

ARCTIC EXPEDITION.

FURTHER PAPERS AND CORRESPONDENCE

IN

Continuation of Parliamentary Paper [C.—1153.] of 1875.

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ADMIRALTY, JULY 1876.



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* Records discovered and brought home in "Pandora."

ARCTIC EXPEDITION.

FURTHER PAPERS AND CORRESPONDENCE.

No. 1.

SAILING ORDERS for the "ALERT" and "DISCOVERY."

SIR,

Admiralty, 25th May 1875.

HER Majesty's Government having determined that an expedition of Arctic exploration and discovery should be undertaken, my Lords Commissioners of the Admiralty have been pleased to select you for the command of the said expedition, the scope and primary object of which should be, to attain the highest northern latitude, and, if possible, to reach the North Pole, and from winter quarters to explore the adjacent coasts within the reach of travelling parties, the limits of ship navigation being confined within about the meridians of 20° and 90° west longitude.

2. Her Majesty's ships "Alert" and "Discovery" having been specially fitted out for this service, I am commanded by their Lordships to signify their direction to you, so soon as the said vessels shall be in all respects equipped and ready, to take the "Discovery" under your orders, and put to sea with both vessels, calling at Queenstown to complete with coal, or sending in the "Valorous" (which will accompany the expedition to Disco) for that purpose if more convenient, proceeding thence to Disco, in Davis Strait, and northwards by way of Baffin's Bay and Smith's Sound to carry out the special service of discovery and exploration with which you have been entrusted.

3. Her Majesty's ship "Valorous" will receive on board extra coal and stores, &c. for the expedition, and will be available for towing when requisite. Captain Loftus Jones has been directed to consider himself under your orders temporarily, and after transshipping stores, &c. at Disco, he is to return to Devonport in the "Valorous" in final execution of his orders.

4. The "Alert" and "Discovery" after leaving Disco should proceed to the settlements of Proven and Upernivik for dogs, Esquimaux drivers, &c., and then pass up to Smith Sound in the prosecution of the enterprise, and it will be a question for you to consider whether you would leave a depôt of provisions and a boat at the Carey Islands on passing.

5. Both shores in the vicinity of Capes Isabella and Alexander should be examined in order to select a suitable position for the depôt or relief ship which will, in the event of the expedition remaining in the Arctic regions, be dispatched in 1877; but as such a position cannot be absolutely determined on beforehand, and it is necessary to decide where information will be found by any ship which may be subsequently sent out from England, Lyttelton Island, in the opinion of competent authorities, meets all the requirements of a fixed point for rendezvous. Here a conspicuous cairn should be erected; one record placed in the cairn, another laid beside it on the north side, and a third buried 20 feet due north for it. These records should contain proceedings of the voyage and such information as may be necessary for the commander of the ship to be dispatched in 1877.

6. The ships should then proceed up Smith Sound with all speed, so long as its navigation is not seriously obstructed by ice, a careful scrutiny being made of its shores for places of security for the ships, stopping only to erect cairns on such conspicuous points as may be conveniently landed on. Similar information should be placed at these cairns, and after the same method as described for the cairn on Lyttelton Island. It is, moreover, necessary to be borne in mind that these records of the progress of the expedition and of any change of plans you may have found necessary to make, form an important feature in these instructions.

7. It is desirable that these cairns should not be more than 60 miles apart. By way of illustration, may be named Capes Frazer, Back, and Beechey on the western shore, and Capes Jackson and Bryan on the eastern shore; to these prominent headlands the attention of any searching party would naturally be directed. A small depôt of

provisions and a boat might also be advantageously left at one or more of these points, to serve either for exploring parties or to aid in the event of an abandonment of the ships. Timely endeavours should be made to secure anchorage suitable for winter quarters, and every precaution during that rigorous season which your former experience, as well as that of other arctic voyagers, may suggest, is taken for the health and comfort of the officers and crew. Ample supplies have accordingly been furnished to the expedition; and you have been furnished with a memorandum from the Director-General of the Medical Department of the Navy on the subject.

8. The general design of the expedition should be, that while both ships would share as far as possible in the objects of discovery and exploration, one must be so placed that she would not only serve for the crew of the other to fall back upon, but also, that the united crews could, without doubt, escape from her to the relief ship at the entrance of Smith Sound, by means of their sledges and boats over the ice. Consequently, the second ship must not be carried northward of the 82nd parallel; such a position would secure this most important object, and also afford every prospect of exploration into very high latitudes.

9. The eastern or the western shore may be selected for her winter quarters according to circumstances; the advantages of the former are, that animal life has been found to exist there throughout the winter, and that the ship would be favourably placed for exploring the northern coast of Greenland, or adjacent land, in the spring of 1876; on the other hand, if the land is found to be more continuous on the western side, it may afford a counterbalancing advantage in the greater facility and security of communication between the ships, and their co-operation in subsequent operations; this point must, therefore, be left to your judgment to decide; if you should select the western shore, then you should be careful in passing, or subsequently, to place a record on the eastern side of the probable or absolute position of the second ship; and in the absence of any conspicuous cairn, a ship or party visiting the bay wintered in by the "Polaris," in about 81° 35' north, would naturally seek the position of Hall's grave, where, and at 20 feet due north of it, records would be expected to be found.

10. The Captain of the second ship, wherever placed, would follow such instructions as he will have received on parting company, or subsequently, from yourself.

11. It should be a matter for consideration, whether, before parting, you would leave a depôt of some six months of the "Alert's" provisions with your consort, so as to be available for your own crew should they have to retreat, but time and circumstances must govern your decision on this point.

12. Having assured yourself of the safety of your consort, and increased your own crew by such portion of her crew as you may deem necessary to enable you to accomplish a sledging attempt to reach the pole (this being the main feature of the expedition) and also the exploration of your share of the coast line extending northwards, you should, as leader of the expedition, then push on northward, and explore by ship as much of the unknown area as the season and the state of the ice would permit. But it is not contemplated that the two ships should winter at a greater distance apart than about 200 miles; and if you advance with your ship beyond that point in 1875, you should use every endeavour to return within the 200 miles distance; or the case may arise in which it may be even wise to rejoin your consort and unite the forces of both ships for exploration in the spring and summer of 1876.

13. Should the advance ship, after leaving her consort, carry continuous, or nearly continuous land up to a high northern latitude, you should avail yourself of opportunities to land small depôts of provisions at intervals, with cairns and records as already described; and also to deposit at the most northern station a depôt of provisions and a boat for your spring travelling parties.

14. Your own crew having been increased as above referred to, by such portions of the crew of your consort as you may deem necessary, it is expected that you will have at least six strong sledge parties and four dog sledges, with which to commence further exploration in early spring. All these parties should be employed in the first instance to push out the North Pole party (which should be provided with at least one boat) and upon return from this work, some weeks later, the parties for the exploration of the coast lines should be sent out.

15. It must not, however, be lost sight of that, in the absence of continuous land, sledge travelling has never yet been found practicable over any considerable extent of unenclosed frozen sea, although conditions may be found to exist which would enable parties to travel for limited distances by sledge and boat operations combined, and for this purpose the best boats and sledges that can be devised have been supplied.

16. You will be careful to furnish ample instructions to the captain of the "Discovery," especially in regard to the explorations to be undertaken by him during the spring and summer of 1876, should the ships winter apart; and in this event, the first consideration should be, in the autumn of 1875 or early spring of 1876, to ascertain their respective positions; this, unless under very unfavourable conditions, would be probably accomplished by dog parties, without interfering much with the objects of exploration. In connexion with this subject, you should bear in mind the necessity of giving such instructions as would govern his proceedings in the event of this proving to be a final separation.

17. It has already been mentioned that the limits of ship navigation should be confined within about the meridians of 20° and 90° west longitude; but even within these limits, the possible contingency of a final separation might arise from some sudden and unforeseen movement of ice from which one or both of the ships could not be extricated; resulting, it may be, in the advanced ship being carried by the southerly drift past the eastern shores of Greenland, supposing Greenland to be an island.

18. It will be impossible therefore to give any positive or detailed instructions for your guidance after quitting your consort, further than that you should use your best endeavours to rejoin her in the navigable season of 1876, and in company with her return to England, provided the spring exploration has been reasonably successful. But in the event of another season being absolutely required to complete a reasonable amount of exploration, still it will be a matter for careful consideration, whether it would not be advisable that the advanced ship should fall back towards her consort from any advanced position she may have wintered at; and, should it still remain doubtful whether a final retreat could be effected, the second ship might not be moved southward to such a position as would secure it.

19. In 1877 you are at full liberty to abandon your ship as early as convenient, if, in your opinion, the explorations of the preceding year had been final, or, if from your experience of the navigable seasons of 1875 and 1876, in your judgment, her escape in 1877 would be doubtful; you should in this case so time this abandonment as to reach the relief ship at the entrance of Smith Sound not later than the first week in September 1877.

20. In the event of your remaining out in the hope of extricating your own, or it may be both ships, during the summer of 1877, you should consider the propriety of reducing your own or both crews, sending away all that can be spared to the relief ship at Lyttelton Island. In this case, one or both ships, would remain out for the winter of 1877, if unable to extricate themselves in the summer of that year, a contingency which is hardly possible.

21. You must, however, bear in mind, that it is not desirable, under any circumstances, that a single ship should be left to winter in the Arctic regions. If one ship remains up Smith Sound, a second ship should remain at the rendezvous at its entrance.

22. In the summer of 1877, a relief or depôt ship will be dispatched to Smith's Sound, and she will be directed, in the first instance, to repair to Lyttelton Island, and then to follow such instructions as you may have deposited in the cairn there. The instructions you will leave for this ship, so far as they need be decided on at present, are, that she is to be found at the rendezvous, specified in the records at the cairn, not later than the last week in August 1877. She will be equipped and fitted for wintering in the Polar Seas, and, in the event of there being no tidings of the expedition nor instructions to the contrary, in the records to be found at the rendezvous you will have named, she will be ordered to pass one winter at that rendezvous, returning to England in the latest part of the navigable season of 1878.

23. If, under the circumstances alluded to in paragraph 20, the retreating parties should arrive at Lyttelton Island in 1878, and find no relief ship there, or no intelligence of her, it will be taken for granted that some unforeseen accident has prevented her reaching Lyttelton Island, and in that case the retreating parties must rely on their own resources for reaching Upernivik, looking out, of course, for the whalers on their fishing grounds, between the months of May and August. The expedition will, in any case, on its return revisit the cairn on Lyttelton Island and leave records.

24. Should the season of 1875 be so unfavourable as to prevent the expedition from penetrating beyond the 79th parallel, it is left to your discretion to decide whether the ships shall winter there or return to England and renew the attempt the following year.

25. Although the expedition intrusted to your charge is one of exploration and discovery, it must be kept in view that detailed surveys are unnecessary. The requirements of hydrography and geography will be provided for if the prominent features and general

outline of the shores are sketched in as faithfully as circumstances will admit, and to ensure their recognition by future explorers. In the determination of the astronomical position of the principal points, no doubts should be permitted to exist as to the fidelity of the results that may be arrived at, so as to ensure confidence and respect.

26. Further, as the object of the expedition is for the advancement of science and natural knowledge, the memoranda furnished by the Royal and Royal Geographical Societies of London, at the request of the Admiralty, are supplied for your guidance. The most approved instruments have been furnished to you for the purpose of pursuing research in the several branches of physical science, and as certain of your officers have been specially instructed in the modes of observing, you will take care to give them every fair opportunity of adding their contributions thereto.

27. You will also receive assistance from the two gentlemen who have been appointed as naturalists to the expedition; and every reasonable facility should be given for the collection and preservation of such specimens of the animal, vegetable, and mineral kingdoms as can be conveniently stowed on board the ship. These specimens are to be considered the property of Her Majesty's Government and to be at their disposal.

28. In case of any irreparable accident happening to one of the ships, the officers and crew of the disabled vessel are to be removed to the other, and such arrangements must be made as appear to you to be the most expedient and conducive to the objects of the expedition.

29. In the event of the "Alert" being the ship disabled, my Lords hereby authorize you to take command of the "Discovery," and in the event of any fatal accident happening to yourself, Captain Stephenson is hereby authorized to take command of the "Alert," placing the officer next in seniority in command of the "Discovery." Also, in the event of your own inability by sickness or otherwise at any period of this service, to continue to carry these instructions into execution, you are to transfer them to the officer the next in seniority to you employed in the expedition, who is hereby required by their Lordships to execute them in the best manner practicable for the attainment of the objects in view.

30. Every available opportunity is to be taken to communicate your proceedings to me for their Lordships' information.

31. On your arrival in England you are forthwith to repair to the Admiralty, to lay before their Lordships a full account of your proceedings, having previously received from the officers and all other persons in the expedition the journals or memoranda they may have kept, and the charts, drawings, and observations which they may have made. Such of these journals and documents as may be of an unofficial character will be returned to the writers when no longer required for the public requirements of the expedition.

32. In conclusion, my Lords desire me to state, that having full confidence in your judgment and discretion, and being aware that you are already familiar with Arctic service, they do not deem it necessary to furnish you with more definite instructions than are embraced in the foregoing. With the ample means at your command, you are at liberty to vary the detail according to circumstances, but the main points herein laid down for your guidance should be kept in view, all other objects being subordinate to them.

Captain George S. Nares, R.N.
H.M.S. "Alert," Portsmouth.

I am, &c.
ROBERT HALL.

SIR,

Admiralty, 25th May 1875.

My Lords Commissioners of the Admiralty having been pleased to select you as second in command of the Special Expedition which has been fitted out for Arctic exploration, and having appointed you to the command of Her Majesty's ship "Discovery," I am commanded by their Lordships to signify their direction to you to place yourself under the orders of Captain G. S. Nares, of H.M.S. "Alert," who has been entrusted with the command of the expedition, and to follow his directions for your further proceedings.

2. A copy of the instructions given to Captain Nares is herewith transmitted for your information and guidance.

Captain Henry F. Stephenson, R.N.,
H.M.S. "Discovery," Portsmouth.

I am, &c.
ROBERT HALL.

No. 2.

SAILING ORDERS of the "VALOROUS."

SIR,

Admiralty, May 19th, 1875.

1. My Lords Commissioners of the Admiralty having decided that the "Valorous," under your command, shall accompany the ships of the Arctic Expedition as far as Disco, I am to signify their Lordships' direction to you to place yourself, temporarily, under the command of Captain Nares of H.M.S. "Alert."

2. You will receive on board as large a supply of extra coal as can be conveniently stowed, with such extra supplies and stores as Captain Nares may require of you to convey to Disco, where the same are to be transferred to the Arctic ships; and Captain Nares having no further cause for your detention, you are, after having received on board his despatches and mails for England, to proceed from that place on your homeward voyage.

3. The route you are to follow as near as circumstances will permit, is marked in the accompanying charts; and opportunities are to be taken for sounding, and observing sea temperatures near the various positions indicated on the line of route.

4. Dredgings of the sea-bottom are also to be obtained when the state of the wind and sea will permit, and all reasonable facilities are to be afforded to the two scientific gentlemen who accompany you at the request of the Royal Society, and by the directions of their Lordships, for the prosecution of National Science.

5. Your co-operation in this matter is desirable, both as regards the collections to be made, and their safe preservation.

6. You have been provided with the necessary sounding and dredging apparatus, and the Hydrographer has been directed to furnish you with memoranda relative to the mode of making and recording the necessary observations.

7. After passing the 15th meridian of west longitude, you are to make the best of your way to Plymouth, passing north or south of Ireland, as you may deem it expedient, calling at such ports as may be necessary for replenishing coal.

8. In view of the requirements of the Arctic ships having left the "Valorous" with, perhaps, a small supply of English coal, and it being desirable that you should proceed on your homeward voyage with sufficient fuel to carry out the instructions herein given, you are to use every endeavour to procure coal from the neighbourhood of Disco, either by purchasing, if practicable, from the Danish authorities, or by employing your crew in procuring it from the seams in Waigat Strait, or other suitable place in the vicinity.

9. Much information on this point has been incorporated in the sailing directions for Davis Strait and Baffin's Bay, pp. 33-34, to which your attention is directed.

Captain Loftus Jones, R.N.,
H.M.S. "Valorous," Portsmouth.

I am, &c.
(Signed) ROBERT HALL.

No. 3.

CAPTAIN NARES to the SECRETARY of the ADMIRALTY.

H.M.S. "Alert" at Sea,
30th May 1875.

SIR,

I HAVE the honour to inform you that the "Alert" and "Discovery" arrived off the Lizard this evening, from whence I have dispatched H.M.S. "Valorous" to Queenstown, ordering her to leave on Tuesday evening, and to rejoin me off Bantry Bay on Wednesday next.

2. As we passed south of the Eddystone, Admiral the Hon. Sir H. Keppel visited each ship.

3. Should the present fine weather continue I shall anchor in Bantry Bay for Tuesday night, continuing my voyage on Wednesday morning.

4. All is well on board.

The Secretary of the Admiralty.

I have, &c.
(Signed) G. S. NARES, Captain.

No. 4.

CAPTAIN NARES to the SECRETARY of the ADMIRALTY.

H.M.S "Alert," Bantry Bay,
2nd June 1875.

SIR,

I HAVE the honour to inform you that H.M.S. "Alert" and "Discovery" arrived at this anchorage yesterday afternoon.

2. This morning the "Valorous" was in sight outside, and I am now getting under weigh to join her.

3. There is a fine breeze from the south-east, with a high stationary barometer.

4. Only five tons of extra coal have been expended since leaving Portsmouth, the ships are therefore complete.

5. All is well on board both ships.

The Secretary of the Admiralty.

I have, &c.
(Signed) G. S. NARES, Captain.

No. 5.

(CONTEMPLATED PROCEEDINGS OF ARCTIC EXPEDITION.)

In the event of the "Alert" proceeding further north than the "Discovery" these will be the "Discovery's" orders.

(Signed) G. S. NARES.

Memo.

H.M.S. "Alert" at Disco,
9th July 1875.

I WISH the two ships of the Expedition to advance to the northward in company, as far as about latitude 82° N.

Should we be so fortunate as to gain that locality, I intend to fix the "Discovery" in winter quarters as early as possible, and then to advance further to the northward in the "Alert."

Should the "Alert" be able to proceed she is to be looked upon as an advanced depôt ship, from which the combined forces of the two ships are to start in the exploring journeys towards the North.

In the event of the "Alert" advancing beyond the reach of the men from the "Discovery," except at too great an expense of time, the crew of the latter ship is to be employed as you think best, with a view to the determination of the continuity of the coast of Greenland.

As you advance to the northward I shall endeavour to establish the A. and B. depôts of 3,600 rations each * * * * *

These depôts are already prepared, they will be carried one on the upper deck of each ship, and will be available, in case of accident, in Melville Bay or elsewhere. A boat will also be kept at each of these positions.

Travelling depôts of 240 rations each will be landed, if possible * * * * *
* * * * *, and 480 rations each, at suitable positions beyond the "Discovery's" winter quarters.

As it is of vital importance that depôts of provisions should not be tampered with, no notice concerning their positions is to be included in the official information left in or buried 20 feet magnetic north of any established cairn. If it is necessary to leave a notice at all it is to be buried * * * * *; also any information that it may be advisable for a time to keep secret is to be deposited in the same position.

It is possible that the crew of the "Alert" may have to retire on a large depôt north of Smith's Sound, therefore, immediately the "Discovery" is secured in winter quarters, a depôt of 10,000 rations with a supply of coal is to be established on shore.

In addition to the formation of this depôt, immediate attention is to be directed to throwing out hunting parties, both to the shore and on the ice. Without fresh provisions it is quite impossible to feed the dogs, therefore, the duties of pushing forward provisions for spring travelling, and preparing the ship for the winter, must be put off if either interferes with the formation of shooting parties.

If there is no choice of position, these parties should be sent in the direction of the probable lines of spring exploration with orders to caché all provisions unexpended.

The orders as to the expenditure of game by the hunting parties must depend upon the probable quantity obtainable; if that is small, everything must be saved for the sick, otherwise a reasonable quantity should be allowed to be used at the time.

The dogs should at once be put on regular rations.

If unable to obtain food for them, and we are likely to remain for a second winter, only the eight strongest are to be fed from the ship's stores.

During the autumn of 1875 or early in the following spring a party is to be sent from the "Discovery" to Hall's Rest, to take an inventory of the stores and provisions left there, and to ascertain how far they are available for use.

In order to continue the exploration of the coast of Greenland to the northward of Cape Stanton, it is important that a depôt should be established beyond that Cape. After passing it, the widening of the channel will ensure good ice for travelling.

In consequence of the water not freezing until late in the season, and the ice melting early in Robeson Channel, it is probable that this work can only be performed either by means of a boat and sledge combined, or by crossing the land to the eastward of Polaris Bay with a cart.

If the depôt left at Hall's Rest is intact a party might remain there and do good service until late in September, up to which time there will be sufficient light.

During the spring of 1876 a party from the "Discovery" is to communicate with the established post at the entrance of Smith's Sound; by this party you are to forward a report of the proceedings of the expedition, addressed to the Secretary of the Admiralty.

The officers likely to be employed on this duty should be also employed to land the travelling depôts on the passage north.

In the event of the "Alert" advancing further north than the "Discovery" during the present summer, a party from the latter ship is to accompany the "Alert," on board of which ship they will be provisioned.

They will probably return to their own ship during the autumn, but should they not arrive, there need be no anxiety about them, as I shall not despatch them without taking every precaution for their safety.

If the "Discovery's" sledge parties are to advance to the northward from the "Alert," in the spring of 1876, I shall take care to send orders to that effect, previous to the 1st April of that year, on which date every one is to be on board ready for starting.

Should you not hear from me previous to that date, you will know that the "Alert" has succeeded in gaining so advanced a position as to be too distant for your crew to join in the line of exploration towards the north.

You will then start one sledge complete in every way with orders to repair to a rendezvous on the west shore of the Lincoln Sea, as near as possible to latitude 84° N., if the land north of that position continues to trend to the northward he is to advance as near as possible to latitude 85° north.

At his most advanced position he is to remain at least until the 13th of May, and as much later as his provisions, the season, and the state of the ice will allow him.

A party from the "Alert" will have similar orders to the above.

Should the two parties not meet, and you have not previously received any news of the "Alert," the same rendezvous is to be visited at the same date in 1877.

During the spring of 1877 you are to keep up communication with an established post at the entrance of Smith's Sound.

I must leave it to your judgment whether or not to despatch a party to the southward in the autumn of 1876, on the chance of finding despatches brought from England during the previous summer.

If that summer be an open one, a vessel coming from the southward might reach Cape Sabine or even Cape Prescott.

It would probably be easy work to get south in a boat, but difficult to return north while the young ice was forming.

I need scarcely remind you that it is impossible to leave too many notices of your movements, intentions, and of any alterations in the latter.

The greater number of records deposited in conspicuous positions, the greater certainty there is that two parties will not explore the same coast.

All books, &c. originally belonging to the American Government Expedition under Captain Hall which may be recovered from the Esquimaux, or otherwise, are to be considered Government property; these are to be sealed up by proper officers, and taken charge of.

It is not my intention in any case to proceed further to the westward than the 90° meridian of west longitude, therefore the extremely improbable case of my failing to visit the rendezvous in 1877; and if you have received no news of the whereabouts of the "Alert," that is, after two travelling seasons and one navigable season, you will be certain that I have advanced so far to the eastward as to be nearer Cape Bismark on the east coast of Greenland than to Robeson Channel.

It will then be of the utmost importance that such information should be conveyed to their Lordships without delay, therefore, as your provisions will not admit of your searching for us during the spring of 1878, and they might be of use to some of my men, you are to leave any provisions you can spare in depôts properly secured; and on 1st August 1877 proceed in the "Discovery" to the entrance of Smith's Sound, where you will communicate with the relief ship coming from England that season.

If she brings no news of us, you will arrange for one of the ships to remain for the winter of 1877-78, and for the other to proceed to England.

Should the relief ship fail to arrive before the 25th August [1877], you are to leave full particulars of the proceedings of the Expedition and make the best of your way to England without waiting for her.

In the event of your meeting any people belonging to another expedition, either English or Foreign, all geographical information which may be of use to them is to be placed at their disposal, but except in the extreme case of saving life, as our own men are dependent on these provisions, I see no reason now why they should be informed of the position of our depôts.

Every possible precaution is to be taken that none of our men have to depend on any other expedition or their depôts for relief.

This order does not refer to the depôt of provisions now in position at Hall's Rest.

After clearing Melville Bay my first care will be to deposit a record and establish a depôt of one month's provisions for 120 men, with a boat * * * *

Having established this it will be a very bad season if we are unable to reach Sutherland Island where if there is much ice about Cape Alexander I shall leave a notice.

If the mouth of Smith's Sound is fairly clear of ice I shall also leave a notice at Littleton Island.

As there is sure to be always much water in the narrow part of the channel this latter position is more readily obtainable by sledges coming from the north than Sutherland Island. But I shall also have it in my mind that Sutherland Island is the position most easily reached by a ship coming from the southward.

After establishing these positions I shall cross to the west shore of the channel and work my way to the northward on that side.

If there is so much ice between Carey Islands and Smith's Sound as to risk my losing the season, I shall give up communicating with the Greenland coast altogether and keep over on the west side of the channel. In such a case my principal cairn should be looked for either on Gale Point or Cape Isabella.

In the event of my being successful in establishing the "Discovery" in winter quarters on the west side of the channel, it will probably be easier for her to keep up communication with Cape Isabella than with Littleton Island on account of the difficulty in crossing Smith's Sound, therefore the latest communications from the Expedition may be expected to be found in the cairn on the west side of the strait.

Passing to the northward I shall endeavour to place a travelling depôt of provisions and a boat on one of the islands east of Cape Sabine.

I shall not mark the position of any depôt of provisions, but a cairn will be built in the neighbourhood elsewhere and a notice left * * * * ; information as to the position of provisions or any other matter that it may be thought advisable for a time to keep secret will be deposited * * * * . The next depôt of provisions for travelling parties will be at * * * , and again another at * * * *

At one of these two last-named positions, probably the former, I shall, in addition to the travelling depôts, try to establish a second depôt of one month's provisions for all hands.

With average good fortune I hope to find sheltered winter quarters for the "Discovery" on the north shore of Lady Franklin's Strait in about lat. 82° N.

I see no object to be gained in carrying her north of that position unless indeed there is no shelter obtainable without doing so. In such case, and there is navigable water, I might take her a short distance further north.

I certainly will not leave her by herself in an unprotected position.

Taking a party from the "Discovery," "Alert" will then continue her way northward leaving depôts as convenient.

The "Discovery's" party will be sent back to her in the autumn of 1875, with news either of the position of our winter quarters or of our having good prospects of gaining a long step in advance.

It is quite impossible to state how far north I shall endeavour to take the "Alert," the surest way to reach the North Pole is not to risk failure by pushing forward away from the land.

If the "Alert" can winter even in 84° N. latitude and there is land ahead of us, we are not only certain to attain a high northern latitude, but also to explore all the neighbouring coasts, and thus be prepared to advance the ship along known shores, to any required position during the following summer.

This will oblige the expedition to remain in the Arctic Seas for a second season, but I consider that preferable to our pushing off away from the land, and thereby to risk wintering in the drifting pack, from which all chance of travelling, and therefore of exploring, is at an end. Therefore should the land north of Cape Union trend to the westward, with a navigable sea but no land in sight to the northward, I shall think twice before I leave the shore.

At present I have made up my mind to remain by the land for the first winter, then with our increased knowledge of the trend of the land, the direction of the prevailing winds and currents, and having insured certain communication with the "Discovery," I can make a push north during the summer of 1876 if there is any object to be gained and the ice enables me to do so.

Should there be continuous land to the northward, I need scarcely say, that the "Alert" will be taken this summer to as high a northern latitude as possible.

During the spring of 1876 my object will be with the combined forces of the two ships to reach the Pole. On the return of the supporting sledges much will be done in the way of exploring in the neighbourhood of the ships.

One party from the "Discovery" will certainly communicate with Littleton Island or the cairn near Cape Isabella. They will arrive there early in the season, probably about 1st May, with information concerning the position of the "Discovery's" winter quarters and the probable position of the "Alert."

I shall not communicate with any position south of us by sledge during the summer or autumn of 1876, unless we have been unsuccessful in attaining a high latitude. In the autumn of this year, or early in the spring of 1876, a party will visit Hall's Rest and leave a notice there. Should the provisions left by the "Polaris" be in good condition, they will be used by the sledge party which explores the Coast of Greenland.

Should the two ships winter apart I have arranged with Captain Stephenson for a meeting at a certain rendezvous next spring.

In the event of the "Alert" not keeping this appointment, Captain Stephenson will know that I have been successful in attaining a very high latitude.

In such case I shall endeavour to return south nearer to him in the "Alert" during the summer of 1876.

In the extreme improbability of my again failing to meet his party at the same position during the spring of 1877, he has received orders to land all the provisions that can be spared; and on the 1st August in the "Discovery" to proceed to the entrance of Smith's Sound, where he will communicate with the relief ship coming from England that season.

Should he receive no news of us by that vessel he is to arrange for one of the two vessels to remain for the winter of 1877-78, and for the other to proceed to England.

Should the relief ship fail to arrive before the 25th August [1877], the "Discovery" is to leave full particulars of the Expedition, and make the best of her way to England.

Should the "Discovery" fail to get south that season Captain Stephenson is ordered to communicate, if possible, with the relief ship at the entrance of Smith's Sound in the autumn of 1877; and to abandon the "Discovery" early in May 1878, should he think proper to do so.

No. 6.

Capt. NARES to the SECRETARY of the ADMIRALTY.

"Alert" at Disco,
12th July 1875.

SIR,

WITH reference to a Memo. received from Admiral George Elliot, Commander-in-Chief at Portsmouth, on Admiralty letter of the 18th May last, respecting what communication should be made to any of the vessels of the whaling fleet which might prosecute their voyage far northward in 1876-77.

2. I have the honour to inform you that early in the spring of each year which the Expedition remains in the Arctic Sea, dispatches will be sent to the entrance of Smith's Sound.

3. Should any of the whaling fleet be in that neighbourhood they may expect to find them deposited in a cairn, either on Sutherland Island, Lyttelton Island, or Gale Point, on the west side of the Strait.

4. The papers will be buried 20 feet *magnetic* north of the cairn.

I am, &c.

The Secretary of the
Admiralty.

(Signed)

G. S. NARES, Captain,
Commanding Arctic Expedition.

No. 7.

Capt. NARES to the SECRETARY of the ADMIRALTY.

"Alert," at Disco,
15th July 1875.

SIR,

I HAVE the honour to inform you that H.M. Ships, under my command, left Bantry Bay on the 2nd June. The "Valorous" arrived at this port on the 4th, and the "Alert" and "Discovery" on the 6th instant.

After leaving the Irish Coast, finding that the "Valorous" could not keep station while we were under sail alone, I directed her to part company, and make her voyage independently.

During the passage we encountered three consecutive gales from the westward, and after passing Cape Farewell one from the northward, each accompanied with high seas.

Owing to the heavy lading of the Arctic ships, they were extremely wet and uneasy, which necessitated the hatchways to be frequently battened down, otherwise they behaved well.

The "Alert" and "Discovery" each lost a whale boat during a heavy gale on the 13th June; beyond this loss, I am happy to say that the defects of the ships are merely nominal. The "Valorous" will supply two boats to replace those lost.

On the night of the 13th June (while the "Alert" was wearing) the "Discovery" was lost sight of during a heavy squall, and the two ships did not again join company until the 30th, in Davis' Strait.

The "Valorous" having economised her coal as much as possible, has been able to complete each of the Arctic ships with as much as they can carry, and has remaining for her return passage a quantity equal to that expended during her outward voyage.

All the provisions and stores brought here by the "Valorous" for our use have been taken on board, and we are now complete in all respects for three years from 1st July 1875.

After passing Cape Farewell each ship fell in with loose pack ice from 50 to 60 miles south-west of Cape Desolation, with a clear sea to the westward of it; it was the *debris* of very thick ice, and had evidently been carried round Cape Farewell from the east coast of Greenland. The ice extended north as far as latitude $62^{\circ} 30'$, since which none has been sighted within 60 miles of the coast; there has also been a remarkable absence of icebergs.

Mr. Krarup Smith, the Inspector of North Greenland, and the other Danish officials have been extremely obliging in giving me every information in their power, and in providing for our wants.

Mr. Smith has arranged for my being supplied with all the dogs we require; 25 have been received from Disco, and 20 are to be ready on our arrival at Ritenbenk, the rest will be taken on board at Upernivik.

An Esquimaux accompanies the Expedition from Disco, and I think it probable that Hans, who was in the "Polaris," with Captain Hall, and is now at Proven, will also be willing to join me.

I would respectfully suggest that Mr. Smith should be officially thanked for his ready compliance with all our requirements and his courteous behaviour.

Finding that it was absolutely necessary that at least one Assistant Paymaster should accompany the Expedition, I have ordered Mr. Thomas Mitchell, of the "Discovery," to remain on board that ship to superintend the victualling of the two vessels. I have ordered Mr. George Egerton, sub-lieutenant of the "Alert," to take charge of the provisions of this ship, with the same remuneration as the officer in charge of stores receives.

I leave this port for Ritenbenk to-morrow, and intend to call at Proven and Upernivik on my passage north.

Letters will be left at the latter settlement for conveyance to Europe *via* Copenhagen.

It is reported that the last winter has been mild in this neighbourhood, but the spring very backward, which I trust will prove to have been caused by the early break up of the ice farther to the north.

The health of the Expedition is excellent. There is no one sick on board either vessel, and the utmost hope and enthusiasm for the success of the work allotted to us prevails.

In the orders for the guidance of the Expedition it is directed that documents are to be deposited *due* north of the cairn marking their position.

As a mistake might arise in calculating the variation of the compass, I have issued directions that the documents are to be deposited *magnetic* north, and 20 feet *magnetic* north of the cairns.

During my stay at Disco, I inspected the store of provisions belonging to the American Government, but had not time to open any of the packages to ascertain if the contents were in good order, but from the appearance of the outside I should expect them to be in a fair state of preservation, considering the time they had been exposed.

The store is dry, and each package is clear of the ground.

As the United States Government may like to know what is in the store, I enclose a nominal list of the packages, obtained from the Danish officials, and inspected by the officers of this ship.

The former have evidently taken great trouble to prevent the stores deteriorating.

I have the honour to enclose a copy of the log and track chart of H.M. ship "Alert," and proceedings of H.M. ship "Discovery," while absent from 13th June to 1st July 1875.

I have, &c.

G. S. NARES,
Captain.

The Secretary of the Admiralty,
Whitehall.

Enclosure in Captain Nares' Letter of Proceedings, 15th July 1875.

H.M.S. "Discovery" at Sea.

(Lat. 64.43 North. Long. 52.52 West.)

SIR,

2nd July 1875.

I HAVE the honour to inform you since parting with H.M.S. "Alert" on the night of the 13th of June, during a heavy westerly gale, I made the best of my way to rendezvous 4, 5, and 6, in accordance with your instructions to Captain Jones, of H.M.S. "Valorous," a copy of which you forwarded for my guidance.

On the afternoon of the 13th, at 3 p.m., while still in company, a heavy sea struck the starboard whale boat (waist), and detaching the foremost fail, the boat filled, and in swinging round was cut in half by the stay of the after davit, which necessitated her being cut away.

We experienced strong westerly breezes and head winds until we rounded Cape Farewell on Sunday the 27th June. On the morning of the 28th we made the land about Cape Desolation ahead, and fell in with the land ice and some bergs. We tacked on the edge of the ice and stood to the N.W. On the 29th, lat. 61 N. and long. 50.43 W., during the morning we steamed through a quantity of loose sailing ice. A strong breeze springing up from the eastward towards the afternoon, which freshened to a gale from the northward, obliged us to stand off the land amongst a great quantity of heavy field ice; after laying to during the night, under close reefed topsails, and occasionally nearing to avoid the driving pack, which was going to the southward in heavy streams at the rate of two or three knots; some of the ice, however, was loose enough to be sailed through, and there being no opening into clear water I got up steam on the morning of the 30th, and under close reefed topsails and reefed courses beat to windward through it, with the object of reaching the land water. The weather moderating, this was accomplished in the evening of the same day, having passed through some very heavy pack ice. On the 1st instant we again steamed through some large fields of sailing ice. When abreast of Godthaab, on the 2nd instant at 7 p.m., we sighted the "Alert," and closed this morning as per signal.

With the exception of the loss of the one boat before mentioned, I have no defects or damage to report, and have the honour to enclose a copy of the ship's log from the 13th June to the 1st instant.

H.M.S. "Alert,"
Disco, 15th July 1875.

I have, &c.
H. F. STEPHENSON,
Captain.

Enclosure No. 2 in Capt. Nares' Letter of Proceedings, 15th July 1875.

H.M.S. "Alert," at Disco, 8th July 1875.

LIST of PROVISIONS, &c. belonging to the UNITED STATES GOVERNMENT at present in Store at this Port, which were actually seen and counted this day.

Article.	Quantity.	Remarks.
Roast chicken - - -	1 box	L.K. N.Y. Contents of packages, &c. not known.
Roast mutton - - -	2 boxes	
Assorted meats - - -	13 "	
Preserved meats - - -	4 "	
Vinegar - - -	9 barrels	
Pickles - - -	6 kegs	
Boxes - - -	16 in No.	
Boots and shoes, D.D. - - -	21 boxes	
Pea beans - - -	8 barrels	
Hominy, M.M. - - -	1 barrel	
Graham flour - - -	12 barrels	
Corn meal - - -	1 "	
Flour - - -	1 barrel	
Wheat - - -	2 barrels	
Wheat and bread - - -	18 "	
Clothing, K.K. - - -	11 boxes	
Whale oil - - -	1 barrel	
Crude turpentine - - -	1 "	
Rosin - - -	8 barrels	
Hams - - -	11 tierces	
Clear's pork - - -	19 barrels	
Pork - - -	1 barrel	
Molasses - - -	10 barrels	
Sugar, X. - - -	1 barrel	
Tea - - -	6 chests	
Coffee - - -	2 tins	
Spices - - -	2 boxes	
Sweet corn, S.C. - - -	2 barrels	
Tobacco - - -	10 boxes	
Salt water soap - - -	4 "	
Split peas - - -	1 barrel	
Barley - - -	2 barrels	
Oatmeal - - -	1 barrel	
Rice - - -	3 barrels	
Do. - - -	9 half hds.	
Dried potatoes - - -	26 boxes	
Rope - - -	2 coils	
Manilla hawser - - -	1 in No.	
Boats' davits, complete - - -	2 sets	
Iron buckets - - -	6 in No.	
Bellows - - -	1 "	
Frame - - -	1 "	
Anvil - - -	1 "	
Iron pokers - - -	4 "	
Hoe - - -	1 "	
Poker - - -	1 "	
Ice chest - - -	1 "	
Empty water casks - - -	4 "	

Four bags of biscuits, 2 barrels of peas, and 1 box of assorted meats open and not quite complete.
About 40 feet of plank timber.

EDGAR WHIDDON,
Assistant Paymaster in Charge.

No. 8.

Captain NARES to SECRETARY of the ADMIRALTY.

H.M.S. "Alert," Upernivik,
22nd July 1875.

SIR,

I HAVE the honour to inform you that H.M. ships "Alert" and "Discovery" arrived here this morning.

2. Leaving Rittenbank at 6 a.m. on the 17th instant we experienced light southerly winds and calms in the Waigat Strait. The "Valorous" was seen at anchor off the Rittenbank Coal Mine, but a thick fog prevented my communicating her.

3. I arrived at Proven on the eve of the 19th, and having entered hands as Esquimaux dog driver and interpreter for the "Discovery," I left for this port yesterday evening.

4. I have still sufficient coal on the upper deck of the "Alert" to enable the two ships to reach the edge of the ice in Melville Bay without having touched their regular supply.

5. The winter here has been a very mild one, but the spring is backward. By all accounts the season is on the whole very favourable for us. The whaling ships passed this port early in June, and not having since been seen must have made a successful passage through Melville Bay.

6. In consequence of the energetic help of Mr. Smith, Inspector N. Greenland, I have been successful in obtaining 60 dogs, two-thirds of which are full grown powerful animals.

7. All on board are in good health and spirits, and we look forward to a quick passage to Cape York, the barometer having risen during the last three days with a S.W. wind to an unusual height, and now going down slowly with a northerly one. I shall leave this evening at 6 o'clock.

To the Secretary of the Admiralty,
Whitehall, London.

I am, &c.
(Signed) G. S. NARES, Captain.

No. 9.

This record was found by Lieutenant Lillingston, R.N., of the "Pandora," in a cairn on the S.E. island of the Carey Islands.

Arctic Expedition, H.M. "Alert," at Carey Islands,
3 a.m., July 27th, 1875.

"ALERT" and "Discovery" arrived here at midnight and will leave at 6 a.m. for Smith Sound after depositing a depot of provisions and a boat.

We left Upernivik on the evening of the 22nd instant and Brown Islands on the evening of the 23rd. Passing through the Middle Ice during a calm without a check, we arrived at Cape York on the 25th instant.

The season is a very open one, and we have every prospect of attaining a high latitude.

All are well on board each ship.

(Signed) G. S. NARES,
Captain R.N. in command of Expedition.

No. 10.

Dr. THOMAS COLAN, of the "ALERT," to the MEDICAL DIRECTOR GENERAL of
the NAVY.

H.M.S. "Alert," off Carey Islands,

SIR, July 26th, 1875.

I HAVE the honour to inform you that at the present date the state of health of all on board the Arctic ships is as excellent and satisfactory as when I last wrote from Upernivik on the 22nd instant.

We passed through the "Middle Pack" most successfully in 34 hours, and all in the expedition are in high spirits on this account.

The absence of floe ice in this the north water augurs favourably for a successful passage to the northward.

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

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

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

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

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

I am, &c.

(Signed) THOMAS COLAN, M.D.,

Fleet Surgeon.

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

No. 11.

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

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

29th August 1875.

SIR,

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

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

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

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

on to blow a heavy gale from the northward and eastward in the afternoon, with a short sea; there were many bergs in sight, but as it was daylight all night and fortunately quite clear we had no difficulty in avoiding them.

By noon of the following day the wind and sea had moderated sufficiently to proceed under steam, and I shaped a course to pass outside all the banks.

The weather continued fine and we made good progress under steam till 8 p.m. on the 3rd July when a fog set in, and continued most dense during the night, necessitating very great caution and slow progress. I shaped a course for the Whale-fish Islands (though out of my direct course) to avoid a rock placed on the chart without a name 8 miles from Lievely, and not referred to in the Sailing Directions. From subsequent inquiry at Lievely it was found to be there and known as the Parry Rock; as during our stay there the weather was always fine I had no opportunity of seeing it break and ascertaining if it is correctly placed in the chart. At 3.30 p.m., 4th July, the fog lifted suddenly, and completely disclosing Disco Island, Whalefish Island, and many hundreds of icebergs. At 9.30 p.m. we came to anchor in Lievely Harbour, Disco Island, when we received every attention and information from Mr. Smith, the Danish Inspector of North Greenland, who boarded us outside.

6. On the 6th July H.M. ships "Alert" and "Discovery" came in, the "Alert" came alongside at once, coaled and provisioned, and then the "Discovery." By the evening of the 8th both ships were completed with the exception of stores, which they subsequently demanded from us, which included a jolly-boat and whaler to replace two boats they had lost in the gale of the 13th June, also one of Berthon's collapsable life-boats, 6 feet by 3 feet 6 inches, by 1 foot 4 inches deep, which I supplied at the request of Captain Nares, as he having already two punts of Berthon's on board the ships had found them so useful and so light and portable, and so well adapted for sledge travelling and ferrying over cracks, &c., that though my own private boat, I did not hesitate to supply her for the use of the Expedition. I also supplied them with sundry stores, including 4,500 lbs. of bread, which left us much shorter of bread than I had anticipated we should be. I also discharged one A.B. to "Discovery," per order.

7. On the 14th July I received a letter from Captain Nares, informing me that he had no further need of my services; a copy of this letter is annexed for their Lordships' information. Not having coal enough to carry out my orders, I determined to endeavour to procure some in the Waigat Strait, therefore having partially ballasted the ship with 70 tons of stone, refitted aloft, and caulked in all the main deck ports, portions of the upper and main decks, all of which had leaked badly on the passage out, I went to sea in company with the Arctic ships at 5 p.m. on the 15th July, and proceeded along the south-east coast of Disco Island to Ritenbenk settlement (distinct from the coaling place), situated on an island opposite the south end of Waigat Strait, for the purpose of procuring a Greenlander or Eskimo, who Mr. Smith offered to place at my service to point out the best coal seams at the cliffs, and so save time and labour in looking for it. The Arctic ships were also to procure some dogs here. After being delayed for several hours during the night by fog rendering our progress dangerous on account of the quantity of berg ice about, we anchored in Washing Bay, Ritenbenk, at 11 a.m. on the 16th.

8. Mr. Smith, the inspector (who had taken a passage in the "Alert") having failed to procure a guide for me, offered to come himself in the ship, and I gladly availed myself of his great experience and knowledge of the ice in those straits, of which there was a vast quantity floating to the northward. Having received the last of the mails from the Arctic ships, I proceeded to sea at 4 a.m. on the 17th, intending to examine two harbours on the peninsula of Atanekerdluk on the mainland, said to be available for shelter in gales from the northward and southward, but on arriving a few miles to the southward of the place, I found the berg and loose ice from Tossukatek Glacier, stretching across Waigat Strait from Sakkak Point, N.W. b. W. to Disco Island, quite impassable by this ship, though subsequently passed through with ease by the Arctic ships who at this time (10 a.m.) were observed coming up astern, no paddle-wheel vessel could have got through without destruction to her paddles. I therefore gave up the idea of examining Atanekerdluk at that time, but being most anxious to procure a supply of coal to enable me to carry out their Lordships' directions with regard to the line of soundings, &c., on the way home, I proceeded across the strait skirting the ice, and looking for a passage which I succeeded in finding near the Disco shore. At 12 the Arctic ships were seen standing through the ice to the northward with a fair wind at S.W. under sail. At 2 p.m. I landed with Mr. Smith, the inspector, and the Chief Engineer, to examine the coal cliffs at Ritenbenk Kulbrud, and being satisfied that coal of a very inferior quality, little more than half as good as Welsh, could be got out, I returned on

Enclosure
No. 1.

board, and the weather being quite fine and apparently settled, I anchored the ship as close in as I deemed prudent in 17 fathoms, and lay with banked fires, steam ready at short notice and a slip on the cable, and commenced coaling at once.

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No. 2.

9. Mr. Smith now quitted the ship in his boat (which we had towed) to return to Ritenbenk settlement, distant 30 miles; a copy of a letter is annexed which I thought it right to address to Mr. Smith, the Danish Government Inspector. At 6.15 p.m. the Arctic ships were observed to the northward to haul their wind on the starboard tack and beat to windward for the purpose of communicating, but a fog came on at 8 p.m. and they were lost sight of, and when it cleared off at 11.45 p.m. they were no longer in sight. I have no doubt Captain Nares altered his intention in consequence of the fog and bore up for Upernivik.

10. The 18th, being Sunday, I discontinued coaling. At 1.30 p.m. I despatched a cutter in charge of Navigating Lieutenant Broad to examine the harbour at Atanekerdluk with a view to taking shelter there in a gale from north to south. During his absence from the ship it came on to blow from the S.W. we did not feel it much in the ship being under the shelter of the land, but the cutter found some difficulty in getting back through the ice for it was blowing furiously on that side of that strait, and I am convinced that an ordinary cutter would have been capsized or swamped; ours are life boats fitted on Sir W. K. Hall's principle; they are stiff under sail and very buoyant and pull well; I have formed the highest opinion of them. Mr. Broad reported that the northern harbour was very deep and well sheltered from the sea with South, S.E. and S.W. winds, but at that time quite unapproachable for ice, and not free from the danger of being sealed up in, for a large berg drifted right into it whilst he was there coming right in against a violent gale. The southern harbour was crammed full of bergs, as seeking shelter in either of them with the ship, even supposing it were possible to get to them through the quantities of ice then in the straits, was not to be thought of.

The movement of the ice in the strait seems to be governed by the direction of the wind. It sets to the northward from the Tossukatek Glacier, keeping along the eastern shore of the Waigat with south and south-west winds, but coming over to the Disco or western shore with northerly and easterly winds and so crowding in upon the coast which is steep-to, that no ship could avoid being forced ashore did she remain at anchor too long, and possibly not be able to get out if she got under weigh.

11. On the 19th I recommenced coaling at 4 a.m. Berg and loose ice was passing up the strait in vast quantities and several large bergs passed close to the ship drifting to the northward and others grounded close-to. I continued coaling throughout the day, but at 4 a.m. 20th a strong breeze having set in from the S.W. with heavy squalls, shifting to S.S.E. the appearance of the weather threatening and the surf on the beach rendering coaling dangerous, I recalled everybody and hoisted up the boats; during the afternoon the wind and sea moderated and I continued the coaling operations; during the first watch we had to get under weigh to avoid a large berg that was drifting down upon the ship, I then anchored close in shore in 10 fathoms. On the 21st we got in a good deal of coal, and with fine weather and no ice could soon have filled the ship, which I was most anxious to do as it would be far better ballast than stones, but during the day the wind shifted to the N.E. and the ice began immediately to set over to the western shore and to fill with small bergs, with bigger in their wake, the slight indentation in the coast in which we were at anchor. I had determined to continue coaling as long as prudent and then to go to sea by the northern end of the strait instead of by the southern, as though a little out of our way it was a shorter distance to the open sea and therefore safer in case of fog setting in with a northerly wind which was to be expected, and I should be sooner clear of ice small and great, both dangerous neighbours to a paddle-wheel vessel in a fog, but my intention was hastened by a large berg drifting down upon the ship at 10.40 p.m. which I was obliged to get under weigh to clear and with some difficulty avoided coming into collision with, as half the men were out of the ship; finding I had to remain under weigh to avoid other drifting bergs, and the ice continued to set across from the eastern shore, I gave up all hope of getting more coal, recalled every one, hoisted up boats, and proceeded to the northward at 12 p.m. threading our way through berg ice which now covered the whole of the strait.

12. I had succeeded in procuring 105 tons in the 88½ hours that we were able to work but left the place eventually with only 88 tons (equal to less than $\frac{2}{3}$) 58 of English coal) having consumed the remainder whilst at anchor with steam ready, making with 129 tons of English coal left on our arrival at Ritenbenk 187 tons.

13. I made a considerable detour round the north end of Hare Island, though the channel between it and Disco is seven miles broad, Mr. Smith, the inspector, having stated that there were sunken rocks and reefs somewhere between, but he could not

indicate their position. I got several dredgings off the north end of Hare Island, at the request of Mr. Gwyn Jeffreys, and then stood to the westward under sail, with the intention of striking the line of dredging laid down for my guidance, and then diverging to Holsteinborg to procure ballast, having been baulked in getting it in the shape of coal, and being short of coal it was the more necessary that the ship should be able to stand up to her canvas on her homeward voyage; I dredged twice during the day. At 8 p.m. a fog came up from the N.E., and at 12.40 we narrowly escaped running on to an iceberg, though every possible precaution was taken, and I was myself on deck, so to avoid further risk I reduced the sail and connected the engines and raised steam in two boilers, moving the engines as slow as possible. During the night we avoided several bergs by the use of steam. All the 23rd the fog continued, and fixing the ship's position, otherwise than by dead reckoning, being out of the question, sounding and dredging were of comparatively little value, so at 6 p.m. of the 23rd I shaped a course for the Knight Islands to the northward of Holsteinborg. On the 24th the fog continued, lifting at intervals, clearing up at 5.30 p.m., I then got soundings and dredgings, and at 8 p.m. made all sail and disconnected, fog continuing at intervals.

14. On the 25th as we should probably be short of bread, as a precaution I placed the ship's company on two third allowance. During the forenoon we sighted the Knight Islands to the northward of Holsteinborg, but before we could round them and make out the port the fog again descended, and at 11 a.m. the ship's head was put to the N.N.W. and we continued to move off shore, sounding hourly. The fog continued all that and the following day.

15. It cleared a little at 1 a.m. on the 27th, and at 3.15 I was able to make all sail and steam with two boilers for the Knight Islands. Upon rounding the Knight Islands I observed a very strong current running to the eastward. At 8.45 after rounding the Islands at a mile and a half or two miles distance I shaped a course in the direction of Holsteinborg S.S.E. $\frac{1}{4}$ E., and at 9 a.m., shortened and furled sails, keeping jib and main-trysail set on account of the tide. All went well till 9.20, when without the slightest warning or indication of danger I regret to have to report the ship took the ground on a reef, not laid down in the chart $3\frac{1}{2}$ miles from the nearest Knight Islands, and five from another island, since ascertained not to be in the chart. There was no reason for apprehending any danger, and every precaution had been taken. The navigating lieutenant and myself were on the bridge, a signal-man and a masthead-man on the look out aloft for any indication of discolored or broken water, a leadsman in each chain, and a second to haul the line in for him, that there might be no delay in getting casts. The port leadsman got 17 fathoms up and down, the last cast before the ship struck, and the only danger laid down in the chart on approaching the harbour is only two miles from Frederick VII. Island.

On striking, the engines were at once reversed full speed, but finding the ship was making a good deal of water, but which the after Downton and donkey-engine kept under, and fearing to increase the leak by forcing her off I desisted, and knowing the tide was one-third flood, with a rise and fall of 10 feet, I awaited with perfect confidence the rise of the tide to float her off without further injury. In the meantime every nerve was strained to be prepared for heaving the ship off—a detailed report of the ship's grounding is annexed—as the tide rose. A fog now came down and obscured the farthest islands, and shortly after the wind freshened a good deal, and caused the sea to get up, and the ship thumping violently, so I despatched Lieutenant Wood into Holsteinborg, to inform the authorities of our position, and to ask for any assistance it might be in their power to afford us; provisions and water were also got ready for the boats. At 12.15 p.m. I had the satisfaction of seeing the ship float off by herself. At 12.35 I let go an anchor in 9 fathoms, but it fell off into deep water, and the ship was adrift, so I sent a cutter ahead with the navigating lieutenant (Mr. Broad) to sound, and followed her to the N.W. At 2.15 two Eskimo pilots came on board. The current was running so strong to the N.E. that I experienced some difficulty in placing the ship in a position of safety, the wind having fallen to now almost a calm, so that it was not till 3.40 I could get the paddle-box boats up.

At 3.50 Lieutenant Wood returned with a Danish pilot in their whale boat, leaving the cutter to follow more slowly with the Danish governor, Mr. Lassen, who came on board to offer his services; under the advice of the pilot we steered into Holsteinborg, and anchored in 23 fathoms at 7.15 p.m. With a view to meet possible contingencies, and further delay of the ship's arrival in England, I placed the ship's company on half allowance of bread.

16. The divers went down immediately to ascertain the extent of the damage, and within the next 24 hours, having made a complete survey, their report was as follows.

False keel and gripe gone; from 20 to 30 feet of the main keel broken away flush with the garboard streaks and much bulged and split in the centre. The starboard garboard streak split off for half its breadth at 10 feet from the stem standing off 8 inches, and tapering off at 6 feet. Port garboard streak started out half an inch ($\frac{1}{2}$ in.) on the upper edge at the stem tapering off at 12 feet aft; the water did not increase but rather the contrary as the wood swelled.

We at once commenced to repair the damage to the best of our ability, in the following manner. The split in keel was hove together by a cramp and screw bolts put through garboards and keel and hove well up. The garboards wedged into their places as much as possible and screw bolts put in and hove well up, the split part wedged down and secured with iron bands by means of screw bolts at either end, the whole well smoothed off, all ragged wood and copper cleared away, the hollow in the keel and elsewhere filled with oakum and grease and covered with lead and then coppered. On the inside a watertight bulkhead or dam has been constructed below the orlop deck across the ship in the eyes at 12 feet from stem under orlop deck and 8 or 9 feet along the keelson and 9 feet broad at the top. The two ventilators opening into the store rooms were made watertight, to allow the water to rise to the level of the sea, and two valves fitted at the bottom to enable the water to be changed and prevent its getting stagnant; by these means I considered the ship could be made quite fit for the voyage home. All these arrangements being completed, a mizen trysail thrummed in the event of the leak increasing, and having taken in 50 tons more ballast, I left Holsteinborg on the 8th August; before leaving I addressed a letter to Mr. Lassen, the Governor, thanking him for his assistance, a copy of which is annexed.

17. On our passage out of Holsteinborg through the S.W. channel, the Danish pilot desired to keep very close to Stoney Island and stated his reason for doing so to be that in the channel where our chart shows a line of 20 fathoms there is a sunken rock; Stoney Island is steep-to. This man Johan Leonard has been 16 years a pilot and should know, and I have no reason to doubt his statement. After getting a good offing I shaped a course for the line of soundings and continued to steer on this line with a view to carrying out their Lordships' wishes as much as lay in my power, but considering the condition of the ship and our distance from England, I did not deem myself justified in delaying the voyage by going out of our direct course or waiting for opportunities at the stations, but so long as the weather remained fine and the delay not very great, I took soundings, serial temperatures, and occasional dredgings in the same meridians of longitude, keeping as nearly as possible on a great circle.

On the 24th inst., I was about to complete the soundings when a gale came on and continued during the two succeeding days, rendering it quite impossible; I therefore continued on my course, and made the Fastnet at 10.30 p.m. on the 27th and then proceeded direct for Plymouth, and arrived here this day at 4.15 p.m.

18. Mr. Whiddon, Assistant Paymaster of the "Alert" has returned to England in this ship and at Captain Nares' request has proceeded to town with his despatches.

I have, &c.

Admiral the Honourable Sir H. Keppel, G.C.B. LOFTUS F. JONES, Captain.
Commander-in-Chief, Plymouth.

Enclosure No. 1.

SIR,

"Alert," at Disco, 14th July 1875.

THE "Alert" and "Discovery" having received the coals and provisions conveyed to Disco in the "Valorous," I have the honour to inform you that I have no further need of your services.

2. I take this opportunity to thank you and the officers of the "Valorous" for the very kind and active manner in which the services allotted to you have been performed.

I will ask you to inform senior Lieutenant Robert Eyre, and Mr. James Coude, Chief Engineer, how grateful I am to them for their valuable assistance and zealous co-operation in making good our defects; and Mr. Herbert Gain, Paymaster, how fully I appreciate the manner in which he must have superintended the stores and provisions while they were under his charge. The fact that, notwithstanding the severe weather we encountered, none of the stores were injured in any way, proved with what care they were looked after.

I have, &c.

(Signed)

G. F. NARES,

Captain Commanding Arctic Expedition.

Enclosure No. 2.

SIR, H.M.S. "Valorous," at Ritenbenks, 21st July 1875.
I HAVE the honour to inform you that I have taken on board about 100 tons of coal from the seam at Ritenbenks Kulbrud, in three days, having been delayed for some hours yesterday by the heavy swell on the beach, caused by a south-westerly breeze.

I take this opportunity of tendering you my thanks on behalf of Her Majesty's Government for your unvarying courtesy and attention during our stay in this country, in attendance on H.M.S. "Alert" and "Discovery"; I must also thank you for the trouble you took in coming in this ship all the way from Ritenbenk (Agpat) to this place on Saturday last, to show me the best coal seam, and advise me as to the state of the ice and anchorage.

Trusting that you got safe back to Ritenbenk.

Mr. Smith,
Danish Government Inspector,
North Greenland.

I am, &c.
(Signed) LOFTUS F. JONES,
Captain.

No. 12.

The SECRETARY of the ADMIRALTY to the COMMANDER-IN-CHIEF at DEVONPORT.

SIR, Admiralty, 8th September 1875.
WITH reference to your communication No. 1,606 of the 29th ultimo, forwarding the report of the proceedings of the "Valorous" whilst employed with the "Arctic Expedition," and on the voyage home to this country from Disco, I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you to convey to Captain Loftus Jones of that ship an expression of their approval of the very satisfactory manner in which all the services entrusted to him have been carried out, observing that they fully appreciate the intricate nature of the navigation, and the difficulties encountered in consequence of the quantity of ice which he fell in with.

2. I am further to remark that their Lordships exonerate Captain Jones and the officers of the "Valorous" from all blame in respect to the accidental grounding of the ship near Knight Island, and approve of the judicious measures adopted to repair the damage done so as to enable her to proceed on her homeward voyage.

3. My Lords have also received with satisfaction the testimony borne by Captain Nares to the active and cordial manner in which the various services required were rendered by the crew of the "Valorous" to the Arctic ships.

4. In consideration of the special nature of the service on which the "Valorous" has been employed, my Lords are pleased to grant to the officers and crew double pay during the period of the ship's absence.

Admiral the Hon. Sir Henry Keppel, G.C.B.,
&c., &c., &c.,
Devonport.

I am, &c.
VERNON LUSHINGTON.

No. 13.

TELEGRAM from Mr. ALLEN YOUNG, Yacht "PANDORA," at Spithead, 16th October 1875.

ARRIVED this morning, bringing home record and private letters from "Alert" and "Discovery," dated Carey Islands, 27th July.

Captain Nares states season a very open one, and every prospect of reaching a high latitude.

An officer will be sent to London with the record to-night.

No. 14.

The SECRETARY of the ADMIRALTY to Mr. ALLEN YOUNG.

SIR, Admiralty, 18th Oct. 1875.
I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that they have received with very great satisfaction the record of the proceedings of

Her Majesty's ships "Alert" and "Discovery," which have been brought home by you from the Carey Islands, and delivered at the Admiralty on the 16th instant, by Lieutenant Lillingston.

2. Their Lordship's desire me to convey to you the expression of their thanks for the service you have performed in discovering and conveying to this country the record in question.

Allen Young, Esq.
Arctic Yacht "Pandora," Portsmouth.

I am, &c.

ROBERT HALL.

No. 15.

THE SECRETARY OF THE ADMIRALTY TO MR. ALLEN YOUNG.

SIR,

Admiralty, 15th December 1875.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that they have been informed by Captain Nares (in command of the Arctic Expedition) of his intention to give orders for a travelling party to proceed from H.M.S. "Discovery" to visit the entrance of Smith's Sound in the spring of 1876, and perhaps again in the autumn of the same year.

2. My Lords have under consideration the desirability of communicating during the summer of that year with such places as would be the most likely to be reached by the intended travelling party, such as Cape Isabella, Lyttelton Island, Cape Sabine, and Cape Prescott; and having reason to believe that you intend to visit the Polar regions next season in the yacht "Pandora," they would feel much obliged if you would assist them by being the means of making such communication, carrying with you despatches to be deposited if possible at one of the places named, or otherwise at some spot where they would be likely to be found by the travelling party, and bringing home or entrusting to the governor of one of the Danish settlements, or to the captain of some whaling ship, any letters from, or records of, the Expedition which you might find.

3. Any expense which you might incur in your endeavours to comply with their Lordship's request, would be willingly borne by them to the extent of 8,000*l*.

4. Should you receive their Lordships' proposal favourably, they would feel themselves under a greater obligation to you than that under which you have already placed them by bringing home the letters, &c. left by Captain Nares at the Carey Islands on his outward voyage; which documents would not have reached them had it not been for the energy, perseverance, and public spirit which you displayed.

I am, &c.

Allen Young, Esq.

VERNON LUSHINGTON.

No. 16.

MR. ALLEN YOUNG TO THE SECRETARY OF THE ADMIRALTY.

1, St. James Street, S.W.

SIR,

17th December 1875.

I HAVE the honour to acknowledge the receipt of your letter of the 15th instant, and I beg that you will be so good as to inform the Lords Commissioners of the Admiralty that I fully appreciate the proposal made to me in so handsome a manner, and that I will readily accept it with the desire to do my best for the public service, and to carry out the objects in view under all the intricate circumstances connected with the undertaking.

I have also the honour of requesting you to express to their Lordships my deep sense of gratitude for the extremely flattering manner in which they have alluded to my late endeavours to bring home the Arctic despatches from the Carey Islands.

I am, &c.

Vernon Lushington, Esq., Admiralty.

ALLEN YOUNG.

No. 17.

The SECRETARY of the ADMIRALTY to CAPTAIN NARES.

SIR,

Admiralty, 24th May 1876.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that they have received from Mr. Allen Young, by his yacht "Pandora," the various letters, &c. which you left at the Carey Islands, and subsequently from the Danish authorities, those left at Upernivik.

2. By your communication of the 9th July (*vide* page 8), their Lordships became aware of your intention to direct Captain Stephenson of the "Discovery," to communicate with the entrance to Smith's Sound in the spring, and possibly in the autumn of 1876. Under these circumstances, although they were not anticipated, my Lords have made arrangements with Mr. Allen Young to communicate if possible with the depôts in the summer of this year, in order to obtain any records which may have been deposited on the passage of the Expedition to the North, during the summer of 1875, or any letters which may have been sent from the ships during the spring of this year.

3. Mr. Allen Young, if he is enabled to reach or discover the depôts, will also deposit letters for the two ships, and several parcels of newspapers which their Lordships have forwarded, and if success attend his exertions, and he is able to reach the places indicated in your various letters, with which he has been made acquainted, my Lords hope to receive satisfactory information respecting the progress of the Expedition.

4. My Lords have only further to state that they will carry out their intention respecting a ship proceeding to Smith's Sound in the year 1877, as indicated in the instructions with which you have been furnished.

I am, &c.

ROBERT HALL.

Captain Nares, H.M.S. "Alert,"
or the Officer Commanding the Arctic Expedition.

No. 18.

The SECRETARY of the ADMIRALTY to MR. ALLEN YOUNG.

SIR,

16th May 1876.

As the time is approaching for your leaving England in the Yacht "Pandora" with the intention of communicating with the depôts of the Polar ships "Alert" and "Discovery," under the command of Captain Nares, at the entrance of Smith's Sound, my Lords Commissioners of the Admiralty desire to transmit for your information a copy of the instructions which were given to the above officer, copies of all letters received from him since he left England in June 1875, and a communication from him with enclosures dated 14th July 1875, containing information and certain instructions to Captain Stephenson, of H.M.S. "Discovery," with a view of communication being held with the depôts at the entrance of Smith's Sound in the spring and autumn of 1876.

2. From these various documents you will observe not only what was the original object of the Expedition, but you will gain full information respecting Captain Nares' subsequent intentions and the positions where he proposed to place the depôts as he advanced through Smith's Sound, and with which it is wished that you should, if possible, hold communication.

3. In case of finding any public documents addressed to the Secretary of the Admiralty or to members of the Board, my Lords authorize you to open them, as you may obtain important information respecting the ships or crews on which you might find it expedient to act; you might, after their perusal, consider it necessary to leave information at, or near, or in the depôts, which might prove of value to the ships on their return voyage to England.

4. All letters conveyed from England should be deposited either in a separate cairn or depôt, as you may in your judgment see fit, on some well marked and conspicuous place, or in two or more places, as you may consider most expedient to ensure their being received by the ships or travelling parties.

5. My Lords do not desire, nor do they deem it necessary to give you any specific directions respecting your intended voyage. Your own nautical knowledge and experience of the Polar Sea and its navigation must be your chief guide for carrying out the great undertaking which you have entered upon, in order to meet the views of

their Lordships as conveyed to you in their letter of 15th December last. A copy of this letter is enclosed.

6. It only remains for their Lordships to convey to you their best wishes for the success of the voyage which you have undertaken with so much zeal in the interest of the public service, and they trust that your efforts to obtain information of the Polar ships may prove successful, a result which will be satisfactory not only to their Lordships but to the numerous relations and friends of the officers and men of the Expedition, and to the public at large.

Allen Young, Esq.
&c. &c.

I am, &c.

ROBERT HALL.

P.S.—The Hydrographer to the Admiralty has been directed to supply you with all the requisite charts and hydrographical information.

No. 19.

Mr. ALLEN YOUNG to the SECRETARY to the ADMIRALTY.

Arctic Yacht "Pandora," R.Y.S.,
Cowes, May 29th 1876.

SIR,

I HAVE the honour to acknowledge the receipt of their Lordships' Memorandum of the 16th instant, together with copies of the instructions furnished to Captain Nares and other documents bearing on the subject of communication with the depôts of the Arctic Expedition, at the entrance of Smith Sound during this summer, a service which I have had the honour to accept at their Lordships' invitation.

I have read and given my careful consideration to all these documents, and as their Lordships have not laid down the decided line of action they desire me to follow, I conclude that they leave it to my own judgment to carry out, so far as circumstances will admit, their general views consequent on Captain Nares' communications.

I beg you will acquaint their Lordships, that while I gratefully accept and appreciate this mark of their confidence, I feel that it is proper, and that they will expect, that I should lay before them a statement of my own views on the service I am about to undertake, and of the course I propose to follow.

Captain Nares states in his communication from Disco that his second captain, Stephenson, will be directed to communicate in the spring of this year with a depôt at or near the entrance to Smith Sound, and perhaps again in the *autumn*.

My duty then will be to land despatches and letters at this depôt and to bring away any that I may find deposited there.

My opinion is that if the expedition reached any very considerable distance north in the summer of 1875, say as far as Hall's wintering place, then no attempt would be made to communicate with the depôt at the entrance of Smith Sound during the spring of this year, and in that event I should find no-later letters than those which were probably deposited in August 1875, on the way north, and only a few days later intelligence than that which I brought to England from the Carey Islands on my return in October last year.

Such a result at this, although it is quite possible to be all that I might be able to accomplish, would convey but little additional information to their lordships and would probably not be very satisfactory to the public.

As regards the possible communications from the Expedition in the autumn their Lordships are aware that autumn travelling can only be undertaken after the summer navigation has closed and the sea is again frozen over, and then only to a limited extent.

To receive such communication I should have to go into winter quarters at the end of this summer and I should then be in no better position as regards bringing despatches to England than the Government ship which it is intended to despatch in 1877 (should the Expedition not return in the summer of this year).

It is possible, however, that Captain Nares or his second Captain Stephenson may despatch a boat expedition to the depôt in the month of July this year, and if so it is of course possible that I may communicate with it. With this view I should feel it incumbent on me to remain at the entrances of Smith's Sound until the navigable season is well advanced, and I should hope during this detention to gain such information in

regard to wintering places on either side as would be useful to the ships to be despatched in the summer of 1877.

Failing any communication with the Expedition up to that time, and if then too late to prosecute the objects of my own intended voyage to the west, I should return to England.

The preceding observations are based upon the supposition that Captain Nares reached the position which it was contemplated by the Arctic Committee that his ships might arrive at under favourable circumstances, and which there is good reason to believe they may have reached.

If, on the other hand, they have been unable to penetrate further than from 60 to 80 miles within the entrance of the Sound, their communications with their depôt will be much more certain and my chance of bringing information from them proportionately so; I earnestly trust, however, that this will not have been the case.

Under any circumstances their Lordships may rely that no pains will be spared on my part to carry out their wishes, to which I shall consider all other things secondary.

I shall observe the usual custom of communicating with their Lordships by all opportunities and of leaving records of my proceedings wherever I may be able to do so, after leaving the Danish Settlements of Greenland. And in the event of my obtaining despatches from Captain Nares or Captain Stephenson I will take such means as will be best to insure their arrival in England as speedily as possible.

I have, &c.

ALLEN YOUNG, Lieut. R.N.R.

Commander Arctic Yacht "Pandora."

No. 20.

SECRETARY of the ADMIRALTY to MR. ALLEN YOUNG.

SIR,

Admiralty, 31st May 1876.

WITH reference to your letter of 29th instant and your telegram of this day, I am commanded by my Lords Commissioners of the Admiralty to inform you that they entirely concur in the views expressed in your letter, and their Lordships desire to leave it to your own judgment to determine the steps that will be most advisable for carrying out their general views consequent on the communications received from Captain Nares, of which copies were forwarded to you on the 16th instant.

I am, &c.

(Signed) ROBERT HALL.

The "Pandora" left Plymouth on the 3rd June 1876.

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