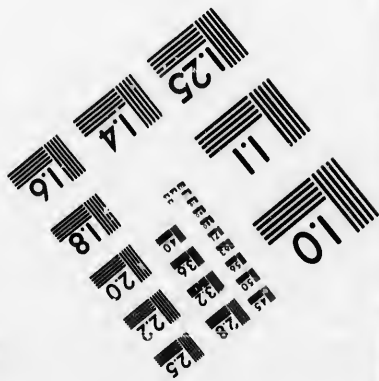
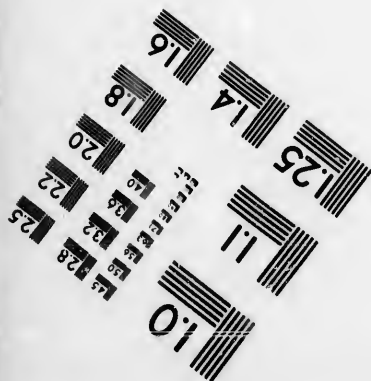
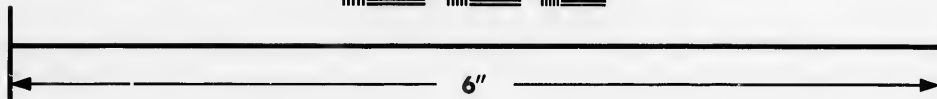
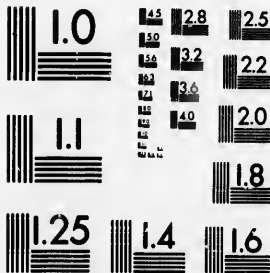


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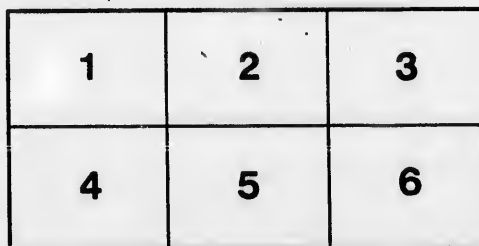
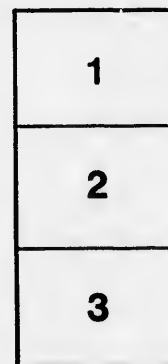
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of this problem depends, at the same time, upon the accuracy of the observations, and upon the perfection of the analysis. It is very important to reject every empirical process, and to complete the analysis, so that it shall not be necessary to derive from observations any but indispensable data. The intention of this work is to obtain, as much as may be in my power, this interesting result.'

It is a work of great genius and immense depth, and exceedingly difficult to be comprehended. This arises, not merely from the intrinsic difficulty of the subject, and the medium of proof employed being the higher branches of the mathematics,—but chiefly from the circumstance that the author, taking it for granted that the subject would be as plain and easy to others as to himself, very often omits the intermediate steps and connecting links in his demonstrations. He jumps over the interval, and grasps the conclusion as by intuition. Dr. Bowditch used to say, 'I never come across one of La Place's "*Thus it plainly appears,*" without feeling sure that I have got hours of hard study before me to fill up the chasm, and find out and shew *how* it plainly appears.'

Dr. Bowditch says, in his Introduction to the first volume, 'The object of the author, in composing this work, as stated by him in his Preface, was to reduce all the known phenomena of the system of the world to the law of gravity, by strict mathematical principles; and to complete the investigations of the motions of the planets, satellites, and comets, begun by Newton in his Principia. This he has accomplished, in a manner deserving the highest praise, for its symmetry and completeness; but, from the abridged manner in which the analytical calculations have been made, it has been found difficult to be understood by many persons, who have a strong and decided taste for mathematical studies, on account of the time and labour required to insert the intermediate steps of the demonstrations, necessary to enable them easily to follow the author in his reasoning. To remedy, in some measure, this defect, has been the chief object of the translator in the Notes.'

(To be continued.)

Spirit of Discovery.

FRENCH EXPEDITION TO THE NORTH.

IN a few days, the corvette *La Recherche* will sail from Havre for the Feroe Isles; to proceed thence to Hammerfest, and thence join the Swedish, Norwegian, and Danish, scientific corps, who, in conjunction with the French commission, have prosecuted, during the past winter,

a rigorous course of astronomical, magnetic, and meteorological observations, which the united bodies will continue during the ensuing year.

PROGRESS OF NORTH AMERICAN DISCOVERY FOR 1838.

[We have much pleasure in submitting to the reader the official report of the Expedition, dispatched by the Hudson's Bay Company, to complete the discovery successfully begun by Messrs. Dease and Simpson, in 1837. The furthest point explored was in lat. 68 deg. 43 min. N., and long. 106 deg. 3 min. W., making a total of 120 miles of continental discovery.]

Fort Conference, Great Bear Lake, 1838.

Hon. Sirs,—It now becomes our duty to report the incomplete success of the expedition to the eastward this summer, in consequence of the extraordinary duration of the ice. Much, however, has been done to prepare the way for another attempt next year, and our hopes, instead of being depressed, are elevated by the knowledge so painfully acquired this season.

On the 6th of June our boats were conveyed on the ice to the mouth of Dease's River (then just open), the ascent of which was commenced the following day. With some assistance from Indians we reached the portage leading to the Dismal Lakes discovered by Mr. Simpson last winter, and carried the boats across it without accident. The ice on these lakes was still perfectly solid, and we were provided with iron-shod sledges for the passage; on these we fixed the boats, and the wind being fair, hoisted sail, which greatly aided the crews on the hauling-ropes. In this manner these frozen reservoirs, which are full 30 miles long, were passed in two days, and we reached our provision-station at Kendall River on the 19th. There we had the satisfaction to find the two men left there by Mr. Simpson, in April, well, and their two Indian hunters successful in the chase. Two of these active fellows consented at once to accompany us along the coast, and proved not only good voyagers, but during our frequent detentions among the ice, killed so many reindeer as enabled us to save nearly half our summer's stock of provisions. On the next day, June 20th, we proceeded to the Coppermine River, which we found still fast. It gave way on the 22nd, and we descended all its "terrible" rapids at full flood, while the ice was still driving. Below the Bloody Fall the river did not clear out till the 26th, and on the 1st of July we pitched our tents at the ocean. Two or three Esquimaux families were seen there, but they took the alarm, and fled over the ice

towards some distant islands. Here, and on various parts of the coast, a fine collection of plants was made by Mr. Dease.

We remained imprisoned in the mouth of Coppermine, awaiting the opening of the ice, till the 17th of July. Our subsequent progress along the coast was one incessant, we may say desperate, struggle with the same cold, obdurate foe, in which the boats sustained serious damage, several planks being more than half cut through. At various points we saw *cachés* of the Esquimaux placed upon lofty rocks, out of reach of beasts of prey; but we did not fall in with any of the owners, who seemed to have all gone inland to kill reindeer after their winter seal-hunt among the islands. Fragments of Dr. Richardson's mahogany boats were found widely scattered; and many articles left by his party at the Bloody Fall were carefully preserved in the native keepings. On the 29th of July we at length succeeded in doubling Cape Barrow. The northern part of Bathurst's Inlet was still covered with a solid sheet of ice: and, instead of being able to cross over direct to Point Turnagain, we were compelled to make a circuit of 140 miles by Arctic Sound and Barry's Islands. On the easternmost of that group Mr. Simpson discovered, at the base of a crumbling cliff, several pieces of pure copper ore, and the adjacent islands had also the appearance of being strongly impregnated with that metal. A series of specimens of all the principal rocks along the coast were preserved. In order to attain Cape Flinders, we had to perform a portage across an island, and several over the ice. On the 9th of August we doubled that cape; and in a little bay, three miles to the southward of Franklin's furthest encampment in 1821, our boats were finally arrested by the ice, which encompassed them for 22 days! so different was the season of 1838 from that of 1821, when Franklin found a perfectly open sea there on the 15th of August.

In June, the early part of July, and the middle of August, we had frequent storms, accompanied by snow and frost, but during the greater part of July and the beginning of August calms prevailed, which, together with the severity of the preceding winter, we consider as the cause of the tardy disruption of the ice this season.

On the 20th of August we were obliged to relinquish all hopes of advancing further with the boats. That our efforts might not, however, prove wholly fruitless, Mr. Simpson offered to conduct an exploring party on foot for ten days. It was at the same time arranged between us, that, in the event of any favourable

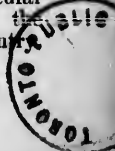
movement taking place in the ice, Mr. Dease should advance with one boat. Signals were agreed upon in the event of our missing each other on the way, and should we unfortunately do so, the last day of August was fixed for the rendezvous of both parties at Boat Harbour. That unlucky spot is situated in lat. 68 deg. 16 min. 25 sec. N., long. 109 deg. 20 min. 45 sec. W.; variation of the compass 46 deg. E. Mr. Simpson's narrative of his journey and discoveries to the eastward is annexed.

On the 31st of August we cut our way out of our icy harbour, the grave of one year's hopes, and, having the benefit of fair winds, crossed Bathurst's Inlet, among Wilmot Islands, and safely re-entered the Coppermine River on the 3rd of September. The following day we proceeded to the Bloody Fall, and there secreted our superfluous provisions. The ascent of the Coppermine, (hitherto deemed impracticable,) to near the junction of the Kendall River was accomplished on the fifth day. We deposited the boats in a woody bluff, where they can be conveniently repaired next spring; then, taking our bundles on our backs, we traversed the barren grounds, and returned to winter quarters yesterday.

Here we had the satisfaction to find everything in good order; the buildings rendered more comfortable, and some provisions collected. Our return, so much earlier than we ourselves expected on leaving Port Turnagain, has enabled us to commence the fall fisheries in good time; and though our stock of ammunition and other necessaries for the Indians is reduced very low, want no longer stares us in the face, as it did for several months after our arrival here last year. We are most happy to add, that the natives have experienced neither famine nor sickness this season, the only death within our knowledge being that of a blind old man.

September 20.—We have the honour to acknowledge the receipt, this afternoon, of Governor Simpson's despatch of the 28th of February. As things have fallen out this season, it is fortunate that no party was sent down the Great Fish River to meet us: and from the experience we now possess of the coast to the eastward, we are of opinion that a retreat by the Coppermine may be effected when the ascent by the Great Fish River would be no longer practicable.

We feel deeply indebted for the confidence reposed in us, and the ample authority granted by the Governor's circular and previous letters to draw upon the resources of all parts of the country.



This power we have hitherto used in extreme moderation, and we are glad to say that we are not reduced to the necessity of exercising it any further. One of our men leaves us in consequence of a bad complaint, and has been replaced by a servant from M'Kensie's River.

To chief trader M'Pherson, the gentleman in charge of that district, we are indebted for valuable assistance in many ways, likewise to chief factor M'Leod, of Athabasca. Between them our order of last winter for an additional supply of pemmican, dogs, sledge-wood, leather, ammunition, guns, axes, and tobacco, has been completed; while the prompt and kind attention of chief trader Ross, of Norway-house, has fulfilled the private orders of our people, for a part of which we now send to Great Slave Lake.

We are, &c.,

P. W. DEASE, Chief Factor.

T. SIMPSON.

To the Governor, Deputy-Governor, and Committee of the Hon. Hudson's Bay Company, London.

NARRATIVE OF A JOURNEY ON FOOT TO
THE EASTWARD.

ON the 20th of August, the date appointed for the return of former expeditions from these desolate shores, I left our boats, still hopelessly beset with ice, to perform a ten days' journey on foot to the eastward, and my companions were five servants and two Indians: we carried a wooden-framed canvas canoe, and nearly the same other baggage as on the journey to Point Barrow last year, with the addition of a tent for the nightly shelter of the whole party, on a coast almost destitute of fuel. Each man's load, at starting, weighed nearly half a cwt., and our daily progress averaged twenty geographical miles. About the middle of the first day's journey, we passed the furthest point to which Sir John Franklin and his officers walked in 1821. Beyond that, the coast preserved its N.N.E. trending to the encampment of the same night, situate on the pitch of a low cape, which I have named Cape Franklin. From the west to the north-east, a new land, or crowded chain of islands, of great extent, in many places high and covered with snow, stretched along at the distance apparently of thirty miles, and led to the apprehension that we were entering a deep sound or inlet. The main land now turned up to E.N.E., which continued to be its general bearing for the three following days. It is flat, its outline or path leading alternately over soft sand, sharp stones, and swampy ground. At the distance of from one to two miles the coast is skirted by a range of low stony hills, partially clothed with dull verdure, which sends down to

the seas numberless brooks and small streams; none of the latter, at that season, reached above our waists, though the deep and ragged channels of them shewed that, in the spring, they must be powerful torrents. Two leagues inland, a hill, which I have named Mount George after Governor Simpson, rises to the height of 600 feet, and forms a conspicuous object for a deep journey; on either side, the ice all along lay immoveably aground upon the shallow beach, extending in every direction as far as the eye could reach. The great northern land still stretched out before us, and kept alive doubts of our having explored an immense bay, which, however, the increase in the tides, the quantity of sea-weed, and the shells, and the discovery of the remains of a large whale and of a polar bear, could not altogether dispel. These doubts seemed almost converted into certainty as we drew near, on the fourth evening, an elevated cape, and saw land apparently all around, with feelings of bitter disappointment. I ascended the height, from whose summit a splendid and unlooked for view suddenly burst upon me. The ocean, as if transformed by enchantment, rolled its free waves beneath and beyond the reach of vision. To the eastward, islands of various shape and size overspread its surface, and the northern land terminated in a bold and lofty cape, bearing north-east, at least forty miles distant, while the coast of the Continent trended away to the south entrance of an ice-skirted strait. The extensive land to the northward, I have called Victoria Land, in honour of our youthful sovereign, and its eastern extremity I called Cape Pelly, after the Governor of the Hon. Company. To the promontory where we encamped, I have attached the name of Cape Alexander, after an only brother, who would give his right hand to be the sharer of my journeys. The rise and fall of the tide there was about three feet, being the greatest observed by us in the Arctic seas.

The coast here changes its character; the water becomes deep, and the approach easy, and I have little doubt that the islands contain secure harbours for shipping. Next morning, at the distance of eight or nine miles, we crossed another high cape, formed of trap rocks, in latitude 68, 52, 18, 5 N., the variation of the compass being 63 E. The travelling had become more and more toilsome, our road now passing over some miles of round loose stones, and then through wet mossy tracks, sown with large boulders, and tangled with dwarf willows. At our usual company hours we opened a large bay, studded with islands, which ran on five miles to the S. S. W., and then turned off in a

sweep of rounded granite hills, like those near Melville Sound and Cape Barrow, dipping to the sight in the E. S. E., at the distance of thirty miles. The walk round even this portion of the bay, would have consumed three days; the time allotted for outgoing was already expired, and two or three of my men were severely lame from the fatigue of their burdens, the inequalities of the ground, and the constant immersion in icy cold water. I besides cherished hopes, that by making the best of our way back we might, agreeably to my arrangements with Mr. Dease, meet him bringing one of the boats, in which case, with an open sea before us, we could have still considerably extended our discoveries before the commencement of winter. I may here remark, that we were singularly fortunate in the five days of our outward journey, the weather being so moderate and clear, that I daily obtained astronomical observations; whereas, before our departure from the boats, and during our return to them, we had continual storms, with frost and snow, rain and fogs. Close to our furthest encampment appeared the site of three Esquimaux tents of the preceding year, with a little stone chimney apart. We passed the remains of a larger camp, and the remains of several human skeletons near Cape Franklin, but, throughout the journey, we found no recent traces of that few and scattered people.

The morning of the 25th of August was devoted to the determination of our position, and the erection of a pillar of stones on the most elevated part of the point; after which, I took possession of the country, with the usual ceremony, in the name of the Hon. Company, and for the Queen of Great Britain. In the pillar I deposited a brief sketch of our proceedings, for the information of whoever might find it. The situation is in lat. 68, 43, 39 N., long., reduced by C. T. Smith's watch, from excellent lunars at the boats, 106, 3, 11 W., the magnetic variation being 60, 38, 23 E. The compass grew sluggish and uncertain in its movements as we advanced eastward, and frequently had to be shaken before it would traverse at all. Two miles to the southward of our encampment a rapid river of some magnitude discharges itself into the bay, the shores of which seemed more broken and indented than those along which we had travelled. Independently of Victoria Land, and an archipelago of islands, I have had the satisfaction of fully exploring 100 miles of coast, and of seeing 30 miles further, making in all, after deducting Franklin's half-day's journey, already mentioned, about 120 miles of continental discovery. This is, in itself, important, yet I value it chiefly for having disclosed an open sea to

the eastward, and for suggesting a new route along the southern shore of Victoria Land, by which that open sea may be traversed, while the main land, as was the case this season, is yet environed by an impenetrable barrier of ice. Whether the open sea to the eastward may lead to Ross Pillar, or to the estuary of Brack, Great Fish River, it is hard to conjecture, though the trending of the most distant land in view should rather seem to favour the latter conclusion.

The same evening, on our return, we met the ice at Trap Cape, driving rapidly to the eastward; as we proceeded, the shores continued inaccessible. Several bands of buck reindeer were tracked to the southward, along the hills; two which we shot were in far superior condition to those in Bathurst Inlet, and near the Coppermine; a few musk-oxen were also seen, and numerous flocks of white geese (*Anser Hyperboreus*), in general officered by large grey ones (*Anser Canadensis*), were seen assembling on the marshes, and taking their aerial flight to more genial climates. At dusk, on the 29th of August, our tenth day, we regained the boats, and found them still enclosed in the ice, which the north and westerly gales seemed to have accumulated from far and near towards Point Turnagain.

THOMAS SIMPSON.

Port Confidence, Sep. 15, 1838

New Books.

RAMBLES IN THE SOUTH OF IRELAND.

BY LADY CHATTERTON.

[Two elegant volumes of lively, sparkling, and exceedingly pleasant notes, written during the accomplished authoress' residence in Ireland last year; and published with the view of removing "some of the prejudices which render so many people afraid either to travel or reside in Ireland—to shew how many and various are the attractions that misunderstood country contains—and to furnish the most decided proofs that a tour in some of the wildest districts may be keenly enjoyed by an Englishwoman, rendered fastidious by ill-health, and frequent visits to the more refined and luxurious countries of the south of Europe." Nothing can be more attractive than the light, jaunty style in which these notes are penned; chequered as are its gushing thoughts and fancies by many touching traits of the affectionate Irish peasantry, and many a sombre sketch of their comfortless homes. We shall not detail the routes, but take a few random quotations; and, first shall be a journey to Mr. O'Connell's romantic seat]—

