in the ice, and even penetrated into *Jones Sound*, there may be no ships there, they may have reached the same open sea which Penny saw, and may be snugly wintering in one of its harbours. But the hope of a vessel getting so far at this late period of the season, and the uncertainty of finding any ships if she did, is too futile to be entertained for a moment; and the council has wisely discarded any such intention, and no one who is acquainted with the nature of the subject could otherwise desire.

"We must, therefore, for the present close our observations on Austin's proceedings; not, however, without expressing our admiration of that well-regulated and systematic management with which he has assigned to his officers their several duties, as well as of the energetic and noble spirit in which they have been performed. Indeed, each one has vied with the rest in executing his difficult and perilous task; a gallant emulation has pervaded every one, and general harmony, goodwill, and fellowship, have welcomed the rule of discipline. Nor should we disregard the noble exertions of Captain Penny, in his very interesting and laborious exploration, so well seconded as they were by his officers. Not only sledges, but boat work fell to their share; violent gales, heavy seas, and rapid tides, with snow and rain, it was their lot to encounter; and though they were not rewarded by finding Franklin, they have the glorious reflection of having assisted materially in the great work in hand. They, too, performed well their several tasks; they have established their claim on the notice of their country, and we trust will, at the fitting time, receive their reward; or, in the words of Captain Penny, that it will be 'remembered to their advantage'.

"We perceive by the daily prints that Captain Penny's ship has arrived. The account says, 'the *LADY FRANKLIN*, commanded by Captain Penny, arrived at *Woolwich* yesterday afternoon, and was brought up at moorings alongside the *SALSETTE* receiving ship, opposite the dockyard; and the *SOPHIA*, her sister vessel, is daily expected at that port. The *LADY FRANKLIN* is come home safe and sound, in excellent condition, and remarkably clean, and with as healthy and robust a crew as ever sailed in any region, and without a single complaint amongst the men on board; if it is excepted that they say they cannot now eat so much meat as they used to do of fat pork and other rich edibles, their appetites having greatly abated since they left the *Orkneys* for *Woolwich*. The Danish interpreter has returned with them, and appears to be a very decent and passably intelligent person, and expresses his belief that the discovery ships, *EREBUS* and *TERROR*, are still safe.'"

The following Letter from the intrepid explorer Captain Penny, although last on the list of Arctic communications in point of date, seems to demand the precedence we give it, not only from its containing the evidence of the person who last spoke, and was on board of, the *EREBUS*, but also from the cheering assurance it affords us of the providence and foresight evinced by Franklin whilst yet on the very threshold of his enterprise.

If the commander of the expedition anticipated the possibility of his efforts in the Arctic Seas extending to a term of seven years, surely it is premature, while a portion of that interval remains, to despair of his safety.

CAPTAIN PENNY TO THE EDITOR OF THE "TIMES".

Aberdeen, Dec. 20, 1851.

"Sir,—I have lately been at *Peterhead* (my native place), and have learnt a very important fact from my old acquaintance Capt. Martin, who, when commanding the whaler *ENTERPRISE* in 1845, was the last person to communicate with Sir John Franklin.

"The *ENTERPRISE* was alongside the *EREBUS* in *Melville Bay*, and Sir John invited Capt. Martin to dine with him, which the latter declined doing, as the wind was fair to go south. Sir John, while conversing with Capt. Martin, told him that he had five years provisions, which he could make last seven; and his people were busily engaged in salting down birds, of which they had several casks full already, and twelve men were out shooting more.

"To see such determination and foresight at that early period is really wonderful, and must give us the greatest hopes.

"I asked Capt. Martin why he had not mentioned this before? He said that he did not at first think it of any importance, and that when Lady Franklin was at *Peterhead* about two years ago he did not like to intrude upon her ladyship (not having the honour of knowing her) during her short stay. He is a man of the strictest integrity, whose word I can depend upon. He has an independent fortune, which he got by fishing.

"Your most obedient Servant,

"William Penny."

seen plenty of deer, musk oxen (four killed), and hares. Captain Penny's parties explored a large channel north of *Cornwallis* and *Bathurst* lands (which are united), saw land to the northward with three or four large openings, and was afloat in a boat from 17th June till late in July. A piece of elm picked up by him. Particulars of this exploration not made known at this date.

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EXTRACT

From the United Service Gazette, September 13, 1851.

"We insert without any comment the very interesting despatches brought home by Captain Penny, and we only hope that the information which this gallant man has been able to impart to the Admiralty, *will induce their Lordships to listen to the suggestions which he has been enabled to make to them*, and which, from his experience as an Arctic voyager, must deserve some credit at their hands.

"He was busily engaged at the Admiralty yesterday, and it is believed he will be despatched again this year to prosecute his search of the *Wellington Channel*. Captain Austin's Expedition may be daily expected."

SUMMARY.

SIR JOHN ROSS'S EXPEDITION.

"The following notices of Sir John Ross's proceedings have reached us:—

"The *FELIX*, with Sir John Ross and Commander C. G. Phillips, with her decked boat in tow, left Ayr 23rd May, 1850.

"August 27th, arrived at *Beechey Island* with Captain Penny, and the American Expedition, and discovered that Franklin had passed the winter of 1845 and 1846 there.

"28th August, *RÉSOLUTE* and *PIONEER* joined company; detained here till September 5, when all the vessels proceeded, but the *FELIX* did not get across the *Wellington Channel* till the 9th September. Stayed a few hours at *Barlow Inlet*, and 11th September was finally stopped by fixed ice between *Griffith* and *Cornwallis* Islands. Penny's Expedition joined company, and 12th September the three vessels got into a bay thirteen miles west of *Cape Hotham*, where they passed the winter.

"About the middle of April, 1851, travelling parties set out, details of which will be found elsewhere. Captain Ommanney visited *Cape Walker*, and searched land as far as latitude $72^{\circ} 44' N.$, longitude $102^{\circ} 20' W.$ Lieutenant Osborn extended this line to latitude $72^{\circ} 40'$, longitude 105° to 6. Lieutenant Aldrich along the south shore of *Bathurst Land* up to latitude $76^{\circ} 11'$, longitude $106^{\circ} 30'$. Dr. Bradford, east coast *Melville Island*, to latitude $76^{\circ} 15'$. Lieutenant McClintock visited *Winter Harbour* in *Melville Island*, rounded *Cape Dundas* into *Siddon Gulf* as far as *Bushman Cove*, returning across the land to *Winter Harbour*, and thence to his ship: he was absent eighty days, saw plenty of deer, musk oxen (four killed), and hares. Captain Penny's parties explored a large channel north of *Cornwallis* and *Bathurst* lands (which are united), saw land to the northward with three or four large openings, and was afloat in a boat from 17th June till late in July. A piece of elm picked up by him. Particulars of this exploration not made known at this date.

"Commander Phillips attempted to cross *Cornwallis Land*: absent thirty-one days, but had to return, having, as he supposes, got three-quarters across. No other traces of Franklin discovered. The American Expedition last seen 13th September 1850, homeward bound."

CAPTAIN PENNY'S DESPATCHES.

"Her Majesty's ship *LADY FRANKLIN*, *Assistance Harbour*,
Cornwallis Island, April 12, 1851.

"Sir,—I have the honour to inform you, for the information of my Lords Commissioners of the Admiralty, that after parting company with Her Majesty's ship *NORTH STAR*, on the 1st of August, I reached along the north shore of *Barrow's Strait* until Sunday, the 24th, keeping a strict look-out. Being then off *Beechey Island*, I spoke the American schooner *RESCUE*, and learned that Her Majesty's ship *ASSISTANCE* had found traces of the Franklin expedition in *Cape Riley*. The *ASSISTANCE* was then running to the westward, and, anxious to be possessed of every particular, followed her with the intention of going on board; but I had not that opportunity until two p.m., when both vessels were made fast to the land ice, two-thirds of the distance across *Wellington Channel*, the *ASSISTANCE* being about one-and-a-half miles to the westward of us. Finding that the traces were apparently those of a retreating party, I thought it my proper course to return to the east side of *Wellington Channel*, which I accordingly did. The succeeding morning I landed with a party, and examined the coast from ten miles to the northward of *Cape Spencer* to that promontory, and an encampment was found near the latter place, seemingly that of a hunting party about three years previous. Joining company with the *ADVANCE*, the *RESCUE*, and the *FELIX* schooners the following morning, we made fast in a bight under the north-west side of *Beechey Island*, and, having consulted with Captain De Haven and Sir J. Ross, it was agreed that the former should dispatch a party to continue the search northward, along the east coast of *Wellington Channel*, while I explored the coast to the eastward. Meantime, a party of all my officers, which had been dispatched in the direction of *Cassell's Tower*, discovered the quarter which had been occupied by the vessels of Sir John Franklin's expedition in the winter of 1845-6. Three graves were also found, the head-boards showing them to be those of three seamen who had died early in the spring of 1846; but notwithstanding a most careful search in every direction, no document could be found. The same evening, a boat-party was dispatched, under Captain Stewart, to explore *Rudstock Bay* and its vicinity, but no further traces were found in that direction.

"The *RESOLUTE* and *PIONEER* came up and made fast on Wednesday morning, and an unfavourable condition of the ice detained us all till evening, when water being opened to the eastward, I stood a certain distance across *Wellington Channel* in the morning, and sent away a party under Mr. J. Stuart, to communicate with the *ASSISTANCE*. The same evening we were again in *Beechey Bay*, and the party returned the following forenoon, having accomplished upwards of forty miles.

"By them we were acquainted that the *ASSISTANCE* had found no traces in about thirty miles of coast examined by her to the north and south of *Barlow Inlet*.

"The state of the ice prevented the least motion being made with the ships until Thursday, the 5th of September, when we left *Beechey Bay*; but so little was the ice slackened off, that we were unable to reach the west side of the *Channel* before Sunday, the 8th.

"While lying under *Beechey Island*, arrangements were made with Sir

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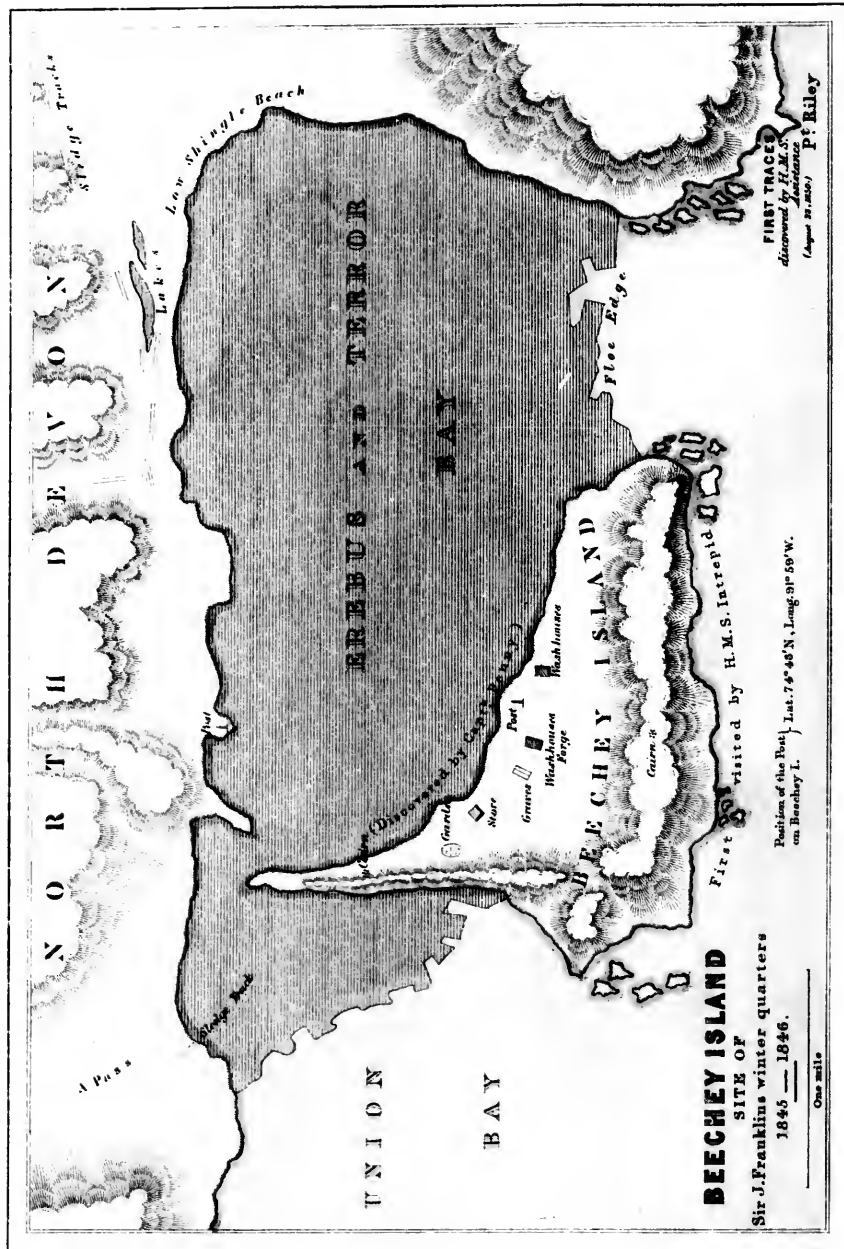
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John Ross to lay up the *MARY* yacht, and a quantity of provisions was contributed, as our share of the depôt there formed.

"On Sunday, the 8th, I landed with a party about twelve miles to the northward of *Barlow Inlet*, and a cairn and pole were erected in a conspicuous situation. *Wellington Channel* being blocked up with old land ice, no alternative was left but to proceed to the westward, with a view of reaching *Cape Walker*, or attempting some other passage between the islands of the *Perry Group*, or, failing either of these, *Melville Island*. Following out this course, we pushed on through the bay ice, which was now so strong as to retard us greatly; but notwithstanding that obstacle, we reached *Griffith Island* on Tuesday, the 10th of September; and having made fast there on account of the state of the ice, I had again a consultation with Captain Austin, with a view to acting in concert.

"The following morning, the more favourable appearance of the ice induced me to make an attempt to reach *Cape Walker*; but after proceeding twenty-five miles, the ice became packed, which, with a heavy fog, caused me to put about, and make for our former position. The hourly-increasing thickness of the bay ice, which had now become such an obstacle, that with a strong breeze the ship stayed with considerable difficulty, rendered it absolutely necessary that a place of safety should be obtained for the vessels, and I accordingly made for this harbour, a rough sketch of which I had previously obtained from the ASSISTANCE.

"We brought up at eleven, a.m., on Thursday, the 12th of September, and shortly afterwards the *FELIX*, Captain Sir J. Ross, came in and brought up; two boats were sent ashore and hauled up, to fall back upon should further progress be made; but being unable to get out by the 20th, so as to be usefully employed, preparations were commenced for wintering.

"With reference to the winter that we have spent, one fact will speak for itself, viz.,—that there has not been one single case of sickness in either the *LADY FRANKLIN* or *SOPHIA*; indeed, so completely were both the minds and bodies kept properly occupied and carefully attended to, that with the crews I have it would have been surprising to have seen sickness. While on this subject, I cannot but make mention in terms of praise of Messrs. Sutherland, Goodsir, and Stuart, their exertions alike to instruct and amuse the men, greatly contributing to the happy issue.

"Frequent communication has been held with Captain Austin's expedition, which has wintered in the strait between *Griffith* and *Cornwallis Islands*, and arrangements were made with reference to the different routes to be taken in the coming travelling. Pursuant to these, there are at present ready to start from the *LADY FRANKLIN* and *SOPHIA* two parties, of three sledges each, to explore *Wellington Channel* and the land which may be found at the head of that great inlet.

"Independent of the above, there are two dog sledges prepared for extended search in the same direction; one of these will be conducted by the interpreter, Mr. Petersen, of whom I would beg to make particular mention, trusting that his noble devotion in the cause of our countrymen may be remembered to his advantage.

"The day at present fixed for the start is Monday, 14th of April, should the weather continue favourable. Previous to starting, I have thought proper to make out this dispatch for their lordships' information.

"I have the honour to be, Sir,

"Your most obedient servant,

"William Penny.

"Commanding an Expedition in search of Her Majesty's ships *EREBUS* and *TERROR*.

"To the Secretary to the Admiralty, London."

Position of the Post } Lat. 7° 45' N, Long 30° 50' W.
on Beechey I.

One mile

Sir J. Franklin's winter quarters
1845 — 1846.

first place
discovered
August 29, 1845

P. Riley

Reprinted in whole by J. Richardson & Co. London W. 7, Cannon St.

"Her Majesty's ship *LADY FRANKLIN*, at sea,
"Sept. 8, 1851.

"Sir,—Resuming my report of proceedings from the date of my last dispatch, I have to inform you that on the 17th of April six sledges, with forty-one officers and men, started from the ships, under the command of Captain Stewart, of the *SOPHIA*, and I could not but be gratified at seeing what our small means had put in our power to do with these parties of men, alike able and willing. The sledges were variously officered by Captain Stewart, Messrs. Marshall, Reid, and J. Stuart, and Drs. Sutherland and Goodsir.

"The course intended to be pursued was to proceed so far together up the west side of *Wellington Channel*, and, after returning the depôt sledges, two parties to cross the east side of the *channel*, while the other two followed up the west coast to the head of the *channel*, the position of land then seen determining their future procedure.

"Each sledge was equipped for forty days, and the average weight per man was upwards of two hundred pounds. I started from the ship on the 18th, with the dog-sledges, accompanied by Mr. Petersen, and at noon, on the 13th, I joined the sledges. They had found the ice very heavy, in consequence of the recent snow and the high temperature, and their journey of the previous day had not exceeded six and a-half miles. The inefficient state of our cooking apparatus had already begun to cause much inconvenience.

"On the 19th the temperature fell, and a gale of wind faced us immediately on entering the channel, which continued, with only partial intermissions, till the 22nd. During all that time I was continually among them, and whatever doubts the want of experience of my young officers might have warranted my entertaining, they were all removed by witnessing the management of their men on this occasion. On the 21st, Mr. J. Stuart returned with the two depôt sledges and only one tent, in consequence of the extreme severity of the weather. I felt great anxiety for this party; however, in two marches they reached the ship, with only a short interval of rest. Meanwhile, the gale continued down the channel, with a temperature varying from 25° to 30°. This, and the want of numerous articles, such as a sufficient supply of fuel, &c., caused me to entertain a fear of failure, if these defects were not remedied in time. I accordingly consulted my officers on the subject, and in consequence of our unanimous opinion that a timely return was the most advisable step, I determined to deposit all the provisions, and the two best sledges, at this spot, returning with the other two to receive alterations. The distance to this spot was forty-two miles. The dog-sledges, on their return, accomplished the distance in one stage. The other four parties, after making the deposit, returned, reaching the bay at noon on the 26th, everyone in the best health, and not a single case of frost-bite; and I cannot but state my admiration of the constant contentment and steady and willing endurance of the officers and men of the parties under circumstances of no small hardship. From this date to the 5th of May everyone was busily engaged preparing more amply for what we had found to be necessary in our first journey. On the 6th, after a short prayer to the Almighty to enable us to fulfil our duty, the sledges again started, the crews of the two that had been left up channel being distributed among them. They were again in charge of Captain Stewart till such time as I should myself join them at the upper depôt, when I was to see each party take its separate route. At six o'clock, a.m., on the 9th of May, I started with Mr. Petersen and Thompson, one of the seamen, with two dog sledges, and at two o'clock, p.m., we overtook the parties, then camped at the further depôt. From *Point Separation*, 75° 5' N. lat., Captain Stewart, with his auxiliary, Dr. Sutherland, and Mr. J. Stuart, of the *LADY FRANKLIN*, left, proceeding along the coast to *Cape*

Hurd, examining the various beaches, &c., for further traces, as strong opinions were still entertained that more was to be found in that quarter.

"Mr. Goodsir, with Mr. Marshall as his auxiliary, had assigned to them to examine the west side, and to follow up after the dog sledges, receiving final instructions on reaching the head of the channel. Rapid journeys were made with the dogs to *Cape De Haven*, in N. lat. $75^{\circ} 22'$. Hence the land was seen to trend N.W. ten miles, terminating in a point, afterwards named *Point Decision*, which was reached at half-past ten, p.m., on the 12th of May. A hill of four hundred feet in height was ascended, and in consequence of the land running then continuously in a north-westerly direction, instructions were left to Mr. Goodsir to take this coast along to the westward, while I myself proceeded in a N.W. by N. direction towards land seen to the northward. At five, p.m., on the 14th, we encamped on the ice, having travelled twenty-five miles N.W. by N. from *Point Decision*. The following day, after travelling twenty miles from the encampment in a N.W. by N. direction, we landed at seven, p.m., on an island named *Baillie Hamilton Island*.

"Ascending a hill about five hundred feet high above the headland on which we landed, the ice to the westward, in the strait between *Cornwallis* and *Hamilton Islands*, was seen to be much decayed, and an island was seen to the westward, distant thirty-five or forty miles. As the decayed state of the ice prevented further progress to the westward from this point, and no trace being found, we proceeded round the island, first to the N.N.E., and afterwards, on rounding *Cape Scoresby*, in a N.N.E. direction. On the 16th we came upon what to all appearances was water; and on halting, on the 17th, at *Point Surprise*, we were astonished to open out another strait, in which was twenty-five miles of clear water; an island was seen bearing W. $\frac{1}{2}$ S., distant forty miles; and a headland, distant fifteen miles W. by N., the dark sky over this headland indicating the presence of water, to the extent perhaps of twenty miles, on the other side. This point was found to be in $76^{\circ} 2'$ N. lat., and $95^{\circ} 55'$ W. long. Further progress being prevented by water, and we being still without traces, and the dogs' provisions being exhausted, no other course remained than to return to the ships, which we reached, after rapid journeys, at midnight on the 20th of May.

"The carpenters and people on board were immediately set about preparing a boat to endeavour to reach the water scene.

"On the 29th of May, the second mate arrived, having left Mr. Goodsir in $75^{\circ} 36'$ N., and 96° W. Water had been seen by them to the northward, from their furthest station. He made a very rapid return, having run in one day from twenty-five to thirty miles. Every one on board continued actively employed, preparing the boat, provisions, &c., and on the 4th of June it started with one auxiliary sledge and one dog's sledge; the whole party being in charge of Mr. Manson.

"On the 6th June, Mr. John Stuart returned with his party from *Cape Hurd*, after an absence of thirty-one days, but without having found any traces either indicative of the course pursued by Her Majesty's ships *EREBUS* and *TERROR*, or of any searching party having subsequently passed along the coast.

"After thirty-six hours' rest, Mr. Stuart again started to join Mr. Manson, having equipped his sledge for a twenty days' journey. He overtook the boat on the morning of the 8th of June, then one mile to the westward of *Cape Hotham*. The same day a dog sledge, from Mr. Manson, arrived at the ship, stating that the sledge on which the boat was placed after trial had been found unfit for the purpose. The armourer, who was returned with the dog sledge, was immediately set about preparing a longer sledge, but having no carpenter on board, the wood-work was finished by Sir John Ross's carpenter. On the 11th, at four, a.m., I joined the boat with the two dogs' sledges, and all hands were immediately set about fitting and lashing

the new sledge, and arranging the packages of the party between the two long sledges and the two dogs' sledges. On the 12th, Mr. Manson returned, no one being left in the ship but the clerk in charge.

"The improvement in the boats' sledges was so remarkable, and the ice also so much better, that a distance of one hundred and five miles was accomplished in seven marches. The boat being then launched into the water and laden, the fatigue party returned, and reached the ship on the 25th of June, all in good health, the dogs dragging the light sledges the whole way.

"On our journey out, we met Dr. Sutherland at *Dépôt Point* returning, after an absence of thirty-eight days. He reported having left Captain Stewart in $76^{\circ} 20' N.$, in the opening of *Wellington Channel*, but without having yet fallen in with any traces. When off *Point Griffin*, on the 14th, Messrs. Goodsir and Marshall were fallen in with, having examined the northern shores of *Cornwallis* and *Bathurst Land*, as far as $99^{\circ} W.$, but still without having fallen in with any traces. They were obliged to return in consequence of the water.

"Resuming the boat journey, after separating from the fatigue sledges on the 17th of June, we proceeded about ten miles to the westward, when we were obliged to take shelter in an adjacent bay, in consequence of a head sea and strong easterly gale. From this date until the 20th of July, three hundred and ten miles of coast were examined by the boat under very disadvantageous circumstances, arising from constant unfavourable winds and rapid tides. Our provisions being then within eight days of being consumed, and our distance from the ship such that prudence would not warrant further perseverance with this supply, we commenced our return, and with a strong north-west wind, succeeded in reaching *Abandon Bay* after fifteen and a half hours. The ice being so decayed as to preclude the launching of even an empty boat, we were compelled to haul the boat ashore and abandon her, taking with us four days' provisions. The weather during our return was boisterous in the extreme, with continued rain, which made the streams it was necessary to ford very rapid. The constant wet caused the greatest discomfort, but from none of my men did I once hear a complaint. In 75° north latitude, we found a boat, which Captain Stewart had wisely sent out in search of such a contingency as had occurred; but the ice having set into the mouth of *Wellington Channel*, which had up to this time been open, we were unable to fetch her down further than *Barlow Inlet*. Thence we walked to the ships, which we reached at ten p.m. on the 25th of July.

"Captain Stewart had returned on the 21st of June, having reached *Cape Becher*, in $76^{\circ} 20'$ north latitude, and 27° west longitude. We here again started on the 1st of July, and carried up a *dépôt* for my return to *Cape De Haven*, returning from this journey on the 17th of July. For particulars during the different searches, I would refer you to the accompanying reports.

"On my return, I was equally surprised to hear that *Barrow Strait* had been open as far as could be seen since the 2nd of July—an occurrence which was so far to be expected, as the *Strait* was seen to be in motion till the 11th of March. The land ice had also come out of *Wellington Channel* as far up as *Point Separation*, probably about the 5th of July; and on the 27th of July, when our travelling operations concluded, the fast edge in the channel continued in the same position.

"The ship continued icebound till the 10th of August; but had our parties returned in sufficient time to refit and be ready to cut out from the date of water making, we would not have been at liberty on the 15th of July.

"On the 11th of August, Captain Austin's ships entered our harbour in their progress to the eastward. His parties had penetrated so far as ships could hope to go, yet, like our own, unsuccessful in finding the least trace of the missing expedition. In fact, none had been found such as would warrant the risk of a second winter, and, my orders being such as left no alternative, I determined on immediately returning to England, if no instruc-

tions to the contrary should be met with. In proceeding down the country, we landed at *Cape Hay* and *Button Point*, in *Pond Bay*, positions considered the most probable for dispatches being sent on by the whale ships. Finding none, we continued our course down along the land, crossing, in 70° north latitude, through a body of a hundred and forty miles of ice. We made repeated endeavours to reach *Sierly*, on the island of *Disco*, to ascertain if any dispatches had been left there for our guidance; but thick weather and a strong northerly wind obliged us to haul off, after having made a narrow escape from a reef lying close in shore. We parted from the *SOPHIA* about twenty miles off the land, expecting to rejoin her after having communicated with the Danish settlement; but the thick weather and strong gale continuing for twenty-four hours, we separated from her, and have not since seen her. Captain Stewart's instructions, in case of such an event, were to make the best of his way to *Woolwich*, having it in his power to take either the *English Channel* or the *Pentland Frith* as his route, according as the wind might lead.

"In speaking of the services of the various officers under De Haven, I would mention my second in command as an able and energetic coadjutor, both on board ship and in conducting the search along the east coast of *Wellington Channel* and the south shores of *Albert Land*; and his foresight in laying out a depôt and a boat for the boat party greatly facilitated our safe return. Dr. Sutherland, of the *SOPHIA*, as his auxiliary in travelling, proved himself a most indefatigable officer; and his attention, while on board, to natural history and meteorology, will no doubt afford many useful facts. Of Mr. D. Morrison, the chief mate of the *SOPHIA*, an old and experienced whaling master, I cannot speak too highly. He had charge of the vessel during the absence of myself and Captain Stewart, and throughout the winter he paid the greatest attention to tidal and barometrical register; and his services in conducting the boat to *Cape Hotham*, under peculiarly disadvantageous circumstances, were beyond all praise. Mr. James Reid, the second mate of the *SOPHIA*, a son of the ice-master of the *EREBUS*, accompanied Captain Stewart in the first journey as an auxiliary, and afterwards proceeded with him to his furthest. Of Messrs. Marshall and Lieper, the chief and second mates of the *LADY FRANKLIN*, I would make mention as experienced and skilful ice officers; and the exertions of the one in accompanying Mr. Goodsir in the whole extent of his journey, and the other, my second in the boat, were such as could not but afford me the greatest satisfaction. The whole of the duties of refitting the ship during my absence fell upon Mr. Marshall, and were accomplished in a time remarkably short, considering the few hands on board. Of Mr. John Stuart, the youngest officer under my command, I cannot speak too highly. Finding that there were no duties as an assistant surgeon, he acted as third mate, and his exertions in preparing the travelling equipment, his surveys of various bays during his travels, and his assistance in preparing charts, etc., have proved of the greatest use; and for his proceedings during the search of the beaches, &c., between *Cape Grianell* and *Cape Hurd*, I would refer you to his journal. He afterwards started as an auxiliary to the boat party, with an interval of only thirty-six hours, and was subsequently employed in numerous short journeys, conducting boats, &c.

"Mr. Goodsir, in his western search, discharged alike his duty to this expedition and his missing brother.

"Mr. Petersen, the interpreter, in conducting the dog sledges, and in affording much useful information with reference to travelling, as well as his personal exertion in the same, to the extent even of injuring his health, has afforded me the greatest satisfaction; and of his services as interpreter on a former occasion I have made mention in a previous dispatch.

"Of the seamen of both vessels placed under my command I cannot speak too highly; for neither in winter quarters, nor while enduring the privations

and fatigues of travelling, did ever one complaint or grumble reach my ears. Of their unwearied exertions, a schedule is laid before you; and if success has not attended their labours, they have not the less performed their duties.

"I have, etc.,

"William Penny.

"Commanding the Expedition.

"The Secretary of the Admiralty."

CAPTAIN AUSTIN'S DESPATCH'S.

"REPORT OF PROCEEDINGS.

"Her Majesty's ship *RESOLUTE*, off the winter quarters of Captain Penny's Expedition, between *Capes Martyr* and *Hotham*, Aug. 12, (!) 1851.

"SIR,—In order that the Lords Commissioners of the Admiralty may learn by the first opportunity the proceedings of the expedition entrusted to my charge, I consider it advisable that a brief account (amended since the return of Captain Penny) should be placed on board the *LADY FRANKLIN*, my brief report of the 14th instant having been transferred to the *FELIX*, in consequence of the attempt to send a boat to *Pond Bay* to communicate with the whaler being relinquished.

"2. Captain Ommanney having examined *Wolstenholme Sound*, which proved to have been the winter quarters of the *NORTH STAR*, and completed the search of the north shore of *Lancaster Sound* and *Barrow Strait*, from *Cape Warrender* to *Cape Fellfoot*, looked into *Port Leopold*, and then proceeded in further execution of his orders, the *INTREPID* having, in the meantime, examined *Maxwell Bay* and *Cape Hurd*, finding at the latter place a record from the *INVESTIGATOR*.

"3. Captain Ommanney, in the *INTREPID*, reached *Cape Riley* and *Beechey Island* on the night of the 23rd of August, and at both found positive traces of the missing expedition.

"4. On the 24th, Captain Ommanney was joined by the United States' schooner *RESCUE*, and in the latter part of that day he dispatched the *INTREPID* to search the shore to the northward; but she was stopped by the fixed ice about four miles beyond *Point Innes*.

"5. On the 25th, a lead opened towards *Cape Hotham*; Captain Ommanney, hoping to find a record here, dispatched the *INTREPID* to take advantage of it, following in the *ASSISTANCE*; Captain Penny, who had now arrived and communicated, remaining to search the bay between *Cape Riley* and *Beechey Island*.

"6. The *RESOLUTE*, having in her search been detained by bad weather, did not reach *Cape Riley* and *Beechey Island* until early on the morning of the 28th. She found between the latter and *Cape Spencer* the *FELIX*, Sir John Ross, the two brigs of Captain Penny, and the *RESCUE*, Lieutenant De Haven, and saw from the crow's nest the *ASSISTANCE* and *INTREPID* on the opposite shore, near *Barlow Inlet*; the other United States' schooner, *ADVANCE*, was beset a few miles to the northward, with a searching party to *Cape Bowden*, where a bottle, scraps of newspaper, shot, and other miscellaneous fragments were found, conveying the impression that it had been the resting-place of a shooting or other small party.

"7. In rounding *Beechey Island*, we were hampered by the closing of the ice, which drove the *PIONEER* into shoal water, where she grounded, and was afterwards hove off without having sustained any damage.

"8. Previous to the arrival of the *RESOLUTE*, Captain Penny had found on *Beechey Island* three graves, and various other conclusive evidence; which, the moment I saw them, assured me that the bay between *Cape Riley* and *Beechey Island* had been the winter quarters of the expedition under Sir John Franklin, in the season 1845-46, and that there was circumstantial evidence sufficient to prove that its departure was somewhat sudden; but

whether at an early or late period of the season was very difficult to determine.

"9. The absolute necessity for the *RESOLUTE* being held ready to push across the *strait* at the earliest moment to communicate with Captain Ommanney, to determine further movements, and get to the westward, prevented travelling operations, but the immediate neighbourhood of *Cape Riley*, *Beechey Island*, and the coast of *Wellington Strait*, to near *Cape Bowden*, were satisfactorily searched without any record whatever being found.

"10. On the morning of the 28th, the ice eased off sufficiently to enable Lieut. De Haven to rejoin his consort round *Cape Spencer*. On the afternoon of the 4th of September, upon a southerly movement of the ice, the *ASSISTANCE* rounded *Cape Hotham*, and the United States Expedition reached to near *Barlow Inlet*; and on the morning of the 5th, another movement enabled the *RESOLUTE* and *PIONEER* to reach the western shore, but not in time to obtain security in *Barlow Inlet*.

"11. We continued beset until the evening of the 7th, when the ice gave way to the northward, and carried us, in a critical position, out of the *strait* to the south-east of *Cape Hotham*. This movement enabled Captain Penny and Sir John Ross to cross the *strait*.

"12. Early on the morning of the 9th, another change occurred, when we succeeded in relieving ourselves from the ice, and (with the brigs and schooners) gained the water between the pack to the southward and *Cornwallis Island*; then pushed onwards with raised hopes to the westward, steering for the southern extremity of *Griffith Island*, and sighting in the evening the *ASSISTANCE* and tender in that direction.

"13. On the morning of the 10th, we reached an extensive floe, extending from the south-west end of *Griffith Island* to the southward, as far as the eye could reach, to which the *ASSISTANCE* and tender were secured. We joined company, as did the brigs, and in the evening the United States expedition. Captain Ommanney informed me that he had searched by parties on foot (unhappily without finding any trace) the shores of *Cornwallis Island* from six miles above *Barlow Inlet* to *Cape Martyr*; had found two bays on the south side, eligible for winter security, and had deposited on *Cape Hotham* a depôt of twenty days' provisions for ninety men, as also a small depôt on *Griffith Island*, since taken up.

"14. Early in the morning of the 11th, Captain Ommanney, in the *ISTREPID*, was dispatched to the south-westward, to ascertain the state of the ice. Captain Penny also proceeded. The former returned in the evening, having only been able to proceed in a southward-and-westward direction about twenty-five miles. Of the situation of the brigs I was somewhat apprehensive, confident that, from the severe weather, they were to the southward-and-eastward of their former position.

"15. Having now seen the uncertainty of the navigation to the westward, and the necessity for measures of precaution and prudence, with a view to subsequent operations, I determined upon placing the *ASSISTANCE* and tender in winter quarters in a bay, midway between Capes *Hotham* and *Martyr*, and addressed a letter to the two leaders of the expeditions, apprising them thereof, and proposing that the whole force might be concentrated, and arrangements made for each taking such portion of the search as, under the circumstances, might best insure the accomplishment of the object of our mission.

"16. On the morning of the 13th, the weather having somewhat cleared, with the temperature down to near zero (plus 3°), we cast off. After much labour and difficulty cleared the bay and stream ice, and reached open water east of *Griffith Island*, when the United States expedition were seen to communicate with each other, hoist their colours, and stand to the eastward; and it was not until some short time after that I recollected Lieutenant De Haven had, in reply, apprised me of the probability of his return to America

this year, but the circumstances in which we were placed wholly prevented our bearing up for communication. The same evening we made fast to the fixed ice between *Cape Martyr* and *Griffith Island*, as the only hope of finding security and gaining westing.

"17. On the morning of the 14th, the *PIONEER* proceeded to examine the ice to the southward, and returned in the evening, reporting no change; and early on the morning of the 16th, the *ASSISTANCE* and tender left for their winter quarters, the *RESOLUTE* and tender remaining at the edge of the ice, in the hope of obtaining at least an amount of westing that would be of good service when carrying out spring operations.

"18. The bay ice proving very strong, the *ASSISTANCE* and tender got closely beset, and drifted for some time helplessly towards the shore, upon which (as soon as the vessels could be extricated) Captain Ommanney deemed it advisable to return, rejoining the same evening.

"19. We thus remained in the hope that the *RESOLUTE* and tender might be able to advance until the 24th, when, from the state of the ice and the low temperature (plus 13½°) we were, after mature consideration, reluctantly compelled to give up all idea of proceeding further, and to consider it imperative to look forthwith to the security of the expedition. The bay ice having this day slightly eased off a short distance eastern, we commenced to cut through the newly-formed pressed-up ice, between three hundred and four hundred yards in extent, and from two to five feet in thickness, between us and the land of water, with a view of reaching the small bay a little to the eastward of *Cape Martyr*: but the new ice again making very fast, we were obliged to relinquish the effort on the evening of the 25th.

"20. Although it was now late to hope for much by travelling parties, yet, as the ships were fixed, I determined to dispatch a limited number to do all that could be accomplished before the season finally closed; as pioneers to the routes of the ensuing spring parties, and to gain experience; there accordingly started on the 2d of October a party of six men, under the command of Lieutenant Aldrich, with one runner sledge and thirteen days' provisions (assisted by one officer, six men, and one flat sledge, with three days' provisions), for *Somerville* and *Lowther Islands* on the *Cape Walker* route; a double party of twelve men, under the command of Lieutenant M'Clintock and Mr. Bradford, surgeon, with four flat sledges, fourteen days' provisions, and a dépôt, for the *Melville Island* route; a small party, under the command of Lieutenant Meham, towards *Cape Hotham*, to ascertain if any of the expeditions late in company were in sight from that position; and (afterwards) a small party, under the command of Lieutenant Osborn, to search the bay between *Cape Martyr* and the cape north-west of our position; but the weather becoming severe, with a considerable fall of temperature (49° below the freezing point) they shortly returned, having only succeeded in placing the dépôts—Lieutenant Aldrich on *Somerville Island*, and Lieutenant M'Clintock on *Cornwallis Island*, to the westward about twenty-five miles, but without discovering any traces. Lieutenant Meham found in the bay intended for the winter quarters of the *ASSISTANCE* and tender, the expeditions of Sir John Ross and Captain Penny.

"21. On the afternoon of the 17th, Captain Penny arrived in his dog sledge, when the spring operations were determined upon—Captain Penny cheerfully undertaking the complete search of *Wellington Strait*. Thus ended the season of 1850.

"22. The expedition was now prepared for the winter, and every means taken to pass as cheerfully and healthfully as possible this dreary season; exercise in the open air, instruction and amusement were resorted to, which, with the most perfect unanimity and a fair portion of conviviality (under the blessing of Providence), carried us through the monotony and privations of an Arctic winter in good health and spirits; for which much credit and my best thanks are due to Captain Ommanney, the officers, and all composing the expedition.

" 23. On the 18th of February, 1851, a communication was opened (by a small party from this expedition) with our neighbours to the eastward (temperature $69\frac{1}{2}^{\circ}$ below the freezing point), and shortly after an interchange was made with Captain Penny, of the detail of equipment for travelling parties determined on by each.

" 24. By the 10th of March, every arrangement had been made and generally promulgated for the departure of the spring searching parties as early as practicable after the first week in April. All appeared satisfied with the positions assigned to them, and became alike animated in the great and humane cause. With regard to myself, it appeared imperative that I should remain with the ships, and leave to those around me the satisfaction and honour of search and discovery—from their ages well adapting them for such service, the confidence I felt in their talent and experience being fully equal to direct the energies and command the powers of the parties under them, and their determination to carry out the tasks they were appointed to perform. I must, however, say, that—if such a feeling could exist on a matter of duty—I did not, without the sacrifice of some personal ambition, refrain from participating in this great work of humanity.

" 25. From this period all joined heart and hand in putting forward every effort in the general preparation. Walking excursions for four hours a day, when weather permitted (temperature ranging from 10° to 43° minus), and sledge dragging with the actual weights, were measures of training.

" 26. By the 28th of March each individual was ready, and the equipment of the sledges generally complete. The best feeling and highest spirits prevailed throughout the expedition, and all looked forward most anxiously for the arrival of the time when weather and temperature would permit their departure.

" 27. The weather being more promising on the 4th of April (temperature 38° below freezing point), Mr. M'Dougal, second master, with one officer and six men, one runner sledge, and twenty days' provisions, left to examine the depôts laid out in October last, and to search and examine, with the view to a subsequent survey, the unexplored part between *Cornwallis* and *Bathurst Islands*.

" 28. The temperature having risen on the 5th of April, the final departure of the parties was determined upon for the 9th. On the 7th (temperature 44° below the freezing point), the sledges were packed and made ready for that purpose, but fresh winds frustrated the arrangements.

" 29. The weather becoming more favourable on the morning of the 12th (temperature 50° below freezing point), the whole of the sledges, fourteen in number, manned by one hundred and four officers and men, and provisioned, some for forty, and others for forty-two days, with an average dragging weight of two hundred and five pounds per man, were conducted, under the command of Captain Ommanney, to an advanced position on the ice off the north-west end of *Griffith Island*, where tents were pitched, luncheon cooked, and all closely inspected by myself; the highly satisfactory result gave me great confidence and hope. All then retired to pass the next day (Sunday) in quiet reflection and prayer.

" 30. A moderate gale from the south-east, with heavy drift, prevented their departure on the 14th, as intended.

" 31. (Temperature 14° below freezing point.) On the evening of the 15th of April, the wind having fallen, and the temperature having risen to plus 18° , all proceeded to the sledges. On arrival, a short period was devoted to refreshment, after which all joined in offering up a prayer for protection and guidance, then started, with, perhaps, as much determination and enthusiasm as ever existed, with the certainty of having to undergo great labour, fatigue, and privation.

" 32. On the 24th, another party of one officer and six men left to search *Lowther*, *Davey*, and *Garrett Islands*, and examine the state of the ice to the

westward. Between this and the beginning of May the temperature fell considerably (to minus 37°), accompanied by strong winds.

"33. The whole of the limited parties returned at periods between the 27th of April and the 7th of May, unhappily without any traces. They brought in casualties of men from frost bite to the number of eighteen, one of which, it is my painful duty to relate, ended fatally. George S. Malcolm, captain of the hold of the *RESOLUTE*, a native of Dundee, whose death was attributed to exhaustion and frost-bite, brought on while labouring as captain of the sledge *Excellent*, virtually, it may be said, died at his post. He was a most respected petty officer; his remains are at rest on the north-east shore of *Griffith Island*.

"34. During this interval, four sledges, manned with twenty-seven officers and men, were dispatched with refreshments for the extended parties in their return, and to assist them if necessary, as also to make observations, fix positions, deposit records, etc.

"35. On the 23rd of May, Captain Penny reached the *RESOLUTE*, and made known to me that he had discovered a large space of water up *Wellington Strait*, commencing about seventy miles N.W. by N. of *Cape Hotham*. I much regretted that our remaining strength did not admit of my placing at his disposal sufficient aid to convey a boat, that he might ascertain its nature and extent.

"36. The extended parties returned—unhappily without any trace whatever—between the 28th of May and the 4th of July, in safety and good health, but requiring short periods of rest and comfort to remove the effects of privation and fatigue. They were out respectively forty-four, fifty-eight, sixty, sixty-two, and (the *Melville Island* parties) eighty days, some portions of periods they were (from heavy drift) detained in their tents, with the temperature ranging as much as 69° below the freezing point.

"37. The details connected with these operations I must defer for a future occasion, the following being the general results, viz.:—

ALONG SOUTH SHORE.

Name of Party.	Officer in Command.		No. of Crew.	Name of Sledge.	Days out.	Miles travelled.	Miles of coast searched.		Extreme point reached.	
	Name.	Rank.					New	Old.	Lat.	Long.
Extended . . .	Mr. Erasmus Ommanney	Captain . . .	6	Reliance . . .	60	480	205	—	72° 11	100° 12
Extended . . .	Mr. Sherard Osborn . . .	Lieutenant	7	True Blue . . .	58	506	70	10	72° 18	103° 25
Extended . . .	Mr. W. H. Browne . . .	Lieutenant	6	Enterprise . . .	44	375	150	—	72° 19	96° 10
Limited . . .	Mr. George F. Meekham . . .	Lieutenant	6	Succour . . .	23	236	80	—	—	—
Limited . . .	Mr. Vesey Hamilton . . .	Mate . . .	7	Adventure . . .	24	198	—	23	—	—
Limited . . .	Mr. Charles Ede . . .	Assist. Surg.	6	Inflexible . . .	20	175	—	—	—	—
Auxiliary . . .	Mr. Frederick J. Krabbé	Secd. Master	7	Success . . .	13	116	—	—	—	—
Reserve and Hydrographical	Mr. George F. Meekham . . .	Lieutenant	6	Russell . . .	23	238	—	75	—	—
	Mr. Frederick J. Krabbé	Secd. Master	6	Edward Biddle	18	110	—	—	—	—

ALONG NORTH SHORE.

Extended . . .	Mr. R. D. Aldrich . . .	Lieutenant	7	Lady Franklin	62	550	70	75	76° 16'	101° 30'
Extended . . .	Mr. F. L. McClintock . . .	Lieutenant	6	Perseverance . . .	80	760	40	215	74° 38'	101° 20'
Extended . . .	Mr. A. R. Bradford . . .	Surgeon . . .	6	Resolute . . .	80	669	135	30	76° 23'	108° 15'
Limited . . .	Mr. R. R. Pearse . . .	Mate . . .	21	Hotspur . . .	21	208	—	—	—	—
Limited . . .	Mr. Walter W. May . . .	Mate . . .	6	Excellent . . .	34	371	—	—	—	—
Limited . . .	Mr. W. B. Shellabear . . .	Secd. Master	7	Dasher . . .	21	245	—	—	—	—
Auxiliary . . .	Mr. John P. Cheyne . . .	Mate . . .	7	Parry . . .	12	136	—	—	—	—
	Mr. R. C. Allen . . .	Master . . .	7	Grinnell . . .	18	137	—	25	—	—
	Mr. R. C. Allen . . .	Master . . .	5	Raper . . .	7	44	—	—	—	—
Reserve and Hydrographical	Mr. Walter W. May . . .	Mate . . .	5	— . . .	6	45	—	—	—	—
	Mr. George F. McDougall	Secd. Master	7	Endeavour . . .	18	140	95	20	—	—
	Mr. George F. McDougall	Secd. Master	6	Beaufort . . .	18	198	—	—	—	—

"38. The extent of coast searched will be seen more readily in the accompanying outline of a chart.

"39. Although all have experienced in the performance of this extensive undertaking considerable privation, labour, and suffering, and been animated with corresponding ardour in the great cause of humanity (which I earnestly

hope will meet the approbation of the Lords Commissioners of the Admiralty), yet I feel it to be due to bring especially before their lordships' notice the great performances of Lieutenant McClintock and the crew of the sledge *Perserverance*.

"40. I cannot omit to notice that the runner sledges have withstood the severe wear and tear of these journeys most admirably; I believe their construction to have arisen from the experience of Arctic voyages; but I feel it to be due to express that the manner in which they are put together reflects the highest credit on the persons who did it.

"41. I feel it would be a source of great satisfaction to their lordships, to know that every officer reports the conduct of his men to have been most exemplary, each with their untiring labour and the good feeling exhibited towards each other was highly gratifying. And I must not omit to mention, that the crews are reported to have been animated by the example of the junior officers, who were almost constantly at the drag ropes.

"42. The four vessels composing the expedition are in every way efficient; the defects of the *PIONEER*, consisting of twenty-one top timbers crushed by a heavy nip in *Melville Bay*, have been made good. The machinery of both steam-vessels has undergone repairs and numerous adjustments, and is in a state highly satisfactory, reflecting much credit on the engineers.

"43. The complements of the vessels composing the expedition are complete, the vacancy in the *RESOLUTE* having been filled by James Fox, A.B., volunteer (native of Portpatrick, Wigtonshire), who was received on the 17th of August last from the *PRINCE ALBERT* (Commander Forsyth) for medical treatment.

"44. Large caverns have been built and records deposited at *Beechey Island*, *Cape Martyr*, southern end of *Griffith Island*, *Cape Walker*, in latitude $73^{\circ} 55'$ north, longitude $99^{\circ} 25'$ west; and in latitude 75° , longitude 99° . Printed notices have also been deposited on the routes of the several searching parties.

"45. Having yesterday been released from our winter quarters, and most happily reached to those of Capt. Penny, I have now the honour to state, that having maturely considered the directions and extent of the search (without success) that has been made by this expedition, and weighed the opinions of the officers when at their extremes, I have arrived at the conclusion, that the expedition under Sir John Franklin did not prosecute the object of its mission to the southward and westward of *Wellington Strait*; and having communicated with Captain Penny, and fully considered his official reply to my letter, relative to the search of *Wellington Strait* by the expedition under his charge (unhappily without success), I do not feel authorised to prosecute (even if practicable) a farther search in those directions.

"46. It is now my intention to proceed with all dispatch to attempt the search of *Jones's Sound*; looking to their lordships' intention, and to the impression that may now become strengthened with reference thereto, I have at the last moment the satisfaction of stating that we are proceeding under favourable circumstances.

"47. It is my pleasing duty to report that the health of all composing the expedition is highly satisfactory.

"I have the honour to be, &c.,

"Horatio T. Austin,

"Captain, and in Charge of the Expedition."

CAPTAIN AUSTIN'S SECOND DESPATCH.

The following is extracted from Captain Austin's report of his further proceedings :—

"SIR,—In continuation of the report of the 12th of August last, transmitted by Captain Penny, I have now the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that being off *Cape Warrender* on the evening of the 14th, in clear water, and under favourable circumstances, I attached to the *INTREPID*, Lieutenant Elliott, and Mr. Hamilton, mate; and to the *PIONEER*, Mr. McDougall, Second master, for hydrographical purposes, as also Mr. May, mate, in addition to the latter vessel; so that in the event of opportunity offering, the acquirements of those officers might be brought to good account. This gave to each vessel six additional men. Directed Captain Ommanney to erect a cairn and beacon, and deposit a record on *Cape Warrender*, and conduct the ships to the east shore of *Baffin's Bay*, and rendezvous between *Wolstenholme Sound* and *Cape York*; then, placing myself on board the *PIONEER*, proceeded at seven o'clock, p.m., with both steam tenders, along the west shore of *Baffin's Bay*; rounded *Cape Horsburgh* on the 15th; advanced along the coast to the northward about thirty miles, and then proceeded up by the southern shore of an extensive sound in the north-west direction, about forty-five miles. Here our progress was arrested by a fixed barrier of ice, that was subsequently found to extend from shore to shore, a distance of twenty-five miles. The vessels then stood along the edge of the ice to the north shore, when, proving it impracticable to prosecute further, a cairn and beacon were erected, and record deposited, upon a remarkable conical island: after which, we returned by the north shore out of the sound, having closely examined both sides without discovering traces of the missing expedition.

"The mouth of this sound is about sixty miles broad, with an island at its entrance, twenty miles in length, of which *Cape Leopold* is a part. During the clearest period we had here, when distant objects were very distinct, there was every appearance of a well-defined outline of land stretching across, and terminating it to the westward; and although I am impressed that there is no outlet in that direction, yet by no means assert such to be the case.

"There is every reason to consider this the *Jones's Sound* of *Baffin*, although its northern shore is situated about ten miles to the southward of that upon the chart.

"The attempt was then made to get to the northward, along the western shore of *Baffin's Bay*, to satisfactorily determine this question, but the ice rendered it impracticable; for by this time it had set home upon the coast, and blocked up both entrances to the *Sound*. We therefore directed our course, with considerable difficulty, through a drifting pack, towards the east shore, in the hope of being able to get to the northward and westward on that side, but were arrested ten miles to the northward of *Wolstenholme Sound* on the 20th, and detained and beset in that locality until the 28th, during two days of which, with spring tides and a heavy gale from the southward, our position was both critical and perilous. Upon one occasion, the *INTREPID* was driven upon the tongue of a berg, while her rudder was carried away, the frame of her screw broken, and two of her boats run over by a floe, the vessel herself remaining for about twenty hours in great peril, during a part of which her stern was raised to a very considerable extent, with the ice piling up forward to her gunwale, and all but falling on her deck, rendering it doubtful whether it would not become imperative to abandon her; but, happily, the wind fell, the ice ceased, and she became relieved in a most remarkable manner, apparently without having sustained any vital injury.

"Being unable to join the INTREPID, and the ice easing to the northward, the PIONEER proceeded in that direction until reaching nearly opposite *Cape Parry*, the southern entrance of *Whale Sound*, where she was again arrested by the ice in close pack, and made fast, in the hope of being able to examine that *Sound*, which is of limited extent (from eight to ten miles broad at its entrance), takes a north-easterly direction, and was filled with ice. After remaining a few hours, the ice began to close from the southward, rendering it necessary to forthwith retrace our steps, to avoid being beset; and we proceeded in the direction of the INTREPID.

"Having now, after full consideration, seen the impracticability of prosecuting further to the northward or westward in *Baffin's Bay* without risking detention for another winter, and the uncertainty of even then being able to do so, and considering that *Baffin's Bay* had been examined as far as the supposed *Jones's Sound* on its west side, and *Whale Sound* on the east, without any trace of the missing expedition; in addition to which, looking to the late period of the navigable season, I deemed it my duty to proceed at once to rejoin the ships and return to England, in accordance with the spirit of my instructions. We were, however, impeded a few miles to the northward of *Wolstenholme Island*, by a close and heavy pack to the southward until the 1st instant, when a slight easing of the ice took place, enabling us, after considerable difficulty and doubt, to rejoin the ships—the PIONEER on the morning of the 2nd, and the INTREPID, not being able to take the same lead, on the 6th.

"It is here necessary to notice that, had it not been for the capability of the screw propeller, most remarkable under such circumstances, I do not consider that either the passage across *Baffin's Bay*, or that to rejoin the ships, could have been accomplished in the manner or time they were.

"During the detention off *Wolstenholme Sound*, on the night of the 28th, the vessels were visited by a party of five Esquimaux, with dog-sledges. The confidence with which these harmless people approached the vessels, and their general manners, indicated their having visited the NORTH STAR, or some other vessel; and their state of health and appearance altogether betokened contentment and comparative comfort.

"On my return to the ships, I learnt from Captain Ommanney that, in crossing *Baffin's Bay*, they had been hampered considerably by the ice, and were compelled to pass to the northward of the *Cary Islands*.

"On the evening of the 6th of September, the expedition proceeded to make the best of its way out of *Baffin's Bay* and *Davis's Strait*; being much favoured by fair winds and open water, *Cape Farewell* was passed on the 16th, since which we have been followed by fresh gales and a high sea until abreast of *Aberdeen*, on the evening of the 26th.

"In concluding this report, I feel it to be due to express my sense of the ready and zealous co-operation I have received from Captain Ommanney, and of the efficient state in which the ship under his command has been at all times held; to the officers in command of the steam tenders; to the executive officers of the expedition, and to the heads of the respective branches, my best thanks are due; and I must not omit to notice the talented assistance I have had in the navigation of the expedition from Mr. Allen, master of the RESOLUTE. Of all in their respective stations (not forgetting the admirable conduct and spirited exertions of the crews) I cannot speak too highly; and hope, should their lordships be pleased to think favourably of the labours of the expedition entrusted to my charge, that they may be further induced to reward individual merit."

CORRESPONDENCE BETWEEN CAPTAINS AUSTIN AND PENNY.

"Her Majesty's ship *RESOLUTE*, off the Winter Quarters of Captain Penny's Expedition, August 11, 1851.

"Sir,—Having this day most unexpectedly reached your winter quarters, and also having had the satisfaction of a personal communication with you, I now beg leave to acquaint you that, having maturely considered the directions and extent of the search (without success) that has been made by the expedition under my charge, and weighed the opinions of the officers when at their extremes, I have arrived at the conclusion that the expedition under Sir John Franklin did not prosecute the object of its mission to the southward and westward of *Wellington Strait*.

"Under these circumstances, I now await your reply to my letter transmitted herewith, in order that I may make known to you at the earliest moment the plans for the future movements of this expedition.

"I have, &c.,

"Horatio T. Austin, Captain, &c.

"Captain William Penny, Her Majesty's brig *LADY FRANKLIN*, and in charge of an expedition searching for the expedition under Sir John Franklin."

"Her Majesty's ship *RESOLUTE*, off the Winter Quarters of Captain Penny's Expedition, August 11.

"Sir,—Having this day most unexpectedly reached your winter quarters, and also having had the satisfaction of a personal communication with you, I feel it incumbent (previous to making known to you my determination as to the further movements of the expedition under my orders) to request that you will be pleased to acquaint me, whether you consider that the search of the *Wellington Strait*, made by the expedition under your charge, is so far satisfactory as to render a further prosecution in that direction, if practicable, unnecessary.

"I have, &c.,

"Horatio T. Austin, Captain, &c.

"Captain William Penny, Her Majesty's brig *LADY FRANKLIN*, and in charge of an expedition searching for the expedition under Sir John Franklin."

"Assistance Bay, August 11.

"Sir,—Your question is easily answered. My opinion is, *Wellington Channel* requires no further search; all has been done in the power of man to accomplish, and no trace can be found. What else can be done?

"I have the honour to be, &c.,

"William Penny.

"Captain H. T. Austin, C.B., of Her Majesty's expedition in search of Sir John Franklin."

"Her Majesty's ship *RESOLUTE*, off the Winter Quarters of Captain Penny's Expedition, August 12, 1851.

"Sir,—I beg leave to acknowledge the receipt of your letter making known to me the result of the search of *Wellington Strait* by the expedition under your charge.

"I have now to inform you, that I do not consider it necessary to prosecute (even if practicable) a further search in that direction with the expedition under my orders.

"It is now my intention to proceed to attempt the search of *Jones's Sound*.

"I have, &c.,

"Horatio T. Austin, Captain, &c.

"Captain William Penny, Her Majesty's brig *LADY FRANKLIN*, and in charge of an expedition searching for the expedition under Sir John Franklin."

UNITED STATES' EXPEDITION.

The United States' searching vessel *ADVANCE* arrived at *New York* from the Arctic regions on the 30th ult. She had parted with the *RESCUE* in a gale of wind. The following appears on the subject in a *New York* paper:—

"It will be remembered that the latest previous intelligence from the *RESCUE* and the *ADVANCE* was to September 1850, received through the English papers. On that day they parted company with the English squadron, as mentioned in the despatches of Captain Penny. The same night they were frozen in at *Wellington Channel*. From that point commenced their northern drift, and they were carried up the Channel to latitude $75^{\circ} 25'$, the greatest northing ever attained in that meridian. During this time the violence of the eruptions of the ice was so great that they could not keep any fires regularly on account of the motion of the vessel. From that latitude they commenced drifting again to the south, and in November 1850 entered *Launceston Sound*. The mercury in the thermometer fell below zero, the bedding froze in every apartment, and the coffee and soup became congealed as soon as taken off the fire. The principal eruptions in the ice occurred on the 11th November and 8th December, 1850, and 13th January 1851, on which latter day the expedition entered *Baffin's Bay*. During the continuance of the vessels in this ice the vessels were lifted up by the stern as high as six feet seven or eight inches, with a lift to starboard of two feet eight inches, the discomforts and inconvenience of which may well be imagined. During this whole time, also, the men had their knapsacks constantly prepared, as well as sleighs, &c., not knowing but that at any moment the vessels, strong as they were, might be crushed by the ice. They were three weeks without taking off their clothes. Fortunately the ice lifted up rather than crushed the vessels, which lay often at a considerable elevation on the crest of the upheaving ice. It was at this time the scurvy broke out, attacking all the crew and officers. Captain De Haven and Dr. Kane succeeded by assiduous efforts in curing them all. From this ice the vessels emerged on the 10th of June, 1851, after an imprisonment of nine months. During this time they had drifted 1,060 miles, a polar drift unprecedented. During this whole imprisonment the two vessels suffered comparatively little damage. The *ADVANCE* lost part of her bows and part of her false keel. The *RESCUE* had her cutwater and bowsprit literally chiselled off. Having got both his vessels liberated Captain De Haven determined again to prosecute his search, and turned the *ADVANCE's* head to the northward. He succeeded in reaching *Upper Melville Bay*, but was therein again hemmed in with ice. From this he was not liberated until August 19th, at which time the season was so far advanced that it was impossible for him to proceed. He, therefore, reluctantly determined to return home. The *ADVANCE* called at the *Greenland* ports, where she obtained full supplies of fresh meats, vegetables, fruits, &c., and Dr. Kane soon had the happiness of seeing the scurvy entirely disappear. The expedition has returned without the loss of a man, which speaks volumes alike for the officers and the men. The American vessels last saw the English ship *PRINCE ALBERT* on the 12th day of August, standing to the south-south-east, after having given up, as Captain De Haven concluded, all hope of getting round the bay ice, and making for the southern passage. Captain De Haven thinks it probable that she would reach *Prince Regent's Inlet*. Dr. Kane thinks, after seeing the regions and the resources on shore, that Sir John Franklin and his crew are probably yet alive. The *ADVANCE* has brought home the relics of Sir John's visit to the place where three of his men were buried. We learn from Mr. Grinnell, that Lady Franklin entertained the same opinion as Dr. Kane with respect to her noble husband."

MR. C. R. WELD'S LETTER TO "THE TIMES".

"Sir,—The desponding tone of the letter from 'A Captain, R.N.', seems to be founded upon a mistaken interpretation of the last words in Captain Penny's letter. It is quite evident that some personal discussion of the question had taken place between Captain Austin and Captain Penny, and the latter is clearly irritated by being called upon to write any further opinion. He had done all that man with his means could do. What more could be expected of him? How else can we understand Captain Penny's urgent application, at the very moment of his return to England, to have a powerful steamer with which to go back to search beyond *Wellington Channel*? That *channel* had received a complete search. The result of the examination is to show, not only that the route by the north-west pointed out to Sir John Franklin in his instructions existed, but that it was open to him; and, knowing as I do the strong feeling that prevailed in the minds of all his officers, and also of the Admiralty, at that period, I have an entire conviction that this north-west route was taken; and it does seem not a little perverse, after the discovery of traces within the entrance to *Wellington Channel*, to maintain that the missing expedition did not go up that strait.

"Nor does your correspondent's assertion, that Lieutenant M'Clintock's wonderful journey to *Melville Island* demonstrates that Franklin did not reach that island, hold good; for he may be even now on the northern shores of that extensive land, whose limits to the west are unknown.

"Your correspondent overlooks the important fact, that there is evidence of the means of subsistence being found in high arctic latitudes, even more than in southern. Captain Penny saw birds innumerable, and bears, seals, and walruses, the latter of these animals being the most useful of any, in affording not only food,* but fuel; and in the island of *Spitzbergen*, in the high latitude of 80° N., herds of deer and musk oxen have been seen.

"It is clear that Captain Austin could not have shared the opinion of your correspondent relative to the possibility of supporting life for six or seven years in some way or other in the Arctic seas, otherwise he would not have accepted a command, the expected duration of which exceeds the period at which, according to the above theory, they must cease to exist.

"I am, sir, your humble servant,

"C. R. Weld.

"Royal Society, Somerset-house, October 7."

W. F.'s LETTER TO THE "TIMES".

"Sir,—Being one most interested in the fate of the missing expedition under Sir John Franklin, I cannot allow a letter which appears in your columns of the 7th instant, signed 'A Captain, R.N.', to pass unnoticed. It contains some statements that are at variance with facts, and is of a most mischievous and dangerous tendency.

"I do not think that the public generally are aware what Captain Penny's opinion upon this subject is, and having had several interviews with him, I will state in as few words as possible what it is, which will, I think, be the best answer to the Captain's letter.

"In the first place, so far from considering *Wellington Channel* searched, Captain Penny came home for the express purpose of obtaining from the government a powerful steamer to do this service. He wished to sail again this autumn as soon as a steamer could be got ready, but the matter having been laid before an Arctic council, it was decided that the season was too far advanced, and that the spring would be a better time to renew the search. If Captain Penny had considered *Wellington Channel* searched, why did he

* See note on the facility of enticing and capturing bears. page 8.

make an application to Captain Austin for one of his tenders to do this service ! Captain Penny is confident in his own mind that Sir John Franklin, having wintered at *Cape Riley*, in $45^{\circ} 6'$, (?)^{*} went up *Wellington Channel*. That there is no document found on *Beechey Island* is, indeed, extraordinary, but this Captain Penny attributes to their having left in a great hurry (as everything on the spot indicates), in consequence of the sudden break up of the ice.

"Now, with regard to their means of subsistence. Captain Penny states that one hundred miles up the *Channel* from *Cape Riley* he finds the ice becoming rotten; and thirty or forty miles further north he comes to open water as far as the eye could see, teeming with animal life. He saw deer, birds of many kinds, seals, and porpoises. This was on the 17th of May. The first bird seen at *Cape Riley*, more than two degrees south, was on the 2d of June. It would be vain to suppose that if Sir John Franklin came to this open water, he would stop and land a boat to build a cairn or leave traces. He would consider this waste of time, and make the best of his way.

"There is no reason to suppose that the expedition is lost, either from being wrecked or starvation, or that they have died of despair, as some say;—Franklin, Crozier, and Fitzjames, would not do that. It is, therefore, the duty of the government, with the new year, to set about fitting out a fresh expedition of search, a powerful steamer and two sailing vessels, commanded by a man of known and tried skill and courage, with ample means at his command, and empowered to act upon his own discretion.

"Pardon me for trespassing so long upon your valuable space; but I know from your article of the 7th that you are in favour of further search, and may England remember that the eyes of all the world are upon her, and may she never think that she has done her duty till she has either restored our long lost countrymen to their homes, or ascertained their fate.

"Your obedient servant,

"W. F.

"Lutterworth, October 9."

ARCTIC COMMITTEE.

(From the *Illustrated London News*, November 1851.)

"The members of this committee continue to hold their sittings, and examine officers of the recent Arctic expeditions. It appears that Captain Sir John Franklin, when parting with an intimate acquaintance at *Woolwich* on the night previous to the day of his sailing in the *EREBUS* for the Arctic regions, said it would be a long time before he would return home, as it was his intention to obey the instructions he had received from the Admiralty as far as possible; but his own impression was that he would obtain a passage up the *Wellington Channel*, and he would leave no means untried to effect a passage up that *Channel* before he returned. The anxiety of the Admiralty and of Lady Franklin that the search for the missing expedition should have previously been made in the direction of *Melville Island* was adopted from the best of motives, as, in the event of the vessels having been wrecked, the most probable place to find any of the survivors would have been in that direction. It having now been ascertained, as the result of the recent expeditions of Captain Austin and Captain Penny, that the *EREBUS* and *TERROR* have not been wrecked in the direction of *Melville Island*, the exertion of the officers and men of future expeditions will be to effect a passage up *Wellington Channel*, as the only direction in which it can now be expected to find or ascertain the fate of the long-absent officers and crews of Sir John Franklin's expedition."

* Point Riley is in Lat. $71^{\circ} 40'$.

EXTRACTS

from the Nautical Magazine, for November 1851.

[The following extracts are selected from a paper in the *Nautical Magazine*, and bear very strongly upon the question as to the route adopted by Franklin.]

COLONEL SABINE'S OPINION.

"You ask me, also, 'Could Franklin have gone there?' (into *Smith's Sound*.) If Sir John Franklin had proved that no passage could be found south-west of *Cape Walker*, or to the north-west through *Wellington Strait*, which were the directions he was instructed first to try, he both could and would doubtless have tried *Smith's Sound*, if the research in the two first named directions had left him a sufficiency of provisions. But as we know that he wintered at *Beechey Island*, and the traces exist of the heavy sledges of his reconnoitering parties along the coast to the north and north-west, since traversed by Captain Penny's officers, we know that he had learnt that *Wellington Strait* leads into a wide and extensive sea; and as we know that Sir John Franklin was not the man to turn from an examination which he was directed to make, till he had completed the examination, our first point must be to follow him in the direction which he is most likely to have taken; and I trust we shall see that tried both with steam-tender and steam-launches with as little delay as possible.

"Several circumstances are mentioned to me by Captain Penny, indicative either of occasional very heavy seas on the coasts and islands of *Queen's Channel*, or of an occasional much higher rise in the level of the water than can be well attributed to the surface drift of a sea closed to the north or north-west."

"..... I had the advantage of visiting Captain Penny a day or two ago. He speaks of several pieces of drift-wood found on beaches facing the north, on the southern shores of the great sea, into which the channels on either side of *Hamilton Island* lead; and on islands in that sea. These beaches, therefore, face the communication, if there be one, with the *Great Polar Sea*. We found one piece, and one piece only, as far as I recollect, in all our exploration of the southern shores of *Parry's Islands*: it was toward the south-east extremity of *Melville Island*, between *Points Ross* and *Griffiths*, and was found just as Captain Penny describes those on the north side of the islands, considerably above the usual high water mark, both in height and distance. It is remarkable (in connection with this subject) that Sir Edward Parry considered it probable, for several reasons, that in the vicinity of the spot where we found the drift-wood, i.e., at the east end of *Melville Island*, and on both sides of *Byam Martin Island*, the flood tide came from the northward between the islands. We have therefore, as facts, much drift-wood found in a limited research north of the islands, and a single piece only in a much more extensive research south of the islands. Granting a common origin, or channel of arrival (not necessary, but probable), it might come either from the north or from the south; but it is most reasonable to suppose it to have come from the quarter where it is found in considerable abundance, rather than from the quarter where only a single piece was found: the supposition of a northern channel for its arrival brings with it a train of very important consequences, amongst the most prominent of which are, the indication of a water communication with the continents of *America* or *Asia* more open than that between the southern shores of the *Parry Islands* and those of the continent of *America* lying opposite to them.

"Respecting tides, of which Captain Penny speaks as being so strong, I presume he means the set of water, whether tide or current. I understand him, indeed, to say so distinctly. In either case, a strong set of water such as he describes, is an indication of a considerable reach of open sea. Such an extent of open water as was actually seen by Captain Penny and his

officers, at a period of the year when Captain Austin was fast bound with a temperature scarcely, I believe, above zero, is indeed a remarkable fact. It may consist with the condition (if they prove such) of a sea of no extraordinary depth, enclosed all around by land, with no other communication but by *Wellington Strait*; but it would be a far more intelligible fact, if that sea should be found to communicate with a deep and extensive ocean to the north. Let that ocean be as extensive as it may, if it is a deep sea, and not much encumbered with land, it will be an open sea whatever may be its latitude.

"I consider it therefore a *geographical problem of first-rate importance*, to ascertain whether or not *Queen Victoria Channel* leads into a sea of that description. If it does, a larger portion of the earth's surface, still unknown to us, may be accessible, and for its physical relations and phenomena, as well as for the completion of the descriptive geography of the globe, will form a field for very interesting and important research. The existence of Wrangel's sea, in parallel circumstance, north of the continent of Asia, forms a strong feature in support. We have also much reason to suppose that we have been preceded in this line of research by Franklin; and that in following it we have great probability of ascertaining his fate, not unmixed with a reasonable probability of still affording aid."

LADY FRANKLIN'S OPINION.

....."But notwithstanding this, I am persuaded, now that it is pretty well proved my husband could not have penetrated south-west, according to the first part of his instructions, that he has taken the only alternative those instructions presented him, by going up *Wellington Channel*. Indeed, whatever argument may be used in opposition, there is one in favor of this view, which is stronger than any thing that can be urged against it, and that is, that I *know* he intended to try it. Private connections and domestic confidences cannot be brought forward in discussions of a public nature, nor are likely to be much attended to if they were; but to me they leave no room for doubt or hesitation whatever. Only tell me that they could not have taken a south-west course, and then I know they would besiege the gates of *Wellington Channel* (supposing they found them closed, which is only an hypothesis founded on the passing observations of the last two years), till the happy moment arrived when they yielded to perseverance. For to say there never is a passage in that direction, cannot be affirmed of *Wellington Channel* any more than it can of *Barrow Strait*, which we know was navigated far to the west by Sir E. Parry, though no one has yet been able to do so again. *Wellington Channel* was not only the uppermost object in my husband's mind when he left England, but it was also in Capt. Crozier's; and as to Capt. Fitzjames, it was with the most fervent wishes and anticipation that he looked to the northern route, and the younger officers had imbibed the same spirit. There must have been perfect unanimity on the subject, if such were required.

"The multiplied proofs of the prolonged sojourn of the *EREBUS* and *TERROR* at *Beechey Island*, were not needed to make me feel assured that if the ships could not penetrate to the south-west, and if *Wellington Channel* offered to them no greater obstacle than it presented to Penny, viz., that of an extensive but varying barrier of ice, which, as you know, was diminished last year, in the course of a few hours, by one half of its extent, or fifteen miles!—they would watch and wait for its opening. By that passage, doubt not the ships have gone; and by that, believe me, they must be followed.".....

LETTER FROM MR. JOHN BARROW.

....."The author of the article (in the *Nautical Magazine*) says that 'Franklin was aware of Sir John Barrow's aversion to the *Wellington Channel*, because it was always blocked up with ice.'

"The very reverse is the fact; my father's aversion to it being solely because (as far as experience went) *the Wellington Channel was always entirely free from ice*; and in corroboration of this, I would refer those who are interested in the subject, and desirous of arriving at a right judgment upon all points, to the parliamentary Blue Books, where it will be seen (at page 73, sessional No. 264, for 1848) that Sir John Barrow says, that 'the only chance of bringing them upon the Asiatic coast, is the possibility of some obstructions having tempted them to explore an immense inlet on the northern shore of *Barrow Strait* (short of *Melville Island*), called *Wellington Channel*, which Parry felt an inclination to explore; and more than one of the present party betrayed to me a similar inclination, which I discouraged, no one venturing to conjecture even to what extent it might go, or into what difficulties it might lead.'

"It could not have led them far, if it were always blocked up with ice. My own opinion remains unshaken, that the Franklin expedition has gone through that *channel* to the north-west."

OPINION OF A FRIEND OF CAPTAIN FITZ-JAMES.

"Reasons for believing that Franklin has followed the course of the *Wellington Channel* :—

"*First*—Because Sir John Franklin was ordered to proceed up *Wellington Channel*, that is, if he failed in getting to the south-west of *Cape Walker*. That he did fail in getting to the south-west is the conclusion arrived at by Captain Austin.

"*Secondly*—Because I know there was the greatest disposition on the part of Sir John Franklin's officers to go through the *Wellington Channel*, and to the northward of the *Parry Group*, and particularly so on the part of Captain Fitz-James.

"*Thirdly*—Because nothing has been heard of Sir John Franklin, and it is not easy to assign any other position from which he would not have been heard of before now.

"I know it has been asserted that after wintering at *Cape Riley*, he was drifted out, or went back through *Barrow Strait*, intending to return to *England*, and was wrecked at the head of *Baffin Bay*. I place no more faith in this than I did in the former prophecy, of his having foundered in *Baffin Bay*, before he had even entered the threshold of his discovery.

"In all letters I received from Captain Fitz-James, there was but one idea uppermost—to go a-head. The very words he repeatedly used—'Don't care is the order of the day; I mean, don't care for difficulties or stoppages—go a-head is the wish.' Again, he says (writing from the *Whale Fish Islands*), 'We hear this is a remarkable clear season (1845), but clear or not clear we must go a-head, as the Yankees have it; and if we don't get through, it won't be our fault.' 'The north-west passage is certainly to be gone through by *Barrow Strait*, but whether south or north of *Parry's Group* remains to be proved. I am for north, edging north-west till in longitude 140°.' 'We intend to drink Sir John Barrow's health in going through *Behring Strait*.' These, and a host of similar expressions, lead me to the conclusion that they pushed boldly on through the *Wellington Channel* without casting a look behind, or without an idea of even retracing their steps. The enterprising spirit of Sir John Franklin is known throughout the world; so is that of Captains Crozier and Fitz-James, and from a personal acquaintance with nearly every officer in the expedition, I can assert that but one spirit pervaded the whole."

"DIGEST OF SIR JOHN FRANKLIN'S INSTRUCTIONS.

"The orders are dated 5th May, 1845, and consist of twenty-three clauses, the points of which are these :—

- "1.—Selection to command the expedition.
- "2.—To make for *Davis Strait* and take provisions from Transport.
- "3.—To get into *Lancaster Sound*.
- "4.—Relating to steam propeller.
- "5.—To push to the westward in latitude $74^{\circ} 15'$ to about 98° W., thence to penetrate south-west.
- "6.—If prevented going south-west, and if *Wellington Strait* in passing was observed open, to consider, whether in the ensuing season he should not adopt *Wellington Strait* to the north-west, or persevere to the south-west.
- "7.—No land known in the *Polar Sea* beyond *Parry Islands*.
- "8.—If *Behring Strait* be passed, to proceed to *Sandwich Islands* and round *Cape Horn* home.
- "9.—Relates to wintering in Polar regions.
- "10.—Discretionary powers given as to the wintering and refitting.
- "11.—Caution against separating the vessels, and communicating with captain of the *TERROR*.
- "12.—To exchange observations.
- "13.—Relates to observations on magnetism.
- "14.—Entrusting magnetic observations to Captain Fitz-James.
- "15.—Portable observatory.
- "16.—Relates to observations.
- "17.—Relates to observations, and deep sea soundings, currents, etc.
- "18.—The north-west passage to the *Pacific* the main object of the expedition.
- "19.—To throw bottles with current papers overboard.
- "20.—To preserve specimens of natural history.
- "21.—Measures in the event of either ship being disabled.
- "22.—To correspond with the secretary, etc., logs, journals.
- "23.—Neutrality."

LADY FRANKLIN AND THE AMERICANS.

(From the *United Service Gazette*, November 1, 1850.)

"In some of the daily papers this week the following letter appeared, with the signature of Lady Franklin :—

"21, *Bedford-place*, *London*, September 12.

"My dear Mr. Grinnell—I write to you in much agitation and confusion of mind, which you will not wonder at when you hear that Captain Penny, with his two ships, has returned, and announces the approaching return of Captain Austin's squadron, after being out for only half the period for which they were equipped. . . . Captain Penny's letter is to-day before the Board of Admiralty, urging them in the strongest terms to dispatch instantly a powerful steamer to *Wellington Channel*, in which quarter, to the north-west, he has discovered the passage which there can be scarcely a doubt that the ships have taken, since it is the only opening they have found anywhere, and hundreds of miles of coast have been explored in the lower western direction to *Cape Walker*, *Bank's Land*, and *Melville Island*, without a trace of them. Drift wood in considerable quantities has come out of this north-west channel, and also a small bit of rather fresh English elm, which Penny pronounces must have belonged to our ships, and was probably thrown overboard.

"Thus the right track of the north-west passage and the course of the

missing ships are identical ; and I can only regret that our Squadron was not told they might attempt the making of the passage if they could, for in that case we should have had no abandoning of the search till many more struggles had been made to get into Behring's Straits. The barrier of ice in *Wellington Channel* did not break up last year, nor had done so this, when Penny left ; but his explorations, which extended to one hundred and eighty miles from the entrance, were made beyond it in boat sledges ; sixty miles beyond this he saw water, with land standing to the north-west. I can hardly conceive how he could resist following the open water which he saw beyond him, and which he is convinced leads into the so much talked of Polar basin. He is also convinced, with Dr. Kane, that there is a better climate in these more northern latitudes, with more natural resources of food and fuel ; some proofs of which he brings forward. We have every reason, then, to hope that some of our lost friends and countrymen may yet be able to support life in this region, though unable to return by the way which they came ; and the absence of any traces of them north of *Cape James*, on the east side of *Wellington Channel*, proves nothing at all against it, since they were not likely to linger on their way, to examine shores and islands, but would push on as fast as possible while the opportunity favoured them ; and the next trace to be found would probably be their second winter quarters.

"In confirmation of this view, Penny tells me that there are signs of their first winter encampment at *Beechey Island*, and of their having left it suddenly ; and that the summer of 1846, though extremely unfavourable to the whalers, who, on account of the prevailing winds, could not cross over to the west side of *Baffin's Bay*, must have been quite the reverse to our navigators.* You may imagine what a state of anxiety and agitation we are in, till we learn the decision of the Admiralty on the appeal now made to them. . . . Should we fail, we must look to America alone as our resource. To you will belong all the virtue and credit of continuing the search when our countrymen fail ; and to you will belong the honour and glory of succouring the distressed, and of settling for ever that vexed question which for centuries it has been the ambition of Europe, and of England in particular, to solve. I cannot abandon my husband and my countrymen both to their fate, just at the moment when the pathway to them has been found ; and, if need be, and my coming to the *United States* would help in engaging the active and energetic sympathies of your countrymen, painful, in many respects, as this trial would be, I would brace up my courage to the proof.

"But my head is growing weak, and my health is sinking—and then I have a beloved sister (not to mention an aged father, who is not now in a state to be conscious of my absence) whom it would almost break my heart to leave. I am sure you will tell, with all your accustomed truth and candour and kindness, what is your view of this point, in case the Admiralty fail me....

"It appears that it was Captain Austin's intention, to look into *Wellington Channel* himself, and also into *Jones's Sound* before he returned home ; but as to the former, Penny says he will find the ice impassable, so that he will be sure not to be able, as an eye-witness, to see the opening. Nothing, perhaps, could penetrate it in its present state but the four hundred horsepower steamer, and that cannot be done this year, though Penny says, if the steamer could be ready to sail in three weeks or a month from hence, he thinks he could still get her up to *Lancaster Sound* this season, or at any rate to some convenient locality, which would enable him to commence early operations next spring. I intended writing much more to you about your own two gallant ships, and their winter of almost unparalleled anxiety ; but, as I wish to address a few lines to Judge Kane, I believe I must forbear, and refer you to my note to him, which I shall enclose and leave open. Captain Penny has studied the northern part of *Wellington Channel* with

* Should we not read "east side of Baffin's Bay", in place of "west side".

your names, and the names of our brave and generous allies in your ships. I am greatly pressed for time, having more writing than I can possibly get through.

"Believe me, my dear Mr. Grinnell, ever most truly and respectfully yours,

"Jane Franklin."

"This letter, copied from the *New York* papers, created some little stir among the Arctic Committee, who, we believe, called on Lady Franklin to explain her reasons for so severely reflecting on the English Admiralty. What reply her Ladyship made to the Committee we know not; but subsequently the *Morning Herald*, in a short paragraph, stated that the letter was copied from the American papers, and added that its publication must have been a 'breach of confidence'. Whereupon Lady Franklin wrote the following rejoinder:—

To the Editor of the Morning Herald.

"Sir—There appeared to my great concern in your paper of yesterday a private letter of mine to Mr. Grinnell, without any explanation of the source whence it was derived. Being anxious to exonerate myself from being privy to its publication, I requested a friend of mine to do me the favour of inserting a paragraph which would give the necessary explanation, without dictating the terms in which it was to be made. You have kindly complied with this request, but in adding that the publication of my letter appeared 'a breach of confidence', you have unintentionally caused me still greater pain by making me appear as the accuser of a beloved and honoured friend and benefactor, the most noble-minded and honourable of men.

"I know not how the letter found its way into the American paper, but it is too easy to perceive that the kindest of motives might have induced Mr. Grinnell or his friends to publish it to his countrymen.

"I must ontreat you to take some means of counteracting an imputation which, if supposed to proceed from myself, would convict me of great ingratitude and injustice; and can only regret that it is impossible for you to do this without, I fear, again bringing my name before the public.

"Jane Franklin."

THE PROPOSED FURTHER SEARCH FOR SIR JOHN FRANKLIN BY LIEUTENANT PIM, R.N.

[From *The Times*, Nov. 14, 1851.]

"The first meeting of the Royal Geographical Society for the session of 1851, was held, on Monday night, at the rooms of the Society, No. 3, Waterloo-place, and was very numerously attended. The chair was taken, at half-past eight o'clock, by Sir Roderick Murchison, the President of the Society. He had to introduce to their notice Lieutenant Pim, a gentleman connected with the royal navy, who would lay before the meeting a new plan for the relief of Sir John Franklin and his gallant companions in the Arctic seas.

"Sir R. Murchison having read a letter sent by him to the imperial government of *Russia*, with a view of obtaining for Lieutenant Pim the aid and protection of the Russian government in his proposed endeavours to rescue Sir John Franklin and his companions from the Arctic regions, introduced that gentleman to the meeting, who received him with general and enthusiastic cheering.

"Lieutenant Pim commenced by stating that he had been invited to lay before the Society a detailed plan for discovering Sir John Franklin's expedition; and expressed his belief that the missing ships were not to be found on the coast of *America*, but on that of *Asia*. While he was on board Her Majesty's ships *HERALD* and *PLEVER*, exploring the Arctic regions, the fate of Sir John Franklin was daily the subject of consideration; and he could

not but be struck with the fact, that the plans adopted for the relief of that gallant little band had been based on the supposition that the *Errenus* and *Tennon* had failed at the very commencement of their voyage. In fine, he was convinced that Sir John Franklin would not be found on the threshold of the north-west passage. Wrangel's narrative having been perused attentively, the fact that Wrangel, as well as Anjon, found an open sea in several places, during the cold season, in comparatively high latitudes, impressed itself upon him. In support of his views he read an extract from a letter lately received from Admiral Sir Francis Beaufort, in which that officer stated his conviction, that if the *Errenus* and *Tennon* should succeed in passing through *Wellington Channel*, they would find the *Northern Ocean* comparatively free from ice, and find it an easy matter to penetrate to the westward. Franklin's difficulties would therefore come when, having made his westing, he might endeavour to haul to the southward for *Behring Straits*; for Cook, Beechey, Kellett, and all navigators who had passed through that opening, found the *soundings decrease* on approaching the southern edge of the ice, making it almost demonstrable that a bank of some hundreds of miles in length, and most likely rising up into many islands, stretched across from west to east. If those ships, therefore, did find their way through *Wellington Channel*, they had got into some labyrinth of ice and islands abreast of *Behring Straits*, or further west, on the flats off the coast of *Siberia*. From that opinion of Sir Francis Beaufort, and taking all other circumstances into consideration, it appeared to him that Sir John Franklin, having passed through *Wellington Channel*, attained the *Polynesia*, and would then naturally steer to the westward; and when reaching the meridian of *Behring Straits*, re-enter the ice, in order to penetrate to the *Pacific Ocean*. Difficulties, however, would again impede his progress. Enclosed in the frozen masses which had checked the advance of every navigator from the earliest to the present time, he would be at the mercy of the winds and currents, rendering it problematical to which coast he would be driven,—whether to that of the new or old world. The endurance, hardihood, and courage of a Richardson, a Kellett, a Pullen, and a Rae, had afforded negative evidence that the coast of *Northern America* was not the country where the final settlement of the question, 'What has become of Sir John Franklin?' must be determined. The next place, therefore, to which attention turned, was *Siberia*. Wrangel's narrative, proving that pieces of wreck had been found on the Asiatic shores, and historical accounts stating that various Russian expeditions experienced the greatest difficulties in penetrating even a short distance easterly, made it evident that the very cause which produced that effect upon the Russian vessels, would bring about an opposite result upon any ships which might happen to be about the meridian of *Behring Straits*; consequently, that a well-organized search of the Asiatic shores would afford results highly satisfactory. Her Majesty's ship *HERALD*, after an absence of six years, having returned to *England*, after three times visiting *Behring Straits*, without more success than the squadron on the eastern side of *America*, and the fate of Sir John Franklin being still wrapped in mystery,—he considered it his (Lieutenant Pim's) duty to make known that conviction, and to submit to the Lords Commissioners of the Admiralty a plan for obtaining traces of the missing expedition. His proposal was to start on the 18th of the present month, and to travel by way of *St. Petersburg*, *Moscow*, *Tobolsk*, *Irkutsk*, and *Jakoutz*, to the mouth of the *Kolyma*, and thence commence exploring the coast of *Siberia* east and west,—a distance little short of 10,000 miles. He did not ask for a party, but merely for a companion and servant; and stated that the expense attending the journey would be trifling, in comparison with the results which it appeared to promise. To his great disappointment, the Admiralty declined to undertake his plan. Lady Franklin, however, impressed with the hope of obtaining some satisfactory intelligence, requested him (Lieutenant

Pim) to carry out his proposal by private means; and, unlimited absence being granted by the Admiralty, he had no hesitation in responding to her desire. The funds which Lady Franklin was able to devote to this expedition amounted to no more than £500,—a sum obviously inadequate to such an undertaking. It was therefore determined to use that money for fitting out the expedition, and to appeal to his Imperial Majesty of Russia to assist in effecting this object. An interview with the head of the Foreign-Office was obtained, and he could not speak too gratefully of the kindness of Lord Palmerston on that occasion, as well as Mr. Addington's promptitude in forwarding the necessary documents. It was accordingly his intention to proceed to *St. Petersburg* on the 18th instant, and enlist the sympathy of the Russian government in the cause. His original plan had undergone some modification; and, in consequence, he was compelled to proceed alone, and look forward to companions provided by the imperial service of *Russia*. Supposing that the negotiation with the court of *Russia* terminated favourably, his track would lead from *St. Petersburg* to *Moscow* by railway; from *Moscow* to *Irkutz*, by *Teligi*, on sledges, a distance of 3,544 miles; and from *Irkutz* to *Jakoutz*, also on sledges, a distance of 1,824 miles. The whole journey occupying about four months. At *Jakoutz* all regular travelling conveniences terminated; and the 1,200 miles to the *River Kolyma*, as well as the 2,000 miles of search, would have to be performed in a manner best adapted to the resources of the country. In 1854 the task might be completed, if, unfortunately, before that time, no traces should have been found.

"Captain Penny concurred in the view taken by Lieutenant Pim, and believed that Sir John Franklin might have advanced by *Behring Straits*, as he found a large quantity of drift-wood in the channel that he (Captain Penny) had discovered in his late voyage.

"The Chairman then moved the thanks of the meeting to Lieutenant Pim for the lecture they had that night heard, and coupled with it the following resolution:

"That the Council of the Royal Geographical Society have requested the President, on their behalf, to wait on the First Lord of the Admiralty, and make known to him the proposed expedition of Lieutenant Pim, the steps which have been taken by the Royal Geographical Society, in behalf of that officer, with the Russian authorities, and to solicit the countenance and assistance of the Admiralty."*

"The resolution was carried by acclamation."

* It has been announced in the "Times", we are rejoiced to add, that Her Majesty's Government have since advanced, through the Geographical Society, the sum of £500 in aid of Lieutenant Pim's projected journey.

REMARKS, ETC.

THE course pursued by Sir John Franklin after quitting his winter quarters at *Beechey Island* in 1845-6, has been a fruitful subject for speculation among all interested in the fate of the missing expedition. Whilst some advance the idea that Sir John proceeded westward, past *Cape Walker*, and to the southward of *Melville Island*, others imagine that he returned eastward along *Barrow Strait*, and turning to the north, attempted the supposed passage by *Jones' Sound*; and, lastly, some conceive that Franklin, assisted by an open season and favourable winds, sailed up the *Channel*, at whose southern extremity he had wintered, and, obtaining a considerable westing in the *Great Gulf* or *Sea* into which *Wellington Strait* conducts, has, owing to casualty or unforeseen obstacles, and a remote position, become incapacitated either to continue his course, or to return to those parts which are known to us. The evidences collected by the recent operations under Captains Austin, Penny, etc., though sufficiently meagre and inconclusive, seem, nevertheless, to tell all one way—and that in support of the route by *Wellington Channel*.

The foregoing despatches, etc., have been collected, put together, and digested, under the hope that from the facts related in the official reports of the explorers, added to the various comments and opinions their publication has elicited from the press, some overbalancing *probability* (for little beyond a good probability can be attainable in the case) might, by sifting and weighing, be deducible. And if we do not deceive ourselves, the following considerations will contribute towards establishing the probability sought.

1st. The fact of the *only traces* hitherto discovered being found at the very gate or entrance of Penny's newly-discovered Sea.

2nd. The total absence of all other marks, relics, or intelligence relating to the ships in every other quarter yet explored, taken in connection with the improbability, (assuming a westerly or southerly course from *Beechey Island* to have been adopted, thus naturally approximating them to the American coast line), of the vessels having failed to come under the notice of the Esquimaux in case of their safety, or, in case of their wreck and destruction, some vestige or token of the catastrophe coming to light during a period so extended. For nearly the whole seaboard of Arctic America, it must be remembered, has been examined by various searching parties, without reckoning upon the stimulus to observation created by the

reward offered to the natives for information—and its utter unproductiveness.

3rd. That, presuming the *EREBUS* and *TERROR* to have *both* been lost whilst following the said westerly or southerly direction, the unlikelihood that of all the numerous hands not one should succeed in attaining the adjacent continent, or *Hudson's Bay* territories, to relate the disaster.

4th. It seems, indeed, that the only conditions under which an opinion, favourable to the safety of Franklin and his party, can be sustained are,—

I. His having advanced to a very remote position in some high latitude, and—

II. His detention there, produced either by wreck or by blockade, and continued by the lack of means to overcome the distance to be traversed ere inhabited or frequented regions could be reached.

5th. Bearing upon this part of the question, is the subjoined paragraph, which is transferred from the President of the Geographical Society's last address, delivered in May 1850. It says, "On the 15th of last August, the *HERALD* had attained the latitude of $71^{\circ} 12' N.$, and longitude $170^{\circ} 10' W.$; and on the 16th discovered an almost inaccessible island of granite, rising 1400 feet above the sea, beyond which a range of high land was seen." "It becomes a nervous thing," continues Captain Kellett, "to report a discovery of land in these regions without actually landing on it; but as far as a man can be certain who has one hundred and thirty pair of eyes to assist him, and all agreeing, I am certain we have discovered an extensive land." Now it will be recollected that Serjeant Andreyev, the active Russian who conducted an expedition of discovery in the *Icy Sea*, in 1762, affirmed that he had reached a country called *Tikigen*, having a coast line trending nearly parallel to that of northern *Siberia*, and inhabited by a race named *Kraihaï*. This account was held to be apocryphal by most geographers, and imputed to an optical delusion by Baron von Wrangel; yet the narrative of Captain Kellett goes far to corroborate Andreyev's statement. Even the high land described by von Wrangel himself from *Yakan* may, it is not too much to say, have formed some portion of the disputed region; and besides the discoveries of Captain Kellett, elevated peaks, which may reasonably be concluded to form a part of the same land, were observed by Commander Moore, whose track lay further eastward than that of the *HERALD*. Now, putting these circumstances in conjunction, the inference is far from an improbable one, that a continuous coast line may extend from the vicinity of *New Siberia* in the west, to the vicinity of *Banks's Land* in

the east. In the event of such an hypothesis proving correct, it will be obvious that should Franklin have succeeded in penetrating through, and to the westward of *Wellington Channel*, the interposition of this tract would preclude all possibility of his bringing his ships again so far south as to reach *Behring's Strait*, unless the westerly course were greatly prolonged, or the *Wellington Channel* again traversed."

Accepting the preceding theory as a good one, the conditions of remoteness and isolation would be fulfilled; and it is not so unlikely an event as at first blush it seems, that Franklin may have succeeded in passing the 170th meridian of west longitude, whilst far to the north of *Behring's Strait*,* and be even now wedged up somewhere above the continent of Asia; or, not impossibily, that of Europe.

With regard to the means of sustenance offered in these regions, we would refer to the notes at page 8, and likewise to the evidence on this head afforded by the foregoing papers. The last, especially, go to prove an extreme abundance of animal life in the neighbourhood, and to the north of the *Parry Islands*, and shew, perhaps, that one of the worst-founded apprehensions in relation to the absent expedition is that based upon their imagined want of food.

* It is scarcely necessary to observe, that the higher the latitude reached, the shorter the distance between the meridians. Thus, a journey from one given meridian to another, which would occupy a *month's* space in latitude 68°, might, at the same rate of progress, be accomplished, twelve degrees further north, in a *fortnight*.

(For further observations as to Franklin's course, see the extracts from the November number of the *Nautical Magazine*, inserted at page 36. These were not perceived until subsequently to the jotting down of the preceding few remarks, but aid most materially the view which we have there ventured to take.)

APPENDIX.

ARCTIC COMMITTEE.

Since printing off the foregoing, the Arctic Committee have delivered their Report.

They recommend, that "an expedition should be dispatched next year to *Barrow Strait*, consisting of the same ships which composed Captain Austin's division, viz., two sailing ships, and two steamers, with orders to proceed direct to *Beechey Island*, and to consider that harbour—beyond which they think one sailing ship and one steamer should on no account be taken—as the base of future operations."

That "all the strength and energy of the expedition should be directed towards the examination of the upper part of *Wellington Strait*."

That "in the event of *Wellington Strait* being found open on the arrival of the expedition in the summer of 1852, one of the ships and one of the steamers should seek winter-quarters to the north; thus placing themselves in a more favourable position for commencing the land search in the ensuing season."

And that, on the opinion of the Committee,—

"All further exploration in the direction of *Melville*, or to the south-west of *Cape Walker*, is wholly unnecessary."

LETTER FROM CAPTAIN PENNY TO THE GEOGRAPHICAL SOCIETY.

"Pulmuir, Aberdeen, Dec. 3, 1851.

"Sir,—I beg to lay before you, and the scientific body to which you belong, a few observations which came under my notice during my late voyage in search of Sir John Franklin, which I consider of great importance at the present critical moment.

"On the 25th of August, 1850, having joined Captain Ommanney on the west side of the *Wellington Channel*, and seen the traces found by him of the missing ships, I considered it my proper course to return to the eastern shore of the channel, with the view of examining those parts more closely than had been done before.

"The result of my return was most satisfactory, for not until then were the winter quarters of the missing ships discovered; and what is of still more importance in my estimation as regards the route of the missing ships, a watch-tent upon a height about four miles north and west from the position occupied by the ships. The tent was evidently for the purpose of watching every move of the ice in *Wellington Channel*. We also saw the ruins of sledges going and returning from making observations upon the channel, and in the tent we found a small piece of paper, with the words

'to be called'. The other part of which must have been torn off, thus evidently showing that a regular watch had been kept.

"On the 5th of September, 1850, from the top of *Cape Spencer*, a height of at least seven hundred and thirty feet, open water was observed beyond the fixed ice in the channel. The strong easterly gales which we experienced some time previous to the above date, had counteracted the prevailing current from the westward, and had driven the ice through *Queen Victoria Channel* into the *Arctic Basin*.

"On the 7th of September, a strong northerly gale brought away fifteen miles of ice down *Wellington Channel*, leaving only about fifteen miles of ice between the two seas.

"Having commenced our travelling on the 13th of April, 1851, I came upon water and decayed ice on the 15th of May, in the channel between *Cornwallis Land* and *Baillie Hamilton Island*, obliging me to return by the east of the said island, and then to the north: we gained *Point Surprise*, in latitude $76^{\circ} 2'$, longitude $95^{\circ} 55'$. The water washed the *Point* at my feet, and extended twenty-five miles west. The sky indicated water to the north round *Dundas Island*.

"The moment I stood upon *Point Surprise*, with a full view to the west, I exclaimed, 'Through this channel Sir John Franklin has gone in clear water. Oh, for a boat.' With this conviction on my mind I returned, with the determination to use every exertion to get a boat up to this water.

"On the 29th of the same month, Messrs. Goodsir and Marshall, advancing with their party along the shore of *Cornwallis Land*, were forced to return for water with still thirty days' provision upon their sledges.

"Again, on the 31st of May, Captain Stewart, having advanced as far as *Cape Becher*, by the east side of the channel, and along *Albert Land*, came to water, and from a height of seven hundred feet found nothing but open sailing ice as far as the eye could reach, to the west and north-west.

"On the 6th of June a boat was fully equipped, and a journey commenced for *Victoria Channel*, some of the party having only returned thirty-four hours from a journey of thirty-one days. On the 17th of the same month, the boat was launched into the water in longitude 96° west, and continued to contend for thirty-three days with adverse winds and rapid tides, which brought the drifting ice in such quantities to the eastward, as to block up the various channels between the islands, leaving an open sea beyond, seen from the top of *Baillie Hamilton's Island*. My utmost exertions were so hampered, that only three hundred and ten miles of island coast were examined by the boat party; but had a strong easterly wind prevailed for only a short time, so as to counteract the effects of the westerly current, what might not have been done even with that small boat?

"It is my conviction that the tide flows from the north-west in *Victoria Channel*, although there is a regular rise and fall of four feet; still, in mid-channel, the current seemed to run the greater part of the twelve hours to the eastward, which, I have no doubt, was greatly influenced by the strong N.W. and W.N.W. winds which prevailed for a whole twelvemonth; but amongst islands and narrow channels one would require longer time for making observations to enable him to speak with certainty on this subject.

"In *Davis's Straits* and *Baffin's Bay* the tide flows from the south; in *Launceston Sound* it flows from the east.

"With the knowledge we have acquired by our late search, who can now doubt the route Sir John Franklin has pursued? A watch-tent to observe every move in the *Strait*, and the evident signs of a hasty departure, amount, in my mind, to a conviction that he had passed in open water through *Wellington Strait* and *Victoria Channel*, and along *Prince Albert's Land*, which I am strongly of opinion exceeds five hundred miles north-west; and until that distance is reached no further traces will be discovered.

"Had not Sir John Franklin been further advanced, would I not have

found traces of him in the islands I have searched, or about headlands, where birds build their nests, and thousands of eider and king ducks are to be found? I may mention here, that during my last voyage a whale-boat was filled with eggs on a small island on the east side of *Davis Straits*, in latitude $73^{\circ} 40'$, and we could have taken four boatloads off the same island had the birds been in season; and when such is the result of experience, who can deny that Sir John Franklin and his brave companions may not exist still?

"On the 20th of June, I saw narwals, walrus, and white whales making their way down the channel, seeking the protection of the ice, the same as I have seen in latitude 69° in *Davis Straits*. These animals migrate north at the same season every year for the same purpose, which is a convincing proof that a sea does exist beyond *Queen Victoria Channel*, comparatively open and free from ice, and that they instinctively seek the protection of the ice, which remains longer in these narrow straits.

"Sir John Franklin and his brave companions left their native shores to battle for science. Humanity demands that this search should not be given up until the searchers shall have passed through the *Arctic Basin* and out into the *Pacific Ocean*; and until such a course be pursued, the fate of our missing country can never be ascertained.

"I have, &c.

"Wm. Penny,

"Late Commander of an Arctic Expedition.

"To the President of the Royal Geographical Society."

