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ARCTIC EXPEDITIONS.

CORRESPONDENCE received at the Admiralty from Sir *Edward Belcher*, Mr. *Kennedy*, Commander *Inglefield*, and others, on the subject of the ARCTIC EXPEDITIONS (in continuation of Arctic Papers, Session 1852).

(*Sir Robert Harry Inglis.*)

Ordered, by The House of Commons, to be Printed,
20 December 1852.

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ARCTIC EXPEDITIONS.

S. Bell
20B

RETURN to an Address of the Honourable The House of Commons,
dated 19. November 1852 ;—for,

- “COPIES of any CORRESPONDENCE received at the ADMIRALTY from Sir *Edward Belcher's* Squadron, detailing the Proceedings thereof since leaving *Greenhithe*, and from any other of the ARCTIC EXPEDITIONS since the Dates of the last Returns from the same respectively.”
- “Of any COMMUNICATIONS received at the ADMIRALTY from Mr. *Kennedy*, of the ‘*Prince Albert*’ Discovery Ship.”
- “Of CORRESPONDENCE from Commander *Inglefield*, of the Screw Vessel ‘*Isabel*,’ reporting his Discoveries and Proceedings in the Polar Sea.”
- “Of any Plans or Suggestions of SEARCH for Rear-Admiral Sir *John Franklin*, and the Ships and Crews of his Expedition.”
- “And, of any further CORRESPONDENCE on the subject of the ARCTIC REGIONS, since the last laid before this House in the late Session (in continuation of Arctic Papers, Session 1852).”

Admiralty,
16 December 1852. }

J. H. HAY,
Chief Clerk.

(*Sir Robert Harry Inglis.*)

Ordered, by The House of Commons, to be Printed,
20 December 1852.

L I S T.

PROCEEDINGS of the Arctic Expedition, under the Command of Captain Sir Edward Belcher, c.b., employed in the further Search for Sir John Franklin.

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ARCTIC EXPEDITIONS.

PROCEEDINGS of the ARCTIC EXPEDITION under the Command of Proceedings of Sir E. Belcher, c. B. Captain Sir *Edward Belcher*, c. B., employed in the further Search for Sir *John Franklin*.

No. 1.

INSTRUCTIONS to Captain Sir *E. Belcher*, c. B., of Her Majesty's Ship "Assistance," for the guidance of his Proceedings in making further Search for Sir *John Franklin*.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c. &c.

1. HAVING appointed you to the command of the expedition (to consist of the ships named in the margin) preparing for the further search for Sir John Franklin, you are, whenever such ships shall be in all respects ready, to put to sea, and, proceeding down channel or north about, make the best of your way to Barrow Strait, calling at Disco (if in your way), for such replenishments as the place affords, and for a supply of dogs for sledging purposes.

"Assistance."
"Resolute."
"Pioneer."
"Intrepid."
"North Star."

2. We have entrusted you with this command, in the full persuasion of your thorough acquaintance with its obligations, and of your judgment and ability to meet them.

3. We do not, therefore, consider it necessary to encumber you with minute instructions for your guidance at each step of your proceedings; but furnishing you with papers which point out the views of the Admiralty, as successive expeditions have been despatched from this country, and those also relative to the difficulties occurring to oppose those views, we leave it to you to decide, as the case shall present itself.

4. We deem it right, however, that a certain course of proceedings should be pointed out to you; and adopting the recommendation of the Committee appointed in October 1851, to inquire and report upon a previous expedition, the plan of future operations there proposed is to be considered as the basis of your proceedings. By that plan, Beechey Island is the point indicated as the basis of your operations, and you are to consider it as the grand rendezvous to which you are to push forward, there to establish the "North Star" as a general depôt.

5. Arrived at this point, two great objects will engage your attention:—

1st. The endeavouring to pass up Wellington Channel with one sailing vessel and one steamer.

2d. The advance of a similar force towards Melville Island.

6. The object of the first of these expeditions will be, the endeavour to recover those traces of Sir John Franklin which ceased at Cape Bowden to the north of Beechey Island, and to follow up such traces, if they should be found. The object of the other expedition will be, to deposit, if possible, at Winter Harbour, Melville Island, or failing that, at Byam Martin Island, a supply of provisions, fuel, and clothing, for any parties that might reach such positions from Captain Collinson's or Commander McClure's ships.

7. As regards the first-named expedition and the possible contingency of coming upon Sir John Franklin's track, we cannot too strongly impress upon you the necessity of your establishing along your line of route, caches of provisions sufficient to supply your crews, and those of the missing ships, should any accident happen to your own vessels and render it necessary for you to return without them to the general rendezvous at Beechey Island; and you

2 CORRESPONDENCE RELATING TO ARCTIC EXPEDITIONS.

Proceedings of Sir
E. Belcher, C. B.

will be most careful along the line of such route, as well as in every other direction you may have to take, to avail yourself of every remarkable promontory, point of land, or other distinctive locality, to deposit exact notices of your condition and intended proceedings; and you are to give positive orders that these notices or records are to be deposited 10 feet true north of the cairn or staff, and likewise beneath or in the cairn itself.

8. With regard to the expedition to be despatched towards Melville Island, it is scarcely to be contemplated that, under the most favourable circumstances, more could be done in the first season than to reach that point; and the officer in charge of that service will of course have to take into account the having to winter in that quarter.

9. His earliest attention in that case, in the ensuing spring, will be—1st. the depositing such supplies at Melville Island as he can spare, or endeavouring to convey them thither by sledges, if he should not reach the island with his ships; and, 2d. the detaching travelling parties in a westerly direction for the combined purpose of a search for traces of Sir John Franklin, and of depositing notices in conspicuous situations as to where the supplies are left, but being at the same time strictly enjoined to return to their ships before the usual period of the breaking up of the ice, in order that such ships may return to their rendezvous at Beechey Island, or otherwise prepare for quitting Lancaster Sound to return to England, according as the supplies on board of his ships and the length of time consumed in the above service shall require.

10. And here we think it necessary more particularly to call your attention to the instructions to be given by you to the officer charged with this branch of the expedition; for whilst there is a possibility of your calculating on an early return of such officer from Melville Island in the summer of 1853, and of his being able to afford you support in any particular direction, it is on the other hand not improbable, that from a prolonged detention to the westward, it may be his bounden duty not to hazard a further stay in those seas, but to make the best of his way home, in which case he must endeavour to communicate with the rendezvous at Beechey Island before finally quitting Barrow's Strait, in order to obtain information of the other ships, and to deposit records of his proceedings.

11. He should, therefore, be made to understand the nature of the responsibility that devolves upon him, both as to the execution of his orders in the first instance, and determining the point at which the power of compliance with those orders ceases.

12. It is, of course, possible that seasons such as were experienced by the expedition in 1850-51 may again occur to prevent a passage by ships up Wellington Channel, or to the west of Griffith Island; and, under such circumstances, it will be for you to consider how far it might serve any useful purpose to undertake an examination by travelling parties from Baring Bay, or Prince Alfred Bay, in the direction of Jones's Sound, in addition to those which it will be your duty to send out to the north and north-west, for traces of Sir John Franklin, in the direction of Queen's Channel.

13. Our instructions, therefore, are without reference to the possible circumstance of records still being found at Beechey Island, or elsewhere (and for which it will be your duty to search), at a certain distance from the respective cairns, where it has been stated it was Sir John Franklin's custom to deposit them;* and if by such records it should prove that Sir John Franklin proceeded to the eastward out of Lancaster Sound, after he wintered at Beechey Island in 1845-46, you will still continue to push forward two of your ships towards Melville Island, as already directed by us, and with the other two you are to act as circumstances may render necessary, depending on the information which those records may convey; and adverting to the report of two ships having been seen on the ice in the North Atlantic, in the spring of 1851, we think it expedient to draw your attention to this subject, that you may adopt such steps on your way from Baffin Bay, with reference to search and inquiry on the shores of Davis Straits,

* The piece of tin or copper, said by Adam Beck to have been dropped from a staff, should also be looked for.—*See Evidence before Arctic Committee.*

Straits, as you may consider most advisable under the circumstances above stated, and the information the records may convey.

Proceedings of Sir
E. Belcher, c. b.

14. You are aware of the deposit of stores and provisions at Port Leopold, and of the steam launch left there by Sir James Ross: you are at liberty to employ that vessel in any way that her services may be made available; but with reference to the store of provisions at Port Leopold, and also those for 100 men which were landed by Mr. Saunders on an island in Navy Board Inlet, it is our directions that such provisions and stores shall on no account be touched by any of the vessels under your orders, unless compelled to do so by absolute necessity.

15. We have furnished you with copies of these instructions, which you are to deliver to the captain and officers in command of vessels under your orders. And we deem it necessary that you should be directed to communicate freely and unreservedly with your second in command, and the officers in charge of the other ships, on all points connected with the expedition, keeping them acquainted with your views and intentions, that, in case of an accident happening to yourself, or a separation of the ships, these officers may be fully aware of the course of proceedings intended to be adopted by you; and, when the ships are separated from you for the purpose of carrying out our orders, the same unreserved intercourse and communication is to be maintained between the officers in command of the respective ships.

16. You are, no doubt, aware of the "Prince Albert," private vessel, being engaged in a like search in the Arctic Seas; you are to afford that vessel every aid and assistance in the event of falling in with her, but you are in no way to interfere with her orders, or take her under your charge.

17. The various logs and private journals, with drawings, plans, &c., are to be sent to this office on the return of the expedition. And you are to be careful that, from the date of your parting company with the ships sent to assist in towing you, your own letters to our secretary, together with those of the officers addressing you, are duly numbered, as well as dated; and you are invariably, should any opportunity offer, to leave letters for us at such places as Cape Warrender, Ponds Bay, &c., provided no delay be incurred thereby.

18. Your ships have been fully equipped for the service they are going upon; and it has been our desire that you should be provided with every means and resource that might be made available. We have an entire reliance on the best use and application of those means on your part, and we have equal confidence in the care to be exercised by you for those employed under your orders; but there is one object which, in the exercise of that care, will naturally engage your constant attention, and that is, the safe return of your party to this country.

19. We are sensible, however, that notwithstanding a wish to keep this part of your duty prominently in mind, yet that an ardent desire to accomplish the object of your mission, added to a generous sympathy for your missing countrymen, may prevail in some degree to carry you beyond the limits of a cautious prudence.

20. You are, therefore, distinctly to understand our directions to be, that the several ships under your orders shall each be on its way home, and to the eastward of Barrow Strait, whenever their stock of provision shall have been reduced to 12 months' full allowance; and commending you, and those employed under you, to the providence of God, we trust that success may crown your efforts, and that you may be the means of affording succour to those of our countrymen whose absence we have so long deplored.

Given under our hands this 16th day of April 1852,

(signed)

Northumberland.
Hyde Parker.
Phipps Hornby.
Thos. Herbert.
Alex. Milne.

By command of their Lordships,

(signed)

W. A. B. Hamilton.

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Proceedings of Sir
E. Belcher, c. 3.

No. 2.

(No. 1.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.

Sir,

Her Majesty's Ship "Assistance,"
within the Sunk Light, 22 April 1852.

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I was compelled to anchor the vessel under my orders about five miles short of the Sunk Light last evening, in consequence of an accident to the machinery of the "Intrepid," viz., connecting rod bent—shifted the same, and now ready.

In consequence of some doubt as to how she may behave, I have retained the "Lightning," for the present, in order to assist her if requisite.

The squadron is now moving forward, with a fine leading wind from the S.E.

Some damage done to spars was expeditiously repaired, by the assistance of Commodore Hope at Sheerness, to whom I feel much indebted for his personal exertion.

I have, &c.

(signed) *Edward Belcher*,
Captain commanding Arctic Expedition.

No. 3.

(No. 2.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.

Sir,

Her Majesty's Ship "Assistance," Stromness,
26 April 1852.

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that the ships and vessels under my orders, as per margin, reached this anchorage during yesterday.

"Assistance."
"Resolute."
"North Star."
"Pioneer."
"Basilisk."
"Desperate."
"Intrepid."

The "African" parted company with "North Star" off Lowestoffe without receiving her orders or rendezvous, and as she has not yet appeared, and not having canvas to keep up with the ships, I have reason to believe (from the report of Commander Pullen) that she has returned to Sheerness.

From the general sailing qualities of the vessels composing this expedition, I am in hopes that the "Desperate" and "Basilisk," under low power, may do all that we may require, should we experience light winds; and I should not deem it prudent to use them at all should rough weather or heavy swells prevail.

The expenditure of fuel up to this position has been small, and I am happy to say, that any quantity that might be required to complete happens to be in port.

As soon as the vessels can be watered, stowage, &c. completed, I shall proceed in the prosecution of the service entrusted to me, which I trust may be on Wednesday morning after post.

Enclosed are documents, Nos. 1 to 4, relative to steam-vessels, and an absentee from Her Majesty's ship "Resolute."

I have, &c.

(signed) *Edw. Belcher*,
Captain commanding Arctic Expedition.

No. 4.

No. 4.

(No. 3.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.Her Majesty's Ship "Assistance," Stromness,
28 April 1852.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that, having completed coal, water, fresh beef, and refitted, I am now quitting this port.

The "African," not having rejoined, I presume has returned to Sheerness.

I have the honour to enclose the state and condition of the vessels under my orders,

And am, &c.

(signed) *Edward Belcher*,
Captain commanding Arctic Expedition.

No. 5.

(No. 4.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.Her Majesty's Ship "Assistance," at Sea,
Lat. 60° 24' N., Lon. 23° 40' W.
8 May 1852.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that in consequence of a heavy gale which sprung up in 18½ W., that I was compelled to cast off the steamers, and until the present moment it has not been sufficiently moderate to communicate with them, nor can we now, or within any reasonable prospect, obtain any supply of fuel or other stores from them, owing to the threatening aspect of the weather and state of barometer.

The tenders have consumed 25 tons or more, which renders it still more unfortunate.

I have great satisfaction in being able to approve most warmly of the conduct of the Commanders of the "Basilisk" (Mr. H. Jeffery) and "Desperate" (Mr. Wm. Byford), for their great attention, and for the masterly manner in which they have acquitted themselves without an accident in this, to them, harassing duty.

I enclose the present provision on board Her Majesty's Ship "Assistance;" and others will be forwarded if they arrive before the steamers part company.

I have, &c.

(signed) *Edw. Belcher*,
Captain commanding Arctic Expedition.

No. 6.

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.Her Majesty's Ship "Assistance,"
Whalefish Islands, 29 May 1852.

Sir,

I HAVE thought it convenient to note, as the subjects occur to me, certain portions of my orders to the officers generally, with reference to burying information, erecting cairns, marks, &c., and with which I deem it important that their Lordships may be made acquainted.

6 CORRESPONDENCE RELATING TO ARCTIC EXPEDITIONS.

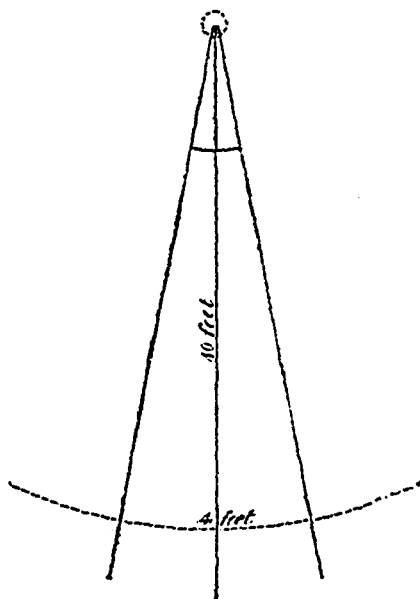
Proceedings of Sir
E. Belcher, C. B.

Orders for marks.

Taking into consideration the difficulties encountered by the officers of the last expedition, detained for days by snow storms, absence of sun, possible error in computing the true meridian, &c., I have deemed it necessary to add to their Lordships' order, that a second small pile or mark in the computed meridian line is to be invariably constructed, so that that bottle or cylinder will be found between the marks.

That the bottle or cylinder at 10 feet be buried, when practicable, three feet beneath the surface; and that its position may be more easily traced by those searching for records of the expedition, a stratum of fine gravel, stones or pavement, at one or more feet beneath the surface, on a surface of three feet diameter, is to be carefully placed, and carefully covered to the surface.

Other modes have occurred to me where time and the importance of the matter are concerned, but all will hinge on the 10 feet radius, on the segment of which, embracing a certain distance (*vide* diagram), a series of stones may with less trouble be inserted in the ground: thus, as in diagram, at 10 feet 2 points or 22° 30' of azimuth would be given by the segment of 4 feet, a very trivial labour, and to any but a civilized eye confusing rather than directing search.



Scale, $\frac{1}{2}$ of an inch to a foot.

Parties sent to examine cairns constructed in early spring, or before the sun's rays have any effect on the stones (which may also be covered with snow), should have it impressed on them, that as summer progresses, and the sun heats the stones piled with and probably upon snow, that they must not mistake fallen or possibly entirely dilapidated cairns as old or demolished by man or beast, but fallen asunder by the thaw.

As experiments may be tried by pieces of iron hoop to test the possibility of search by magnetic needle over snow, I deem it right to notice that any such will be at right angles to the meridian, or east and west (true).

I am inclined to think that at present, as in case of the sledge-marks of Franklin's expedition, any heavily compressed lines on the snow, or foot-marks, might be traced for successive years, and under this impression I shall follow up some of my investigations on Beechey Island, although under the drawback of its having been already invaded by the party of the late expedition, but still as late as August. As Franklin probably moved early in June, I have yet some hope that this idea may help me.

Although we have not succeeded in finding the metal punches demanded at Woolwich, but not on the charge of the carpenter, I have discovered a small set sent by Mr. Cary with my instruments; with these, leaden or brass plates will be struck, and they also will be placed in the cairns. The canisters also used to mark our cairns will be marked with the ship's name punched.

Lievely, Disco, 9 June 1852.

Our communications here have been very much retarded by not understanding the Danish language; I have, therefore, signed receipts only for furs and stores, dogs, pilots, &c.; the prices to be arranged between the Governments.

I have

I have been informed that good coal has been found about 40 miles east of this, and as my passage by the Waigat may be the shortest, I shall endeavour to test this, and, if possible, make up our deficiency.

Proceedings of Sir
E. Belcher, c. B.

It affords me very great pleasure to state that Captain Kellett is rapidly improving, and all around me give me great satisfaction. A rough survey has been made of this port. Had we been furnished with any guide, we should have avoided all trouble, and not required very incompetent pilots, who, by their want of knowledge of English, confused our helmsman, and made us touch (without stopping). Indeed, had we been informed that Lively could accommodate 10 ships, we should not have lost time at Whalefish Islands.

I am now proceeding to Uppernavick, where I am informed the whalers are cruising. I have not been able to ascertain any satisfactory account of the state of the ice, but the winter has not been severe; less so than usual; but hard gales have nevertheless prevailed, and heavier detached bergs in consequence.

I shall, probably, be enabled to send letters by the whalers from the north, or at all events from Uppernavick.

I have, &c.
(signed) *Edward Belcher*, Captain.

No. 7.

(No. 6.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.

Her Majesty's Ship "Assistance,"
Lively, Disco, 9 June 1852.

Sir,

1. I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I reached and anchored at the Whalefish Islands on the 29th ultimo, where I remained until the 5th, and reached this on the evening of the 6th of June.

2. Owing to baffling winds and not being able to comprehend the pilots, this ship as well as the "North Star" touched the ground, the latter vessel having remained for some hours; no material damage was sustained. The "Pioneer," however, dropped foul of an iceberg, by which she lost the head of her mizen-mast; as it was found she could dispense with canvas on that mast during the passage out, I have not deemed it necessary to replace it, but have shortened it. The "Intrepid" lost the stock of her anchor at the Whalefish Islands: I have been enabled to replace it by one of wood from the Danish establishment here.

3. As the Danish Governor here could not sell furs, I have given him receipts in triplicate, as in document enclosed; also for payment for dogs, pilotage, &c. The current value here of seal skins is about 6*d.* sterling.

4. The moment the wind permits, I intend proceeding to Uppernavick by the Waigat, as I am informed that extensive seams of coal are to be met with about 40 miles to the eastward of this port.

5. Captain Kellett has been a great invalid since the steamers parted company, but I am happy to say he is fast recovering.

6. I have the honour to enclose a state and condition of the vessels under my orders,

And am, &c.
(signed) *Edward Belcher*,
Captain commanding Arctic Searching Expedition.

Enclosure.

Enclosure in No. 7.

Report of the State and Condition of Her Majesty's Ships and Vessels composing the Arctic Expedition, under the Command of Captain Sir *Edward Belcher*, Knt., c.B.

Her Majesty's Ship "Assistance," Lively, Disco, 9 June 1852.

COMPLEMENTS, SUPERNUMERARIES AND PROVISIONS.	SHIPS' AND CAPTAINS' NAMES.			
	"Assistance." Sir E. Belcher, Knt., c.B.	"Resolute." Hy. Kellett, Esq., c.B.	"North Star." W. J. S. Pullen, Esq., Commander.	
Whole complement - - - -	91	91	40	
Seamen borne:				
Complement - - - -	78	78	36	
Borne - - - -	78	77	36	
Mustered - - - -	77	76	36	
Officers - - - -	11	10	6	
Mates and midshipmen - -	3	2	—	
Engineers - - - -	2	2	—	
Warrant officers - - - -	2	2	—	
Petty officers - - - -	28	27	8	
Artificers - - - -	2	1	3	
Effective able seamen - -	23	26	17	
Stokers - - - -	4	4	—	
Stewards and cooks - - -	3	3	2	
Mate or midshipman short -	-	1	-	French officer borne in lieu.
Marines borne:				
Serjeant - - - -	1	1	—	
Corporal - - - -	1	-	-	-- In lieu of one private sent to England per "Desperate."
Bombardiers - - - -	2	2	1	
Privates - - - -	9	10	3	
Borne - - - -	13	13	4	
Mustered - - - -	13	13	4	
Short of complement - - -	—	—	—	
Gunnery Establishment:				
Gunners' mates - - - -	2	2	—	
Seamen gunners - - - -	—	—	—	
Short of complement - - -	—	—	—	
Supernumeraries borne:				
French officer - - - -	-	1	-	-- In lieu of a mate or midshipman shown short of complement.
Assistant surgeon - - - -	-	-	1	Lent from "Assistance."
Musician - - - -	1	-	-	Lent from "Resolute."
Sick:				
Number on board - - - -	4	4	4	
Number on shore - - - -	—	—	—	
Total Number victualled -	91	90	41	
On Board:				
Provisions - - - -	3 years, nearly	3 years, nearly	3 years, nearly	-- Coals in "Pioneer," tender to "Assistance," 238 tons.
Necessaries - - - -	3 years, nearly	3 years, nearly	3 years, nearly	-- Coals in "Intrepid," tender to "Resolute," 234 tons.
Coals - - - -	80 tons	58 tons	140½ tons.	
Water:				
Ship stores - - - - Tons	51	51	12	
On board - - - - Tons	16	16	12	
Daily expense - - - - Galls.	55	70	60	

(No. 7.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.Her Majesty's Ship "Assistance,"
off North end of Disco, 16 June 1852.

Sir,

HEREWITH I forward, for the information of my Lords Commissioners of the Admiralty, the duplicate of my last despatch, left with the Governor of Lievely, to be forwarded *viâ* Copenhagen, by the Danish vessel which will probably sail in August from that port.

On the 10th I proceeded to the mouth of the Waigat, and examined the coast for the coal referred to. I found that the seams did not occur as stated near the beach, but were some distance inland, and that only stray pieces washed down by the mountain torrents were to be met with, strewed along the line of Sandy Beach, which the Esquimaux guide probably intended us to understand "as easily to be picked up along the beach," instead of the seams lying in that direction. One bag was picked up by the boat's crew, and brought on board to burn; it was found to retain its heat well, but did not inflame or burn readily without the aid of other coal, by which I should judge that it would be well adapted for steamers.

I should imagine from the aspect of the country, being in this region bare of snow, although a late snow storm had covered the land on each side of it thickly, that very extensive deposits (over very nearly 15 miles of coast, extending from the south-eastern angle of Disco westerly) might be met with inland; the veins apparently closed, as far as I could judge by the telescope and soil of the cliffs at the beach, in a loose sand or yellowish clay. The quantity found on the beach did not warrant delay; I, therefore, stood on up the Waigat until the noon of the 12th, when finding the ice become troublesome to navigate through with a foul wind, and causing more labour than convenient to the crews, I determined to pass by the south end of Disco, and by the west to Uppernavick.

This morning has satisfied me that I have acted correctly, as I find the western mouth of the Waigat so completely blocked, that our passage through, had we persevered, would not have been practicable. Even here the ice is very close, and as my duties will now call for my presence almost continually on deck, I must decide upon putting my future communication more in the form of a journal, as at the moments when opportunities occur for sending away despatches, general duties so completely engage me, that I am reduced almost to the mere service-letter, reporting arrival and sailing.

Up to the present moment I have great satisfaction in assuring their Lordships of the very satisfactory manner in which every class of officers and men enter upon their duties; and cheerfully exert themselves when called upon.

My second, Captain Kellett, I am happy to say, is rapidly improving, and in 10 days hence will, I trust, be able to undergo as much exertion as his active mind leads him at present to anticipate.

June 20, Uppernavick.—We reached this anchorage yesterday morning at about six o'clock. A heavy gale, with snow and sleet, came on, and the bergs to which the "Resolute," and "Pioneer" as well as ourselves were fast, moved off: the "Resolute," lost her jib-boom, whether by "berg" or "Pioneer" I have not yet learned; the other vessels were fortunate in having their anchors down, by which much labour and exposure was saved.

The whalers passed through these islands about 14 days ago (15 in number), and by the reports of the Esquimaux are about 20 Danish miles (or 80 English) to the northward, awaiting the opening of the ice. Although the winter has been very mild, there are more bergs adrift than usual, and probably there will be more open water this season in the various channels and fiords, from whence they escape.

I have, &c.

(signed) *Edward Belcher*,
Captain commanding Arctic Expedition.

Proceedings of Sir
E. Belcher, C. B.

No. 9.

(No. 9.)

LETTER from Sir E. Belcher to the Secretary of the Admiralty.

Her Majesty's Ship "Assistance," at Sea,
Melville Bay, 9 to 20 July 1852.

Sir,

My last had barely been despatched to the "True Love," when it became necessary to take advantage of an opening, which was followed up with great spirit by the whaling fleet; but more particularly by the "M'Lellan," American whaler; but her commander, too anxious to force his vessel into a very narrow channel, which led to a little open water, and neglecting to cut into dock, got so severely nipped, that his vessel was deemed past hope of recovery. Under these circumstances, in order to prevent the disgraceful acts which occurred with the "Regalia," I despatched a party of seamen and marines to assist in preserving property from pillage, as well as to secure spirits, &c. from being broken into. The carpenters of the vessels were also sent to ascertain if it might be possible to save and repair the ship.

Further, the position of the vessel rather endangered the "North Star." The mate of the American ship had most fortunately destroyed the spirits; and I found that by our aid the vessel might be saved and rendered sea-worthy if she escaped fresh nip. She was refitted, caulked, and her side shored before midnight.

Unfortunately before morning a fresh movement of the ice rendered the condition of the whole fleet very precarious.

Commander Pullen sent to inform me, "that the American had fallen on his bow, carried away his cathead, and he expected shortly to lose his bowsprit. That the American had received a fresh nip, and had nine feet water in the hold, and was fast settling."

Our own docks had been rent from the main floe, and all was apparently breaking up around us. All the men that could be spared were sent to the "North Star" as soon as the other vessels were secured, and the wind had fallen.

The American having abandoned his vessel, I took possession (by his consent), and saved such provisions and coals as could be got up, for which I have given him receipts. At this moment the wreck is lying with her quarter jammed by the ice on the bow of the "North Star," but I have caused her bower cable to be passed across his stern post, and secured along his port side to the mainmast of the wreck; and on one heavy motion of the ice yesterday I had the satisfaction of seeing this act successfully. The entire fleet are still in a very precarious situation; five are still enduring heavy pressure; their crews and kits are on the ice, prepared for the worst. I have visited and assisted them as I saw requisite, and I think that the presence of Her Majesty's ships has at all events suppressed any of the desperate habits of the seamen engaged in this very peculiar employment, when laws of their own seem to guide them exclusively.

July 20.—I have been in hourly expectation of release from this position, but until last night could not move, and our advance has not exceeded a mile. After stripping the "M'Lellan," she settled to the water's edge, where she still holds on, but clear of all the vessels.

Herewith I enclose a copy of the certificate given to the master of the "M'Lellan" for the provisions and coals, which have been duly taken on charge.

The spars and other gear have been used amongst the squadron to make good defects; but these are not chargeable, being classed as fuel: I have thought fit to allude to this in case any demand should be made for them at any future period. They have been taken in charge by the proper officers.

I have, &c.

(signed) *Edw. Belcher*, Captain.

No. 10.

Proceedings of Sir
E. Belcher, c. B.

(No. 10.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.Her Majesty's Ship "Assistance,"
off Cape Warrender, 7 August 1852.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I reached this station to-day. On the 26th July, owing to separation in fog, the "Resolute," "Intrepid," and "North Star," taking an in-shore lead, became entirely separated; but were in a better condition to advance than ourselves.

Therefore, before losing sight, made the several rendezvous; viz., Cape D. Digges, Cape Horsburgh, Cape Warrender, and Admiralty Inlet.

On the 31st July I called at and communicated with the natives at Cape York, and left documents for Captain Kellett at the Cape extreme.

The same night I did the same at Cape Dudley Digges, desiring him "to follow on to the other rendezvous," as his lead might clear him of ice at a more southern position, and he might not, without ruinous delay, be able to reach Cape Dudley Digges.

Having cleared the ice, and uncertain whether our consorts might be ahead or astern, I made all haste to Cape Warrender, and expected to sight it on the 2d August. Strong currents and a strong gale drove us to the southward of Possession Bay.

On the 5th I endeavoured to land on that coast, but the swell, together with the loose ice, cast in by the late gales, rendered it impossible.

I then reached off to obtain smoother water on this coast, and shall endeavour to place this on Cape Warrender, moving on with all despatch to the final rendezvous at Beechey Island, where I expect to find the rest of the squadron.

As Captain Kellett had with him the "Alexander," whaler, I trust he will have given a full account of his proceedings since parting.

All on board are well, with but two trifling cases in the list, kept there to ensure recovery of strength.

I have, &c.
(signed) *Edward Belcher*,
Captain commanding Arctic Expedition.

No. 11.

(No. 11.)

LETTER from Sir *E. Belcher* to the Secretary of the Admiralty.Her Majesty's Ship "Assistance,"
Beechey Island, 14 August 1852.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I reached this position on the evening of the 11th, where I had the gratification of finding the "Resolute" and "North Star;" the "Intrepid" having joined me in the Straits and towed me up.

2. I had despatched the "Pioneer" from Cape Warrender, to examine Navy Board Inlet for information, and deposit the duplicate of No. 10, left at Cape Warrender; also to report on the state of the provisions, as in copy of instructions enclosed.

3. At Cape Warrender I found the cairn and post erected by Captain Austin's expedition, but no document; the tally, having written on it, "Pull out record," was found beside the cairn, deeply impressed by the teeth of some small animal. No trace of the visit of man.

4. At Cape Hurd I found a document deposited by the "Intrepid."

5. On the afternoon of the 13th, the "Pioneer" returned from Navy Board Inlet, having searched for the provisions deposited by the "North Star," but without success, as will appear by the annexed report of Lieutenant Osborn.

6. Immediately on my arrival here, accompanied by Captain Kellett, I proceeded with service parties, under the command of Commander Richards and

Enclosure 1.

Enclosure 2.

Proceedings of Sir
E. Belcher, c. B.

Lieutenant Cheyne, to examine closely Beechey Island and coasts adjacent, for records of the missing expedition, but without the slightest increase of importance.

Enclosure 3-

7. After a most laborious search, including the lines of direction of the head boards of the graves, and head and foot, as well as at 10 feet distances, and throughout the loose earth, no trace, nor even a scratch on the paint-work, could be traced.

8. Upon very mature consideration, aided by Captain Kellett and Commander Pullen, I arrived at the conviction that no hurry in removing from these winter quarters can be traced. Everything bears the stamp of order and regularity; and although it is matter of intense surprise, and incomprehensible to all! it is my firm conviction that no intention of leaving a record at this position existed.

9. Other reasons occur to me for such determination, the principal of which is, that Sir John Franklin would not consider this as a likely spot for inquiry, and it is evident that by mere chance only they happened to fall upon his traces. If I am asked why, my reply is, that at Cape Riley, or any other more prominent and accessible positions, beyond the discovery of former visitors, Sir John Franklin would place his beacon—certainly not here.

10. It may next be inquired, why have the former searching parties failed to find these marks? My reply again is, look even to the cairns erected last year by the well-organized expedition of my predecessor. They are easily overlooked, passed unnoticed, or destroyed by animals.

11. We have not been able, even with this very open season, to trace the large supplies left at Navy Board Inlet by the "North Star," and no beacon marks their whereabouts. How then are the distressed to avail themselves of this depôt?

12. Port Leopold is at present equally inaccessible, as reported by Commander M'Clintock, who sought me in that neighbourhood. It is, therefore, a most serious drawback to any chances of relief that these depôts should have been placed on the southern shores of the Sound, when it is well known that the northern are always easily and safely accessible.

13. The shortness of the remaining season, and the vast importance of taking every advantage to benefit by the present open water in carrying out the main instructions of their Lordships, by the two great channels, for the objects therein referred to, renders it imprudent to risk any delay by further attempt to examine Port Leopold, which may be effected by Commander Pullen during the winter or early in the spring—but a short journey compared with those effected last year.

Enclosure 4-

Enclosure 5-

14. I enclose, for the information of their Lordships, copies of the instructions which I have deemed it necessary to give to Captain Kellett and Commander Pullen, which I yet hope may be conveyed to England this season, should the "Prince Albert" touch here when released from winter quarters.

15. No trace whatever of that vessel has been found.

16. Commander M'Clintock has just returned from examination of the ice in Wellington Channel, from which I have every hope of making successful progress this season. The current appears to run rapidly from it out of Lancaster Sound, charged with small floes. This current enters Union Bay, and sweeping round the spit of Beechey Island (it is not a peninsula), binds the ice in that bay, and comes out under the floe to which the squadron is fast, with some velocity to the southward.

17. Yesterday, accompanied by Captain Kellett and Commander Pullen, I searched Cape Riley. The result of our examination, viewing it as a possible magnetic station, is most assuredly adverse to any such conclusion. As a magnetic observer myself (Kellett and Pullen also), I could trace nothing to warrant any such conclusion. Nor do I believe it probable that instruments of such a nature would be carried to a spot totally unprotected in every way, and not possessing any feature to recommend it, when the spit on Beechey Island afforded the best locality.

18. Another

18. Another very important reason, adverse to any such selection, would be the almost vertical mass of mountains within a few yards of the position. Proceedings of Sir E. Belcher, c. B.

19. The circles of stones are clearly the remains of Esquimaux habitations, and flat paved circles in continuation towards the cliff clearly indicate not a temporary visit. Graves also of men and children, wherein the bones appear to have been charred, also indicate the resting-place or fixed encampment of Esquimaux.

20. The station is also well adapted for a fishing position, and for the capture of birds.

21. It is my firm conviction that had Sir John Franklin been disposed to leave any record of his movements, many very prominent points present themselves, and I have great hopes, from the very open season, that we shall yet find them on the shores of Wellington Channel.

22. I have great satisfaction in reporting my perfect approbation of the unanimity and zeal which inspires every one engaged in this trying service, and my conviction that one and all will do their duty.

23. I have the honour to enclose the state and condition of the vessels under my orders, Enclosure 6.

And am, &c.
(signed) *Edward Belcher*,
Captain commanding Arctic Expedition.

Enclosure 1, in No. 11.

Her Majesty's Ship "Assistance,"
7 August 1852, off Cape Warrender.

Sir,
I wish you to proceed with all despatch to Navy Board Inlet, and examine the provisions and stores left there by Her Majesty's ship "North Star;" 1st, as to their disturbance by natives; 2d, as to their apparent state of preservation.

You will carefully examine for records, and leave behind a case containing information of your visit, as well as the document entrusted to you.

If the weather permits, and you have a chance conveniently to examine Cape Castlereagh, there are some casks of coal deposited there by Captain Parker, of the "True Love," which you might embark.

You will rejoin me with all despatch at Beechey Island.

Given under my hand, off Cape Warrender, this 7th of August 1852.

(signed) *Edward Belcher*,
Captain commanding Arctic Expedition.

Lieutenant Sherrard Osborn,
Her Majesty's Steam-vessel "Pioneer."

Enclosure 2, in No. 11.

Her Majesty's Ship "Pioneer,"
Tender to Her Majesty's Ship "Assistance,"
12 August 1852.

Sir,
I BEG to report the return of Her Majesty's steam-vessel "Pioneer" from Navy Board Inlet, which I have examined in obedience to your orders of 7th of August, without having been able to discover the depot of provisions found by Her Majesty's ship "North Star."

The following is a summary of my proceedings since parting company:—

Sunday, August 8, three A. M.—Having run the distance across Lancaster Sound, we wore ship, at the same time observed the southern coast. It continued to blow hard from N. E., with snow and a heavy sea running; we, therefore, endeavoured to hold our position off the eastern side of the inlet, and succeeded in doing so with some difficulty.

Monday, August 9, three A. M.—The gale broke, and I immediately commenced the search, steaming along the shore as close as a heavy sea would admit of. On Cape Castlereagh a small pile of coal bags was seen, doubtless those left by Captain Parker, of the "True Love." The surf breaking on the coast rendered the embarkation of them impossible. I next examined the Wollaston Isles, and could find neither cairns or beacons, the recent heavy fall of snow adding to the difficulty of detecting mere piles of stones. On the centre island of the three, constituting the group, I erected a cairn or beacon, and executed your instructions relative to the documents to be there placed. The eastern shores of the inlet

14 CORRESPONDENCE RELATING TO ARCTIC EXPEDITIONS.

Proceedings of Sir
E. Belcher, c. b.

for a distance of 10 miles were searched as carefully as was consistent with despatch, and I then crossed over to the west shore, following it along to a small rocky inlet, which marks the western extreme of Navy Board Inlet.

Nothing to mark a depôt could be seen, and a heavy close pack of ice was fast setting across the inlet, threatening to beset us; I, therefore, considered it prudent to desist in the search, and avoid being separated from you. It was then noon; our position by observation placed us in lat. $73^{\circ} 4' 30''$ N., long. $81^{\circ} 2' 15''$ W.; and at nine A. M., when close to the Wollaston Isles, the longitude was $80^{\circ} 4' 4''$ W., our position agreeing with those of the Admiralty charts.

The pack prevented us passing along the southern shore, against which it was closely pressing, and we had to retrace our steps to the eastward to escape the edge of it, carrying the pinnacle considerably to the N.W.

Tuesday, 10 August 1852.—Calm, with light airs from the southward, the pack having slackened very much; and there being no wind, I again returned into Navy Board Inlet, in the hope of discovering the depôt. The ice outside of it, which extended for the distance of some 20 miles, was slack, but in the inlet I regretted to find a body of close heavy ice. Forcing through all we safely could, I again examined the western shore, which, from its appearance, was likely to have been used for landing provisions upon, but with no success. The eastern side as well as the Wollaston Isles were surrounded with a pack; and the sudden springing up of a northerly breeze began to send the ice fast into the inlet. Finding the ice too heavy for the vessel to break through, and having no certain knowledge of the whereabouts of the depôt in so extensive a coast line as that of the inlet, I deemed it right to run no further risk of being beset; and on Wednesday, at four o'clock A. M., desisted in the search, and made the best of my way to rejoin the squadron.

We saw no Esquimaux about the inlet, and I have no doubt the provisions and stores are merely hidden by accumulated snow, which, in the absence of cairns, it will be difficult to find, unless their position be known.

Captain Edward Belcher, c. b.
&c. &c.

I have, &c.
(signed) S. Osborn,
Lieutenant in Command of Tender.

Enclosure 3, in No. 11

MEMORANDUM.

It is my direction that you proceed with a party to the summit of Beechey Island, accompanied by Mr. Lewis, who will point out the original cairn left by the "Erebus" and "Terror."

You will cause the stones to be removed from the entire circle of 20 feet diameter in search of any record, and report fully to me your proceedings herein.

13 August 1852.

(signed) Edward Belcher, Captain.

Her Majesty's Ship "Assistance," 13 August 1852,
off Beechey Island.

Sir,

In compliance with the above memorandum, I have the honour to report that I proceeded at 9. 30 A. M., accompanied by Mr. Lewis, clerk in charge, and three men, to the summit of Beechey Island. We repaired immediately to the cairn remains left by the "Erebus" and "Terror," marked a circle round the centre of full 20 feet in diameter, turned out all the stones within that space, and dug up to the depth of one foot, throwing everything carefully out; a minute search was also made under all the large stones near the place, but no trace of any document was found. We left the spot at 2. 30 P. M., fully convinced that no record is there.

To Captain Sir E. Belcher.

I have, &c.
(signed) John P. Cheyne, Lieutenant.

Enclosure 4, in No. 11.

By Captain Sir Edward Belcher, c. b., Commanding the Expedition in search of Traces
of Sir John Franklin.

By a printed copy of the instructions furnished you by me of the orders under which I am proceeding, you are already acquainted with the principal objects contemplated by my Lords Commissioners of the Admiralty.

Under the second point of paragraph 4, you will perceive that the force under my command is to be divided, one division to explore Wellington Channel, the other to push forward towards Melville Island, or some safe position which may be accessible, and there to deposit a supply of provisions, fuel and clothing for any parties which may reach such position from the expedition under Captain Collinson or Commander McClure.

You

You are already aware that this second part, viz., the duty of proceeding towards Melville Island, has been allotted to you, aided by Commander M'Clintock, of Her Majesty's steam-vessel "Intrepid." Proceedings of Sir E. Belcher, c. B.

The printed instructions of their Lordships addressed to me must be your guide in carrying out this important duty, and after the long experience I have had of your zeal and judgment, I can only add, execute it with your accustomed energy, and rejoin me at Beechey Island.

But their Lordships have entailed on me a much more laborious task, that of enjoining you to a strict observance of their wishes expressed in paragraphs 9, 10, 11.

Under the second part of paragraph 9 you will probably learn, before our final separation, of the probability of my forcing Wellington Channel this season.

Under any contingency, should we become too separate to communicate, you will consider it as the prominent feature of your sledge operations, to meet our party sent to meet yours, on the meridian of 105° W., and on the parallel of 77° N.

I do not mean to tie either party to remain there, but as both must be directed to seek that locality, they will each be instructed to select the coast line nearest to that position as the grand rendezvous, and there erect a cairn, and establish its position as the base for future operations.

I shall despatch on this service (if not conducted by myself) one of my most able and qualified officers, and I feel that it is needless to remark to you how important it is that every record upon this expedition should bear the character of our former service.

Thus far have I proceeded. But I now arrive at a point which is attended with serious difficulty.

It is more than probable, from my experience in blasting the ice, that, either by good fortune or unceasing labour, the ship or tender may pass into the Queen's Channel.

That having found fresh traces of our missing countrymen, we may push on, and on your return to Beechey Island at the termination of your mission, you may still find no traces or notice of us.

Their Lordships' instructions desire you to return, having reference to your supplies.

As their Lordships are well aware that in my absence it will be impossible for me to suggest to you the course most advisable under the then circumstances, I must trust entirely to your own good judgment. First, as to supplying the "North Star" with every thing you can possibly spare, and taking from her every invalid, and making the best of your way to England, so as to afford their Lordships the best information as to what has been done, and what course it may yet be advisable to pursue; bearing in mind that vessels can reach Beechey Island as soon or before those out here would think it prudent to leave Lancaster Sound.

On the other hand, you may have sufficient provisions to despatch the "North Star," placing your own ship in depôt, and sending home full details of your proceedings.

Under any circumstances of advance this season I shall give every positive instruction to Commander Pullen to send a sledge party to meet one from us at Phillip's Point, Baillie Hamilton Island, Dundas Island or Cape Beecher, unless he should have reasons to know that we are on the Baring Bay side of the channel.

Copies of all letters and orders will be furnished him for information of officers in command, as well as for transmission to England.

I do not deem it necessary to say more than may God prosper your undertaking, and return you in safety to the rendezvous.

Given under my hand, on board Her Majesty's ship "Assistance," at Beechey Island, this 14th day of August 1852.

(signed) *Edward Belcher, Captain.*

Captain Henry Kellett, c. B.,
Her Majesty's Ship "Resolute."

With reference to your question touching your possible obstacles in your advance to Melville Island, and your best position for acting in concert with me next spring, I would suggest your using every effort to hold on by the northern ice, to work along the parallel of 75° towards Byam Martin Island, or the channel west of it. If you succeed either by the "Intrepid," or both vessels, in reaching Melville Island, you may yet have time to return to Graham Moore Bay, where it is not improbable that you may find an opening into the Queen's Channel.

I think it highly probable that the "Intrepid" might reach Winter Harbour, and deposit the provisions and clothing, when the retardation by towing the "Resolute" would entirely prevent the service being carried out. I leave all this for your serious consideration, bearing in mind that you are not sent there as a depôt, and that when all other places are open, Barrow's Straits is generally closed.

(signed) *E. B.*

Proceedings of Sir
E. Belcher, c. b.

Enclosure 5, in No. 11.

By Captain Sir *Edward Belcher*, c. b., Commanding the Expedition in search of Traces of
Sir *John Franklin* and his Companions.

By a printed copy of the instructions under which I am proceeding, and furnished you in my letter containing the original rendezvous, &c., you will be already fully informed of the station to be allotted to the "North Star," under your command.

That is, to remain as depôt at Beechey Island, until you receive further instructions from me, or from any other your superior, for your further guidance.

You will be supplied with copies of all instructions furnished to other officers in command, and you will cause copies to be made, in order to transmit them to England should any opportunity offer.

During this season you will despatch two sledge parties to form depôts on the east side of Wellington Channel, preparatory to more decided exploration of North Devon, Jones's Sound, and the land northerly, in the spring of 1853.

On both these explorations you will give the direction of one sledge, or both sledges, to the surgeon, Mr. M^cCormick, who has been expressly selected and appropriated for this duty, and you will afford every facility for this enterprising volunteer.

On the other two, which will probably accompany him as far as Baring Bay in the spring of 1853, I must leave the command to your own discretion.

But you must clearly bear in mind, that the two last must not be allotted to any extended journey, which may risk the requirement of the "North Star" for immediate service in the summer of 1853.

During the remainder of this season you will employ your artificers in constructing a compact house for the shelter of 60 persons, if possible, in the event of accident rendering it necessary to despatch the "North Star" to England.

You have already timber sufficient saved from wrecks, and until the squadron separates, you will receive every assistance from it. In the event of the "Assistance" making successful progress this season towards or into the Queen's Channel, you will despatch one sledge party to meet one from the "Assistance" in the spring of 1853.

You will instruct the officer in charge to call at Point Philip, Baillie Hamilton Island, Dundas Island or Cape Beecher, unless he should have reason to know that the ship is on Baring Bay side of the Wellington Channel. The date at which the parties under Captain Austin's expedition moved was about the 18th of April. Our party will be instructed to reach one of those stations on the 11th of May. If earlier, account will be left with a tall staff and flag attached. Letters and documents will be deposited in a cask; and having removed them, you will place yours in a similar position.

If it should be elevated above 10 feet, you will instruct the person charged with this duty to climb to it, and take out the papers, instead of pulling it down, and risking the possibility of its destruction.

Given under my hand at Beechey Island, this 14th day of August 1852.

(signed) *Edward Belcher*, Captain.

Commander Pullen, H. M. S. "North Star."

Enclosure 6, in No. 11.

The State and Condition of Her Majesty's Ships and Vessels composing the Arctic Expedition, under the Command of Captain Sir Edward Belcher, C.B.

Her Majesty's Ship "Assistance," at Beechey Island, 14 August 1852.

COMPLEMENTS, SUPERNUMERARIES AND PROVISIONS.	" Assistance." Sir E. Belcher, C.B.	" Resolute." Hy. Kellett, C.B.	" North Star." W. J. S. Pullen, Commander.	REMARKS.
Whole Complement - - -	91	91	40	
Seamen, of the Number borne :				
Complement - - - -	78	78	36	
Borne - - - -	78	77	36	
Mustered - - - -	77	76	36	
Officers - - - -	11	12	5	
Mates and midshipmen - -	3	2	1	
Engineers - - - -	2	2	—	
Warrant officers - - - -	2	2	—	
Petty officers - - - -	28	27	8	
Artificers - - - -	2	1	3	
Effective able seamen - -	23	24	17	
Stokers - - - -	4	4	—	
Stewards and cooks - - -	3	3	2	Coals in "Pioneer," 175 tons.
Short of complement - - -	—	—	—	Coals in "Intrepid," 187 tons.
Marines, of the Number borne :				
Complement - - - -	13	13	4	
Serjeants - - - -	1	1	—	
Corporals - - - -	1	—	—	
Bombardiers - - - -	2	2	1	
Privates - - - -	9	10	3	
Borne - - - -	13	13	4	
Mustered - - - -	13	13	4	
Short of complement - - -	—	1	—	1 French officer borne in lieu.
Gunnery Establishment :				
Gunner's mates - - - -	2	2	—	
Seamen gunners - - - -	—	—	—	
Short of complement - - -	—	—	—	
Total short of complement -	—	1	—	
Supernumeraries :				
French officer - - - -	—	1	—	
Assistant surgeon - - - -	—	—	1	Lent from "Assistance."
Musician - - - -	1	—	—	Lent from "Resolute."
Number on Board Sick - - -	—	—	—	
Total number victualled - -	91	90	41	
Provisions - - - -	3 years -	3 years -	3 years.	
Necessaries - - - -	3 years -	3 years -	3 years.	
Water - - - - Tons	11	9	9	
Coals - - - - Tons	74	3 years -	3 years.	

(signed) Edward Belcher,
Captain commanding Arctic Expedition.

No. 12.

Proceedings of Sir
E. Belcher, C. B.

(No. 1.)

LETTER from Captain *Kellett*, C. B., to the Secretary of the Admiralty.

Her Majesty's Ship "Resolute,"

Cape York, Melville Bay, 1 August 1852.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that, on the 21st July, the whole of the squadron, accompanied by the "Alexander" whaler, of Dundee, proceeded north, tracking and towing, the remainder of the whaling fleet having gone south, by which opportunity Sir Edward Belcher forwarded despatches, detailing our operations up to that time.

On the following day, in a fog, not being able to proceed as rapidly as "Assistance" and "Pioneer" (the "Intrepid" having three large ships in tow), we parted company, but still kept within sound of our guns. On the morning of the 24th, we sighted them again, bearing N. N. W. (true), about four miles, both vessels beset, as ourselves.

On the 26th we received, by signal, the following rendezvous: Capes York, Dudley Digges, Horsburg, Warrender, and Admiralty Inlet.

On 27th, we again lost sight of them in a fog, and were again seen on the 30th, about 10 miles N. N. W. (true), under steam and sail, in latitude 75° 50' N., longitude, 63° W.

On the evening of the 31st, we got into the north water, close to Cape Melville, and found traces of the "Assistance" and "Pioneer," being in advance of us about two days. We reached this cape about noon to-day, and I landed to communicate, but found that Sir Edward Belcher had not been there.

We have passed through the bay without any accident, and the crews of the vessels are quite healthy. The "Alexander" whaler before mentioned, which vessel we towed through the bay at the wish of Sir Edward Belcher, parts company with us to-day, and by which opportunity I send this letter.

The crew of this ship being very strong, was of great use to us in cutting and heaving through nips. I now proceed to the several rendezvous given by Sir Edward Belcher, with a fair wind and fine weather. I beg to enclose a state and condition of the "North Star," and one for this ship.

I have, &c.

(signed) *Henry Kellett*, Captain.

No. 13.

(No. 2.)

LETTER from Captain *Kellett*, C. B., to the Secretary of the Admiralty.

Her Majesty's Ship "Resolute,"

Beechey Island, 15 August.

Sir,

By the "Alexander" whaler, I had the honour to forward an account of the movements of Her Majesty's ship under my command, accompanied by her tender, the "Intrepid," and Her Majesty's ship "North Star." Having been detained by contrary and light winds in Lancaster Sound, we did not arrive at this place until half-past two, A. M., on the 10th instant; and not finding the "Assistance" or her tender here, I immediately despatched the "Intrepid" to Admiralty Inlet, calling at Port Leopold. In the meantime, I completed provisions from the "North Star," and employed the crews getting coals and provisions on deck, ready for "Assistance" and "Pioneer" on their arrival.

On the 11th instant, the "Assistance" arrived in tow of the "Intrepid," the latter vessel having come up with her off Cape Fell Pool. On the 13th, the "Pioneer" arrived, and these vessels, having completed with coals and provisions, sailed at midnight on the 14th instant, Sir Edward Belcher having previously addressed all the ships' crews, and parted amidst cheering from all hands, every one being in high spirits.

It is my intention to sail immediately the "Intrepid" has taken in her portion of coal, which will be about noon to-day.

I have, &c.

(signed) *Henry Kellett*, Captain.

No. 14.

No. 14.

Proceedings of Sir
E. Belcher, c. B.LETTER from Lieutenant *R. V. Hamilton* to Captain *Kellett*, c. B.Her Majesty's Ship "Resolute,"
Beechey Island, 14 August 1852.

Sir,

I HAVE the honour to inform you, that, on the 11th instant, Messrs. Domville, Alston and myself walked to Caswell's Tower. At the foot of it, facing the south-east, and about 300 yards from the beach, we found the remains of an old Esquimaux encampment, consisting of about 30 ruined huts. One of Edwards's small potato cases attracted our attention, and on searching, we discovered several of Goldner's preserved meat canisters, seven or eight wine bottles, a fire-place, and a small well, the bottom of it was lined with small stones; a pathway of large flat stones led to the well. No cairns nor documents were found. These articles evidently belonged to some of Sir John Franklin's parties, most probably a shooting party. I then ascended the tower, which is about the same height as Beechey Id., but much steeper. Neither cairns nor documents were found. Five bears were seen during our walk; one of them was severely wounded by Mr. Domville. The land was very barren; a little moss and sorrel was the only vegetation seen.

I have, &c.
(signed) *R. Vesey Hamilton*, Lieut., R. N.

No. 15.

(No. 1.)

LETTER from Commander *Pullen* to the Secretary of the Admiralty.Her Majesty's Ship "North Star,"
Beechey Island, 23 August 1852.

Sir,

I HAVE the honour to acquaint you, for their Lordships' information, that the "Prince Albert" arrived here on the morning of the 19th instant; by her I send every report relating to the expedition left by Captains Sir Edward Belcher and Kellett, c. B., for transmission to England. The former with his tender left this for Wellington Channel on Saturday night, the 14th, and the "Resolute" with her tender for Melville Island, at two p. m. the next day, all in good health and high spirits, and with every hope for success. This season I cannot but help thinking is very open; for from the summit of Beechey Island, which I visited on the evening of our arrival, the 9th instant, as far as the eye could reach, either up Wellington Channel or to the westward, both were open, and but little or no ice to be seen. Since the 16th we have been solely employed cutting the ship into winter quarters; but in consequence of the heavy breezes from the north and north-west, which have been almost continually blowing ever since the 17th, our progress has been but slow; the ice, too, is also very heavy, six, seven and eight feet in thickness; and to get into a secure position, there is a greater distance to cut yet than I or any one else could have anticipated. The strong winds lately blowing have convinced me that the distance which was considered as sufficient to advance in the floe, say three or four ship's lengths, was not enough; we are now often cutting 9,000 feet without a dock at all, the ice having all broken up by this afternoon's gale, and at one time I was afraid of being driven out to sea. I anticipate a further breaking up of the ice inside, as yet; it is the opinion of the ice-master of the "Prince Albert" and our ice-quartermasters, that this bay will, in all probability, be clear before the end of the month. Under these circumstances, it will be late before I can possibly leave the ship for exploration, as having sent Mr. M'Cormick, the surgeon, away with one boat's crew of six men, and my taking another, will render the ship powerless. Mr. M'Cormick is gone to Baring Bay, Wellington Channel. My intention is to visit Maxwell Bay first, as there is a probability, from its depth (unknown), that there may be a passage into Jones's Sound. On my return, the ice will be fit for sledging, when I shall send a party to make caches on the Eastern shores of Wellington Channel, for a further search and exploration of North Devon in the spring of 1853, in compliance with Sir Edward Belcher's orders.

The "Mary" yacht, left inside Cape Spencer by Sir John Ross, I visited

Proceedings of Sir
E. Belcher, C. B.

on the 17th, and finding her very close to the water, with myself, Mr. Shellaber, second master, and two men, launched her, and brought her round to the ship. I shall therefore haul her up on Beechey Island, which I think is a preferable position. She requires repair, from exposure to frost, &c., which I shall complete during the winter.

Enclosure 1.

With respect to my visiting Port Leopold, as expressed in Captain Kellett's orders, a copy of which is herewith enclosed, I do not consider it necessary, as Mr. Kennedy, of the "Prince Albert," informs me he was there twice last year, and found the provisions in good condition, but the steam launch close to the water, and the covering of the house much torn, and requiring repair; but as the launch has remained in the same position since left by Sir James Ross, and not considering the repairing of the housing of great importance, I shall not perhaps visit that port till next spring.

Enclosure 2.

Enclosure 3.

Enclosure 4.

Your Lordships will perceive, by Mr. Kennedy's report, that he has discovered a passage through Brentford Bay into Victoria Strait, crossed it, and travelled to about 100 degrees west; thence he proceeded up to Cape Walker, and returned to his ship in Batty Bay, *via* Port Leopold, and without finding any traces of the missing expedition. He made to me, by letter, on the 20th instant, propositions for a further search, a copy of which letter I enclose, together with my reply; also a requested reply to mine from Mr. Kennedy, and notwithstanding his not being able to assist me in cutting into our winter quarters, I considered that it should make no difference in the assistance I had offered him in carrying out his views, rather increasing it, by naming an officer (Mr. Alston, mate) as well as the three men to accompany him, which would make the strength of the party six. Under these circumstances, Mr. Kennedy caused the provisions named in his letter of the 20th instant to be taken on board this ship by his own people; and I considered that everything had been settled with respect to a further exploration of Regent's Inlet, and under such an able leader as Mr. Kennedy has proved himself, but this morning I received another letter from him, a copy of which, and my reply thereto, I also enclose, and regret, by the withdrawal of his men from the service, and on mature consideration, he considers it, even with the means we could afford, impossible to carry out the object in view. The provisions he had sent on board this ship for his own use he therefore has had taken out again, and cached at Beechey Island, also a gutta percha boat.

Enclosure 5.

Enclosure 6.

6.

I herewith enclose the state and condition of Her Majesty's ship under my command, with enclosures, and, in conclusion, hope for their Lordships' approval of my proceedings, knowing how anxious they must be to have every part of these regions explored where it is likely traces of the missing expedition may be found. I trust, in acceding to Mr. Kennedy's request, I have not gone beyond their wishes respecting the general conduct of the expedition. All on board are in good health, and none on the sick list, with the exception of two trifling cases.

I have, &c.
(signed) *W. J. S. Pullen*,
Commander.

P. S.—I finished my despatches last evening, fearing, from the breaking up of the ice by the gale, that the "Prince Albert" would have got adrift, and was therefore anxious to get everything ready. I omitted to state in the former part of my letter, that I intend conducting a party myself up Wellington Channel next spring, and endeavour to communicate with the ships in that direction; failing in that, I shall make for the rendezvous named by Sir Edward Belcher in his orders, to get his letters and despatches. After having obtained them and deposited mine, I shall make the best of my way back, in order to be ready to send them to England, should any opportunity offer.

Mr. Kennedy has to-day thoroughly searched Beechey Island with a party of his men, but without finding any traces whatever. I have taken from him eight gallons of spirits of wine, which he intended landing and placing in cache with his provisions, and given him a receipt for the same, considering it requisite for the use of travelling parties, this ship having been supplied with none.

(signed) *W. J. S. P.*

"North Star," Tuesday, 24 August 1852.

Enclosure

Enclosure 1, in No. 15.

Proceedings of Sir
E. Belcher, C. B.Her Majesty's Ship "Resolute."
Beechey Island, 15 August 1852.

Sir,

I BEG to acknowledge a copy of your orders from Captain Sir Edward Belcher, C. B., of yesterday's date, and as it was the intention of Sir Edward to send Her Majesty's ship under my command, with her tender the "Intrepid," to visit Port Leopold, for the purpose of examining the state of the provisions and stores at that place, had it not been for the unfavourable state of the ice there, reported by Commander M'Clintock of the "Intrepid," and as I consider it to be of the utmost importance that the depôt in question should be visited, I deem it advisable that you should take an early opportunity of sending a party to perform this service, depositing copies of all orders and letters connected with the movements of the expedition for conveyance to England, should the "Prince Albert" or other vessel call there, as may be expected.

You will at the same time leave instructions to the Commander of the "Prince Albert," or other vessel that might call at Port Leopold, that it is of the utmost importance that this depôt should not be touched, and that it would be better for the provisions at Navy Board Inlet to be made use of in preference.

In performing this service you will keep in view the instructions already given you by Sir Edward Belcher.

Commander Pullen,
Her Majesty's Ship "North Star."

I am, &c.
(signed) Henry Kellett,
Captain.

Enclosure 2, in No. 15.

"Prince Albert," 20 August 1852,
Beechey Island.

Sir,

HAVING on our way to Cape Riley, yesterday morning, had the great satisfaction of discovering Her Majesty's ship under your command in this bay, and being only able last year and this spring to search as far as Brentford Bay, Regent's Inlet, west from that about 100 miles, and up to Cape Walker, thereby only partly fulfilling the important object of our mission, viz., the complete search of Regent's Inlet and Boothia Felix, and being now most anxious to complete the search myself, and send the "Prince Albert" to England, on account of the state of health of her crew, who having nearly all suffered so much from scurvy as to be unfit to remain another winter here, I therefore beg to request, that as two of my own men have volunteered to remain out, one to accompany me in my further search, and the other, a carpenter, to remain in your ship, that you may be pleased to grant me the loan of three men, keeping my carpenter yourself in lieu of one, to enable me to carry out this great object. In the first place I propose sending the "Prince Albert" to England as soon as your ship is safely secured in her winter quarters, to expedite which I will render every assistance; then I should wish to start myself with the boat and party, returning again to the "North Star" when compelled by the severity of the weather, recommencing operations again early next spring, when I hope to have connected the coast to Rae's furthest.

There is a strong probability that Sir John Franklin may have been carried through one of those channels that may be supposed to exist between Ommanney Inlet and Victoria Strait; whether or no, I shall then have the opportunity of clearing this doubt, which I know is in perfect harmony with Lady Franklin's most ardent wishes. The provisions that can be spared from the "Prince Albert" are as undermentioned; viz.

15 cwt. bread.	3 cwt. chocolate.
75 6-lb. cases preserved meat.	5 tons of coals.
1,500 lbs. pemican.	8 gallons spirits wine.
1 cwt. of coffee.	

Also guns, ammunition and other small stores sufficient for myself and party, with the exception of warm clothing.

I would also request of you the loan of the "Mary," late Sir John Ross's yacht.

Captain Pullen,
Her Majesty's Ship "North Star."

I have, &c.
(signed) Wm. Kennedy.

P. S.—I would also beg to bring under your notice that there is a gutta percha whale-boat on board the "Prince Albert," which from her buoyancy and portability I have always found most useful among ice, and she is quite at your service, provided you give me one in lieu.

I may further state, that I shall at all times be most happy to comply with any suggestions you may have to offer as to any future movements, after having completed my examination of Regent's Inlet and Boothia Felix.

(signed) W. K.

Proceedings of Sir
E. Belcher, C. B.

Enclosure 3, in No. 15.

Her Majesty's Ship "North Star,"
Beechey Island, 20 August 1852.

Sir,

I HAVE to acknowledge the receipt of your letter of this date, and beg to place before you the following points, and to which I request your reply; viz.

1. It must be perfectly understood that any of your men coming to this ship are to be provisioned by you to the extent named in your letter, and subject to the rules and regulations of the ship, but not to consider that they have any claim whatever on Her Majesty's Government for wages, &c., and as you have offered to assist us in cutting into our winter quarters, I think I may safely say, your request can be complied with.

2. With regard to boats, one you propose taking from the "Prince Albert" yourself, and have requested the "Mary" yacht, which requires repair, and I expect it will take four days to put her in an efficient state, which you must consider. Having despatched my own whale-boat on an exploring expedition with Dr. McCormick, and being about to lead another myself, I shall be glad to make an exchange with your second boat.

With respect to your proceedings, you have informed me that you have explored Regent's Inlet to Brentford Bay west; from that through a passage which you have discovered into Victoria Strait, crossing which to the opposite lands in all for about 100 miles; then north towards Cape Walker, across Ommanney Inlet, and along the northern shore of North Somerset to Port Leopold, and to your winter quarters in Batty Bay; under these circumstances, I certainly consider that a great portion in that direction remains yet to be explored, and think it very desirable that if you consider it possible to perform this service in the time you have stated in your letter, to take advantage of the present favourable opportunity, so that there may be no more doubt or uncertainty respecting the missing voyagers under Captain Sir John Franklin having proceeded in that direction. I will render you every possible assistance.

Both yourself and Mr. Bellot tell me that you travelled throughout last winter, therefore what has been done by one party, might possibly be done by others, but I must earnestly impress on you the necessity of being careful of your men, by not exposing them more than is actually necessary to the severity of the climate, and endeavour to return to this ship by the end of September, and make an early start in the spring, when I trust by God's blessing you will be able to complete all.

Mr. W. Kennedy,
"Prince Albert" Searching Vessel.

I am, &c.
(signed) *W. J. S. Pullen*,
Commander.

P. S.—You can be supplied with warm clothing, but it will remain for their Lordships' consideration whether you will be charged for them or not.

(signed) *W. J. S. P.*

Enclosure 4, in No. 15.

"Prince Albert," Beechey Island,
20 August 1852.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of this date, and shall have much pleasure in shipping on board the "North Star" the provisions named in my letter of this date.

The two men volunteering from the "Prince Albert," for whom you have so kindly provided an accommodation on board your ship, have been made fully aware that they are to look to Lady Franklin alone for their wages.

I regret to say from the surgeon's report, that I am unable to lend you the proffered assistance for cutting the "North Star" into winter quarters, every man, with the exception of two, being unfit for duty on the ice. I am willing, however, to delay my departure for further search until your ship is safely secured, and thanking you for your kind suggestions,

Captain Pullen,
Her Majesty's Ship "North Star,"
Beechey Island.

I have, &c.
(signed) *W. Kennedy*.

Enclosure 5, in No. 15.

Sir,

"Prince Albert," Beechey Island, 23 August 1852.

I REGRET to say that the two men who volunteered to remain out with me, have now changed their minds, and on mature consideration, I have decided to give up the plan proposed in my letter of the 20th instant; viz., of making further search down Prince Regent's Inlet, as the means I can command, or you render, will be insufficient.

The

The provisions which have been sent from the ship to the "North Star," on the arrangement of my remaining out, I have decided to land on Beechey Island, abreast your ship, and to be disposable for any contingencies. Proceedings of Sir
E. Belcher, c. v.

I now propose sailing to-morrow evening at 6 P.M., and in concluding this beg to convey to you my warmest thanks for the kind readiness with which you have offered your aid and assistance even to the distress of yourself.

Captain Pullen,
Her Majesty's Ship "North Star."

I have, &c.
(signed) *Wm. Kennedy.*

P. S.—With regard to boats, as we have an extra number, I shall leave the gutta percha boat with the provisions, for any use.

(signed) *W. K.*

Enclosure 6, in No. 15.

Her Majesty's Ship "North Star," Beechey Island,
24 August 1852.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, and am sorry to find that your men have so disappointed you as to prevent your carrying out your plans for further search; although I consider the distance great, yet with the assistance I could afford you, provided your two men had remained, it might possibly have been accomplished. With regard to the provisions you had put on board this ship for your own use, and now intend landing on Beechey Island, they shall be stored, together with the gutta percha boat, and every care taken of them; will you therefore leave an account of them with Mr. Elliot, clerk in charge of this ship. In conclusion, I shall send by you all the despatches for England, left by Sir Edward Belcher and Captain Kellett, with my own; and as you propose starting this evening, should you not be able to complete the landing of all your stores from this ship, I will have them put on shore and placed with those you have already in cache. Wishing you God's speed and a welcome greeting in England,

Mr. Kennedy, "Prince Albert,"
Beechey Island.

I am, &c.
(signed) *W. J. S. Pullen,*
Commander.

No. 16.

(No. 2.)

LETTER from Commander *Pullen* to the Secretary of the Admiralty.

Her Majesty's Ship "North Star,"
Beechey Island, 7 September 1852.

Sir,

I BEG to report to you, for their Lordships' information, the arrival at this place, this morning, of the merchant steam-vessel "Isabel" (Commander Inglefield); his stay is so short, that I do not enter into any particulars of what he has done, but confine myself entirely to a short sketch of my own proceedings from the 24th ultimo, the day which the "Prince Albert" left this, with a full account of the movements of the whole squadron.

On the 26th August, considering the ship in a secure place for wintering, and that as much ice was out of the bay as was likely to come, I resolved on leaving for Maxwell Bay; therefore, shoved off at two in the afternoon, with a month's provisions. After a day's detention at Gascoine Inlet by a gale of wind, I got into the bay on the 29th ultimo, landed on its western shores to the north of Cape Herschell, and could almost see at once, that the land was continuous all round the head of it; however, to make sure, I remained the greater part of next day for a more complete examination, when I got a latitude, placing me in $74^{\circ} 42' 7''$ N., but did not succeed in obtaining the longitude, but was perfectly convinced that no passage, either by water or land, for travelling over, could be found from the head of this bay; consequently, made the best of my way back to the ship, which I reached on the afternoon of the 2d instant. On my way both to Maxwell Bay and back again, I found, on several occasions, more of the same sort of circles of stones found at Cape Riley, and from the examination, was perfectly satisfied that they were not placed by any white people. Again, at one spot amongst them, I found several pieces of the vertebrae of the white whale. In a small bay to the N.E. of Cape Hurd, I found the roots, and 20 feet 4 inches of the stem, of a red pine, well above the high-water mark, and 3 feet 6 inches in circumference just above the roots; it had apparently

Proceedings of Sir
E. Belcher, c. n.

been lying there a long time, was white from exposure, and saturated well through to the heart.

On my return to the ship, I found the bay was completely clear of ice, the vessel lying at her anchor, and on two occasions, very nearly driven out to sea by the pressure of such heavy bodies as were forced out with the strong northerly gales lately blowing, and strong current running through the narrow between Beechey Island and the main. However, I now consider there is nothing more to apprehend, and am anxiously looking for Mr. M'Cormick's (surgeon) return, and if not here on Thursday, shall send a boat as far up Wellington Channel as Cape Osborne, not only to meet him, but make caches for the spring operations; thus anticipating the sledge party I intended sending away as soon as the ice made.

Wellington Channel, from the summit of Beechey Island as far as the eye can see, is still open; and I anticipate Sir Edward Belcher has got very far on this season; but as I said in my letter of 23d ultimo, by "Prince Albert," that I should endeavour to communicate with him next spring; I still hope to do so, more particularly as we have picked up the dogs Mr. Kennedy of the "Prince Albert" landed on Beechey Island the evening of his leaving, rather than kill them.

The house, which I have called Northumberland House, in honour of his Grace, the First Lord, is progressing, and I hope to make it so far complete, that it will afford a most comfortable asylum for any who might reach it and need its shelter. It is 9 feet high, 30 feet long and 25 feet broad.

We are now preparing the ship for the winter, but I do not expect the bay will be frozen over yet for some time, as the temperature of the water is yet high, 29° this morning, air 23°; 20° is the lowest we have had the latter; strong north and north-west winds have been prevailing lately; much snow has also fallen, which is constantly driving about with the gales.

In conclusion, I beg to acquaint their Lordships, that all my crew are in good health and high spirits, and with a firm determination of doing their best endeavours to set at rest the long pending question.

I have, &c.
(signed) *W. J. S. Pullen,*
Commander.

P. S.—Commander Inglefield, by his discoveries in Smith's and Jones's Sounds, has greatly narrowed the field of search, for it is perfectly evident that no traces of our missing countrymen have been found (in Smith's or Jones's Sound), but a great addition to our geographical knowledge of these regions has been gained. I enclose the copy of a paper deposited in one of the main supports of Northumberland House.

(signed) *W. J. S. P.*

Enclosure.

Enclosure in No. 16.

This house was erected by Her Majesty's ship "North Star," and the paper and coins deposited, August 31st, 1852, in the 16th year of the reign of Her Majesty Queen Victoria.

It was erected for the purpose of being a place of refuge and deposit for stores and provisions for the use of any of the ships' companies employed in the expeditions in search of Captain Sir John Franklin, Kt., K.C.H., or of any of his party, should they find their way here, with the hope that they will find in it all that will provide for their wants.

It has been named Northumberland House, in honour of his Grace the First Lord of the Admiralty.

List of officers belonging to "North Star:"

William J. S. Pullen, Commander; Thomas Pullen, Master; Robert M'Cormick, surgeon; A. H. Alston, Mate; W. B. Shellibear, Second Master; William Elliott, Clerk in Charge; Frank Y. Jones, Supernumerary Assistant Surgeon.

N. B. This paper has been placed in a tin, in the N.W. corner of the house, in the fid-hole of the topmast, which forms one of the main supports.

PROCEEDINGS of Mr. *William Kennedy*, commanding the "Prince Albert" Discovery Vessel (Lady Franklin's Private Arctic Expedition), accompanied by Lieutenant *Bellot*, of the French Navy.

Proceedings of
Mr. W. Kennedy.

No. 17.

LETTER from Mr. *W. Kennedy* to the Secretary of the Admiralty.

Sir,

Admiralty, in waiting, 9 October 1852.

I BEG to inform you of my arrival with the "Prince Albert" from the Arctic seas, having reached Aberdeen on Thursday evening at 6 P.M.

I left the "North Star," Captain Pullen, at Beechey Island, taking up her winter quarters, all well on board.

Dr. M'Cormick had just launched his boat in open water, with a party I think of four men, and was proceeding to Baring Bay, to ascertain if there was any opening to the eastward into Jones's Sound, with a view of examining the cairn and cooking-place seen by the "Prince of Wales" in 1848.

I arrived at Beechey Island on the 19th of August, and quitted on the 24th.

Sir Edward Belcher, with one tender, the "Pioneer," Lieutenant Sherard Osborn, had proceeded up the Wellington Channel in open water a few days previous to my arrival, while Captain Kellett with the other tender, Captain M'Clintock had gone in clear water up Barrow Straits towards Melville Island.

The "Prince Albert" wintered in Batty Bay, Prince Regent Inlet.

In January, accompanied by M. Bellot of the French Navy, I proceeded with a sledge and three men, alike to visit Fury Beach and to form a first depôt.

Returning to the ship, we again started in February, myself in charge of an advance party of five men, and M. Bellot the week following in charge of a party of seven men, having left Messrs. Hepburn and Leask in charge of the ship.

On M. Bellot coming up with me at Fury Beach, I found it necessary to send him back again to the ship, in order to bring down further supplies, and it was not until the 29th of March that we were enabled to proceed on the extended journey. A fatigue party accompanied us as far as Brentford Bay; here we found an opening running in a general course of about S.W. and N.E. of about 15 miles to Cape Bird; on attaining Cape Bird, crossed a bay of some 25 miles in width, when we struck a low-lying beach, and pursued our course on it over gentle undulations, in a direction due west, to the estimated distance of 100° W. longitude. On the third day we got on flat table-land until the latitude of 73° N. when we turned east, struck the Inlet west of N. Somerset.

Our course was now generally along the sea-coast until we reached Cape Walker, when our provisions compelled us to retreat to the ship round N. Somerset and Leopold Harbour.

I cannot find words to express my admiration of the conduct of M. Bellot, who accompanied me throughout this trying journey, directing at all times the course by his superior scientific attainments, and at the same time taking an equal share with the men in dragging the sled, and ever encouraging them in their arduous labours by his native cheerful disposition.

During our absence of three months, we ever slept in snow houses, having dispensed with tents.

With the blessing of God, we returned in safety to our ship on the 30th of May.

On the 6th of August we cut out of winter quarters and proceeded to Beechey Island, as circumstances best directed.

I may mention, that our first journey was in mid-winter, when we had to avail ourselves of the moonlight, in the absence of that of the sun.

I have, in conclusion, the satisfaction to remark, that although our crew suffered somewhat from scurvy, they have all returned to a man in comparative health, which I attribute in a great measure to the strictly tectotal principles on which the expedition was carried out, and the consequent harmony and good conduct of the men throughout.

Proceedings of
Mr. W. Kennedy.

It is to the supply of pemmican which the Lords of the Admiralty liberally supplied to the "Prince Albert," that our sled journies were enabled to be carried out; I left 18 cases of pemmican at Beechey Island, and two at Fury Beach, and four tons coals I put on board the "North Star."

During my absence on the extended journey, Mr. Cowie, the medical officer, searched the bottom of Cresswell Bay, to see if any passage existed there, but found none; to this officer I also feel greatly indebted for his care and attention over the health of the crew, and kind and skilful treatment of them.

Though every search was made in all parts we have visited, we have found no record or trace of the proceedings of Sir John Franklin's expedition.

I have, &c.
(signed) *Wm. Kennedy,*
Commanding Lady Franklin's
Private Arctic Expedition.

No. 18.

LETTER from the Secretary of the Admiralty to Mr. *W. Kennedy.*

Sir,

Admiralty, 15 October 1852.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 9th instant, reporting your arrival from the Arctic Seas, and I am to acquaint you that my Lords are greatly obliged for the valuable information you have been the means of conveying to them from the squadron under Captain Sir E. Belcher's orders, and their Lordships have further to thank you for the interesting detail of your own proceedings. My Lords would wish to express their sense of the exertion made by you, and your arduous efforts to discover traces of the missing expedition, and would be glad, should the opportunity offer, if you would convey to your gallant comrade, M. Bellot, the like assurance of their Lordships' admiration of the generous ardour with which that officer's valuable services were devoted to the humane and honourable enterprize in which you were both engaged.

I am, &c.
(signed) *W. A. B. Hamilton.*

No. 19.

LETTER from the Secretary of the Admiralty to *H. U. Addington, Esq.*
Foreign Office.

Sir,

Admiralty, 15 October 1852.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Earl of Malmesbury, copies of a letter from Mr. W. Kennedy, dated 9th instant, reporting his arrival from the Arctic Seas, and of one which I have 'this day by their Lordships' commands addressed to him; and I am to request you will inform Lord Malmesbury that my Lords have transmitted the same, in order (if his Lordship should see fit) that the French Government may be made acquainted with M. Bellot's generous exertions in behalf of British officers and men, and the opinion entertained of him by their Lordships.

I am directed to add, that M. Bellot is Lieutenant de Vaisseau in the French navy, and Chevalier of the Legion of Honour.

I have, &c.
(signed) *W. A. B. Hamilton.*

No. 20.

LETTER from Mr. *W. Kennedy* to the Secretary of the Admiralty.

Sir,

East Islington Institution,
18 October 1852.

I HAVE had the honour to receive your letter of the 15th instant, conveying to Lieutenant Bellot of the French navy and myself the thanks of the Board of Admiralty, for the information which we have had the happiness to communicate in

in respect to the proceedings of Sir Edward Belcher's squadron, and the expressions of their Lordships' approbation of our humble exertions to afford assistance to our long absent countrymen in the expedition under the command of Sir John Franklin. Proceedings of
Mr. W. Kennedy.

May I request that you will assure their Lordships on the part of Lieutenant Bellot and myself, that we feel deeply gratified at so honourable a mark of their Lordships' approbation, which is in itself a high reward to us for the arduous service upon which we have been engaged.

I have, &c.
(signed) *Wm. Kennedy*,
Late Commanding Lady Franklin's
Private Arctic Expedition.

No. 21.

Lady Franklin to the Secretary of the Admiralty.

LADY FRANKLIN presents her compliments to the Secretary of the Admiralty, and begs to enclose the copy of a letter which she has had the gratification of receiving from his Excellency the Minister of Marine of France, in compliment of Lieutenant Bellot of the French navy.

37, Bedford-place,
1 November 1852.

Enclosure in No. 21.

(Translation.)

Madam,

Paris, 25 October 1852.

I HAVE received the letter which you did me the honour to address to me on the 20th instant.

The French Government could do no less than give its cordial assent to the desire expressed by M. Bellot, Lieutenant de Vaisseau, to join the expedition in search of the noble and unfortunate Sir John Franklin, which proceeded in the ship "Prince Albert."

In rendering himself worthy of receiving from you, madam, whose devotion is the admiration of the whole world, the expressions of esteem conveyed in your letter, and in earning by the energy and usefulness of his participation in an enterprise as perilous as honourable, the suffrages of the British Admiralty, M. Bellot has gained fresh claims to the consideration of his superiors, whose trust he has so fully justified, and to the esteem of the corps to which he belongs, and which he has so worthily represented.

In the name of the French navy I sincerely invoke success for the new expedition which has succeeded the "Prince Albert," and that it may attain the object which you follow with so much courageous perseverance.

Accept, madam, the homage of my profound respect.

The Minister of Marine and Colonies,

Lady Franklin, London.

(signed) *Theodore Ducos*.

No. 22.

LETTER from *Lady Franklin* to the Secretary of the Admiralty.

Sir,

Bedford-place, 8 November 1852.

It having been suggested to me that the letter which I received from Mr. Kennedy on his return from his late expedition in command of the "Prince Albert" should be submitted to the Lords Commissioners of the Admiralty, I beg to enclose a copy, and should have done so earlier but for the apprehension that it might be deemed superfluous after the letter which Mr. Kennedy himself addressed to their Lordships.

I am, &c.
(signed) *Jane Franklin*.

Proceedings of
Mr. W. Kennedy.

Enclosure in No. 22.

Madam,

London, 10 October 1852.

SINCE we separated from the United States searching squadron in latitude $74^{\circ} 30' N.$, on the 4th of August 1851, you have no intelligence of the "Prince Albert." On that day, the prospect being still adverse to our getting through Melville Bay, we commenced retracing our former course with the view of crossing the middle ice in a lower latitude, by blasting, and threading our way south, according as appearances presented themselves.

Our interruptions were so frequent and progress so slow, that by the 10th, the Americans, who seemed to be in the same position in which we had left them, were distant no more than 10 miles to the north of us, and it was the 13th before we finally lost sight of them, having by the evening of the 17th got so far south as Baffin's Island, and the middle ice there presented a few open lanes of water which led to the westward, we were induced to enter them. They formed so continuous a chain to the "West Water," that our interruptions were but few, so that by the 21st, we were in the "West Water" itself, all well, and heartily rejoicing at the clear prospect then before us.

Slant winds wafted us over to Pond's Bay by the 24th, when four natives, in their kayocks, came on a visit to us. From these men was obtained the intelligence that two vessels, not whalers, had been seen passing south some two moons or days ago (one interpreter could not make out whether it was moons or days they meant), far out and among much ice. These we took to be either the Americans, or some of Captain Austin's squadron. Through the joint aid of John Smith and the Esquimaux vocabulary, we could make them distinctly understand that we were in search of lost white men in two ships, but of these they had no knowledge whatever. Being becalmed in the same neighbourhood until the 26th, three of the same party came on board the second time, and after corroborating the news they had previously given, exchanged a few curiosities for knives, needles, &c.; remained on board during the night, and left for the shore early the following morning.

Untoward circumstances prevented our reaching any definite point until the 3d of September, when, after having been tossed about from one shore of Barrow's Strait to the other for two days in succession by a furious easterly gale, it at length left us off Cape York, which induced me to direct the vessel to Port Leopold, that harbour being on the line of our intended course (Griffiths Island), groping our way through thick weather and occasional streams of ice, and troubled with adverse winds; by the morning of the 4th we were off the northern extremity of Leopold Island, from which such a barrier of ice extended across Barrow's Strait as far as the eye could reach, that it was thought more advisable to seek shelter from it in Port Leopold, than to attempt forcing a way through it. We accordingly bore away for that harbour.

Port Leopold however was so blocked against us, that there was no possibility of effecting a landing even with a boat, owing to a heavy sea, which the recent easterly storm had raised, still lashing its barred entrance. The vessel was therefore further directed towards Fury Beach. Passing Elwin and Batty Bays (both of which were also closed), we continued going south, until it was discovered that only a narrow lane of water was left for us to follow between the land and ice. We therefore discontinued running farther in this direction, and next directed our course to Port Bowen, not so much with a view to take up winter quarters there as to ascertain its condition, in the event of being afterwards driven to such a necessity. Reaching on the following day, we came to anchor under Stoney Island.

Remaining here until the 8th, in order to give time for the ice to open out both at Port Leopold and in Barrow Strait, we then got under weigh, and directed our course again to Port Leopold. It was the evening of the following day before Cape Seppings was attained, when being again opposed by a barrier of ice, I was induced to make a second attempt to land with four men in a boat, in order to obtain from it a view of Leopold Harbour. Here I unfortunately became separated from the vessel, an impenetrable barrier of ice having intervened between her and the boat, and darkness coming on at the same time, our communication was thus absolutely cut off. We kept signals up during the first part of the night by means of sky-rockets and blue-lights so as to indicate our position, still indulging the hope that morning light would disclose not our little "Prince Albert" only, but a passage also by which to return to her. Our hope was but vain, as the dawn of day showed us that the entire inlet, south of our position, was either already choked up or fast filling with the broken-up contents of the various channels on our north, and the "Prince Albert" was nowhere to be seen. A strong N.W. gale having prevailed during the night, led us at once to the supposition that it must have carried her to Port Bowen, or into Lancaster Sound, if it had not involved and made her a prey to the unrelenting ice.

In this unhappy dilemma, no other alternative was left me but to proceed into Port Leopold with the boat, and there await the turning up of events. On arriving here about 10 A.M. on the 9th of September, we found it had not been revisited since a party from the "Prince Albert" had landed there the autumn previous. The stores left by Sir James Ross for Sir John Franklin's use were still entire. Here then did we remain week after week until the 17th October, when we were happily rescued by M. Bellot with a party of seven men from the ship, which was safely at anchor in Batty Bay. M. Bellot informed me that the same day we had landed at Port Leopold, they had entered Batty Bay, having been carried in the course of the preceding night so far south as to be by morning light so close in off Elwin Bay as to be concealed from us, who were then at Cape Seppings, and being soon after carried in a similar manner to Batty Bay, they had entered and moored for the winter.

This

This was the third effort M. Bellot had made to reach us. He had first made the attempt by land, but being defeated through the inclemency of the weather and other obstacles, he next endeavoured to accomplish his object on the ice. Here again however he was frustrated by his sledge breaking through it, the cargo becoming saturated. The third time he again made the new-formed ice his road, and to prevent a recurrence of the same mishap, dragged the jolly-boat all the way, making use of it alike as a sled and as an instrument for recovering his broken sled and its now frozen cargo, the greater part of which had been left in the position in which it was when it fell through. Arriving at the ship's winter quarters on the 25th, we were there received as those from the dead.

It was now our first care to provide as much for the safety and comfort of all on board as circumstances permitted. To this end we erected a house of snow on shore for our powder, and lodged the same therein; discontinued watches on deck at night; built a wall of snow round the ship and boats; constructed houses (igloos) for washing, smithing and carpentering; enlarged the fore-castle for the greater convenience of the men; set up a porch as the entry to it from the main hatchway; covered it over with snow, as also the fore and after companion and sky-light, with an after porch of entry, and adjusted such a scale of diet as would conduce the most, alike to health and the due extending of our stock of provisions. Mr. Cowie, the surgeon, very kindly of his own accord took the management of the amusement and educational department, duties for which he was well qualified; and now it was necessary to prepare for winter and spring journeys. All the wood we had for Indian sleds was successively dressed, soaked, turned and put together. Material for a dozen pairs of snow-shoes underwent a similar process, and a dozen parchment skins were cut up into "shaganapic" (the Indian name for a fine strong thread, with which snow-shoes are laced), nearly as many moose and reindeer skins had to be converted into moccasins and winter mitts. Clothing from head to foot had to undergo over-hauling, as well as an overcoating of cotton to prevent fine snow drift from lodging, as it does on all woollens. Leggings could not be dispensed with in our journeys, neither could gauze wire and crape shades, and much less could a portable cooking apparatus, in which coal and wood had to be used, having lost one of our "conjurers" at the time of M. Bellot's sledge falling through the ice.

Ere all these necessary things could be got in readiness mid-winter had passed, and the first full moon after was approaching that stage of its growth when, if it was intended to avail ourselves of the guidance of its light in the absence of the sun (which had now more than a month disappeared), in order to make our first journey, it was necessary to depart; accordingly, leaving matters at the ship in a forward state of preparation for the spring journeys, we took our first departure from it on the 5th of January for Fury Beach.

The primary object of this journey was of course to ascertain whether that place had been a retreating point to any of the parties we were seeking for, since the date of its previous examination by Lieutenant Robinson, belonging to Sir James Ross's expedition. Next to make there our first deposit of provisions in prospect of a further search, and also to ascertain the state of the country we had to pass over, before adopting the particular means of transport, especially in the matter of sleds.

Our way was one of the roughest imaginable, being along the narrow margin of undulating and oft interrupted slopes lying at the base of the all but continuous chain of lofty abrupt head-lands, which extended from Batty Bay to Fury Beach. We were confined to this narrow pathway by the ice on Regent's Inlet being still detached from the shore. Groping our way for the most part over such a line as this, the point in view was attained in four separate stages. At each period of repose we took shelter in snow houses, much more comfortably than in a tent, which having been tried on the first night and found to be too cold, was ever after discontinued. Having spent six hours in the examination of Fury Beach, and satisfied ourselves that no human footsteps had been there since 1849, we traced our steps to the ship, which was gained after three journeys. On the evening of the 10th we made our first deposit of a solitary case of pemmican (of 90 lbs.), together with a little fuel, within eight miles of Fury Beach, an abrupt point, with the water still open at its base, having there opposed its further transport with the sled.

The interval between the date of our return and the 25th of February was occupied in completing travelling arrangements, and though this was accomplished by the end of January, yet were we prevented from setting out then, by the ice on the inlet being still detached from the shore, which left us so rough a road, that to pass over it would have exhausted alike our scanty means and the energies of the men in vain. A continuance of rough weather also came on in the beginning of February, and towards the middle of it, five of the party intended for the journeys were severely frost-bitten whilst returning from throwing out supplies. It was therefore the 25th of February ere the advance party could take their departure from the ship. We had to leave in divisions, as there were at this date still some unhealed frost bites. I accompanied the first party, and M. Bellot, after assisting us for two days, returned to the ship in order to bring up the second as soon as they should get out of the doctor's hands.

A succession of furious gales overtaking us the third day after leaving the ship, kept us close prisoners in a snow house for nearly a week, so that it was the 5th of March before Fury Beach was attained, and then it was with comparatively a light cargo; four cases of pemmican had to be left behind some 10 miles from it. On examining the stores of the Fury, I was mortified to find that the indispensable article of biscuit, on which much dependence had been placed, was all destroyed by time. The flour however was still good, and of this we proceeded to make biscuit, after patching up with snow the tattered covering of the so-called "Somerset House," a relic of our predecessors at this spot.

Proceedings of
Mr. W. Kennedy.

On the 7th M. Bellot, with the second division, arrived from Batty Bay, and after assisting to get Somerset House put in order, again returned to the ship for a supply of biscuit on the 12th; he came back on the 20th, and on the 29th we finally left Fury Beach on the extended journey towards Boothia Felix.

The entire party leaving together on this occasion numbered 14 men, and 5 Esquimaux dogs, with a general cargo of say 16 cwt., apportioned on four flat Indian sleds. Our course was first along the shore lying north of Cresswell Bay, for a distance of 25 miles, then across it, along a curved line of rough ice turned inward to the bay. This conducted us to its south shore, which we followed to the low-lying point called Cape Garry; rounding this point and following the coast line, the ice on the inlet being here also detached from the shore, we reached Brentford Bay on the seventh day's march. From this point eight men, who had accompanied us as a fatigue party thus far, returned to the ship, with instructions for Mr. Cowie to have more provisions transported to Fury Beach by some of the party now returning, and at the same time to examine the bottom of Cresswell Bay before our return.

The 6th of April, the day on which the fatigue party left us, being devoted to the examination of the western shore of Brentford Bay, was the day not only of our coming on new ground, but of the discovery of a passage leading to the western sea. On the previous evening, whilst marching westward, and after rounding the southern extremity of Brown Islands, it gave intimation of its existence by an unusual and dense mass of vapour which then concealed the channel, and out of which it was issuing. On approaching the locality on this day, the vapour was found to arise from an open space of water at the western entrance of the passage, extending above a mile in length, and having a width equal to that of the channel itself, which might be about two miles. Its current was variously estimated at from four to six miles an hour; whilst the fact of its bearing on its surface heavy masses of ice of at least three feet in height above the level of the water, gave undeniable evidence of its depth. These masses of ice at different stages of the tide were noticed going N. E. on one side the channel before a strong S. W. wind, and in mid-channel, as well as on the opposite shore, forcing their way against it at the same rapid rate. A view from the brink of the southern shore presented to the eye a suddenly shelving bottom. From the northern shore being more bold and lofty, it may be inferred there is a greater depth of water on that side of it. Some four or five miles west of this, a second open space of water presented itself. It was not of the same extent as the first, but seemed, like it, to be kept open from its being forced through the most contracted parts of the channel, such contraction being greatest at both these open points.

The most commanding view that could be obtained of the channel along the south shore was from the summit of a lofty hill (one of a chain), midway between its extremities, whence it was seen running its entire extent, in a general S. W. and N. E. direction for about 12 miles, when it united with the western sea somewhat to the S. as well as E. of Cape Bird, thus presenting a connecting link between that sea and Regent Inlet. To the E. Regent Inlet could be indistinctly seen over the islands in Brentford Bay, through the light haze that was suspended over it; whilst to the west, where no such curtain existed, we saw with equal clearness sea and land, the former having an apparent width of about 30 miles, running N. and S., and the latter, seemingly, united further north with the land on which we stood, and stretching southward until it was either lost in the distance or obscured by a haze, over which the sun was suspended. The land here partaking much of a rugged as well as "fiord" character, it is probable that this is but one of other channels in this neighbourhood leading to the W., at least I was led to this supposition from seeing several narrow lanes of ice running among the hills from the west to the east, though they could not be traced continuously on account of the intervening elevations. This opinion was strengthened, when, on returning to our camp, I found M. Bellot had also discovered a narrow channel leading to the west. This part of the country seemed much frequented by reindeer, and is, in all probability their high road from the continent to their northern haunts.

On the 7th, having decided on following the northern channel, we set out from Brentford Bay, and reaching the extreme west point of the passage by the end of the day, were not a little disappointed at finding that the sea before us, which we had hoped might, perhaps, prove continuous with the opening between Cape Walker and Cape Bunny, terminated apparently in a bay on our north. This led us to doubt our estimated distance, and (not having the power of determining our position astronomically) whether we had not mistaken a prolongation of Brentford Bay for this new sea. It was not until the evening of the 10th (after camping on the 8th and 9th in succession on the floe, before we succeeded in reaching the western land), that we were assured of our discovery. We had in fact come out upon the northern extremity of the Victoria Strait of Rae; and our western land proves to be the Prince of Wales' Land of Captain Ommanney.

On reaching it we were so beset by an easterly storm, that it compelled us to seek shelter under a snow house, where we were "storm staid" until noon of the 12th, and even then were groping our way through the haze, rather than directing our course by any object that could be seen on our path. The 13th again shrouding every object from view, and the compasses, our only guide under such circumstances, occasionally showing symptoms of sluggishness, we were induced to halt and wait for clearer weather, though it was otherwise fine for travelling. Four weary days did we wait till this clearer weather came, until the 18th, when, setting out, we directed our course once more due west until the 21st, when feeling assured we had got on an extensive table land, and that the very low-lying land over which we had passed must have been mistaken by Sir James Ross for a western sea, we resolved

resolved to walk up to Cape Walker, as well to ascertain whether any channel existed between us and it, by which Sir John Franklin could have been led into the field assigned for our search, as to find out whether he had left any intelligence there of his destination. We, therefore, directed our steps due north over a country that was remarkable only for its tame and uniform level, not having so much as a lake or the slightest rivulet to relieve its monotony. We came on it on the midnight of the 19th, a day on which I may mention, instead of walking 12, we kept on foot 24 hours, in order to turn night into day, and thus avoid the sun's fierce glare during the day-time. Ever after this we walked in general from 9 P.M. of the one day to 9 A.M. of the other.

Up to the 26th our course was due north, when a succession of loftier hills than any we had yet seen on this new land induced us to turn eastward. We continued on this course until the western shore of what we have since ascertained to be Peel Inlet was attained, in latitude, by account, about 73° N., on the morning of the 26th. Following the line of coast trending northward on this and the greater part of the succeeding day, we came on a low beach that, but for the rough ice along its margin, we should not have distinguished from the floe on which we had been walking. It was a low point running east, and seemingly terminated by a remarkable sudden rising of the land, which gave it more the appearance of an island rising boldly out of the sea, than the termination of a low-lying point. Directing for a lofty headland on our north until the 30th, we again came on the sea-shore, which was followed up to Point Lyons, and crossing over to Cape Walker, we reached it on the 4th of May. Examining this island for a distance of three miles on either side of the extreme N. E. angle of the land, we found no traces whatever of its having been visited by Europeans, though we saw (as we have since had reason to believe) Captain Ommanney's conspicuous cairn, but which was then taken by us for one of those trap formations so numerous in other parts of the country. Our stock of provisions being now reduced to what would barely bring us to Whaler Point, on which were placed the stores deposited at Port Leopold by Sir James Ross, we bent our steps homewards by way of it. It (namely, Whaler Point) was reached in seven stages, and with a detention of three days, and no inconsiderable hardship and privation.

Being all much debilitated, and some of the party suffering so severely from scurvy as to have contracted limbs, we lingered at Whaler Point until the 27th, when seeing Regent Inlet open as far south as the first point beyond Cape Seppings, we drew our gutta percha boat, which had been left there last fall, for a distance of a mile over ice, and embarking in it, set sail for Batty Bay. At midnight, being arrested by the ice some eight miles north of Elwin Bay, the boat was drawn up on the beach, and we proceeded on foot to Batty Bay, which was reached on the morning of the 30th. Having been so long absent, we were of course all rejoiced to meet again in safety, if not in perfect health. Our shipmates who remained behind had not escaped the prevailing disease, with a few exceptions, and our entire stock of lime-juice was quite exhausted. For the present then, there was an end to further journies, and meanwhile ship duties were performed according to the ability of the men to carry them out.

On the 15th July, the crew being greatly recruited by the use of some lime-juice and cranberries brought from Port Leopold, that portion of Regent Inlet lying north of Batty Bay having opened on the day previous, a party of eight men, with M. Bellot and myself, after drawing the only boat at the ship to the north cheek of Batty Bay, embarked for Port Leopold with the double view of drawing somewhat from the supplies there, and of bringing home both boats; namely, the gutta percha boat which had been left first at Whaler Point, but was now lying a little north of Elwin Bay, and the little dingy which had also been left last fall close to the same spot where the gutta percha boat had been last drawn up. This was accomplished by the 22d.

And now it was necessary to decide whether a boat expedition in the direction of Boothia Felix should be undertaken. The health of the crew, the state of the ice both in Regent Inlet and Batty Bay itself alike forbade the entertaining such an idea; and the more so, as such an important field lay on our north. Deciding, therefore, to proceed to Griffith Island, we set to liberating the ship. The ice in Batty Bay at this period was still about five feet thick, and extended to the entrance of the harbour, a distance of over two miles from the vessel. After detaching the ship from the ice in which she was imbedded, cuts for a canal were made to the point which protected her from pressure, a distance of half a mile. It was the 2d of August before the outer portion of the ice in Batty Bay was carried out, and gave us the opportunity of clearing out the canal, and the 6th before it was completed and our liberation effected, when we made northward in a narrow lane of water extending as far as Elwin Bay. By the morning of the 8th we had attained a position to the north of it, but the ice closing in on the land induced us to heave to the vessel, and the wind and tide soon bringing her opposite the entrance of Elwin Bay, she entered it and came to anchor until the ice again opened. This was the following day, and we had no sooner got out, than it was necessary to tow into anchorage; it having become calm that same evening, the ice so filled Elwin Bay that it set us on shore, fortunately without damage, and forced us about six inches. Here we lay until the increasing tides floated us off on the 11th, up to which time we could not have proceeded on the voyage, as the ice on the inlet kept pressed against the shores. On the 12th we remained at anchor. On the 13th we got under weigh, but the wind dying we had again to tow into harbour. The succeeding day we came out for the last time, and entered the first lead that had presented itself running to the eastward, and kept working our way first in that direction, then more to the N.E., until the 17th, by which time we had got into more open water, the ice now being in detached streams.

Proceedings of
Mr. W. Kennedy.

Though the winds were more generally heading than in our favour, by the 19th we reached Beechey Island, where we found Her Majesty's ship "North Star" sawing into winter quarters.

By her I had your Lordship's instructions to place myself and vessel, the health of officers and men permitting it, under Sir Edward Belcher's orders, should it be his wish under any circumstances to retain our services. This I would most gladly have done, but Sir Edward having gone up Wellington Channel before our arrival in clear water, with every prospect of advancing, I was left to act according to my own judgment. My desire was to winter in the country again with a few volunteers, in order to complete the remaining part of my plan of search, and to send the vessel and rest of the crew back to Britain. Two of the best men at once volunteered to remain with me, and M. Bellot, with the generous feeling which marks his character, would fain have insisted on doing so also, though intelligence of a private nature, which he received by Sir Edward Belcher's squadron from home, urgently required his return. Captain Pullen also, at my request, kindly aided my views by consenting to spare one of his officers and two men (volunteers) to accompany me. Subsequently, however, I found it necessary to abandon the object of my wish, and to resolve on returning with the vessel to Britain, a resolution which I did not make without much pain and reluctance. The details of my proceedings at Beechey Island I shall reserve for another opportunity, in order not to make my letter too long.

On the evening of the 24th of August, having received the despatches of the present searching squadron from Commander Pullen, we bore away for Britain under three cheers. The "North Star," if not in safe winter quarters under Beechey Island, had the fair prospect of being so at the time of our departure; a heavy ground swell round Beechey Island was fast breaking up the floe still holding in Erebus Bay, and already nearly half cleared out.

Without any further incident worthy of mention, we arrived at Aberdeen in safety on Thursday the 5th instant, from which place without loss of time I posted to London, which I reached at six o'clock this morning.

In conclusion, allow me to say that it is a great satisfaction to me to feel that although your Ladyship's intentions in sending out the "Prince Albert" have been only partially executed, yet, that you will consider we have done all that man could accomplish under the circumstances, and that the necessity for their complete fulfilment has been superseded by information obtained after our departure. We also bring home to you and all the friends of the absent, most cheering and important information of the progress of Her Majesty's squadron up Wellington Channel, to which you have yourself always attached so much importance.

This intelligence might not perhaps have reached you for a long time to come, but for our happy meeting with the "North Star" at so critical a moment, and the safe return of the "Prince Albert" into port.

To Lady Franklin.

I have, &c.
(signed) *William Kennedy.*

P.S.—With respect to the crew of the "Prince Albert," it gives me great pleasure to report that their conduct throughout has merited my unqualified approbation, and I was most ably supported by the noble-minded Bellot, and in general by the officers of the expedition. As I know your Ladyship takes a great interest in Mr. Hepburn, the faithful follower of Sir John Franklin in his former arduous travels, I am sure it will give you pleasure to learn, that his experience and judgment were of the utmost value to me in the conduct of the expedition, and that his amiable and conciliatory deportment caused him to be looked upon by every man on board with respect and affection.

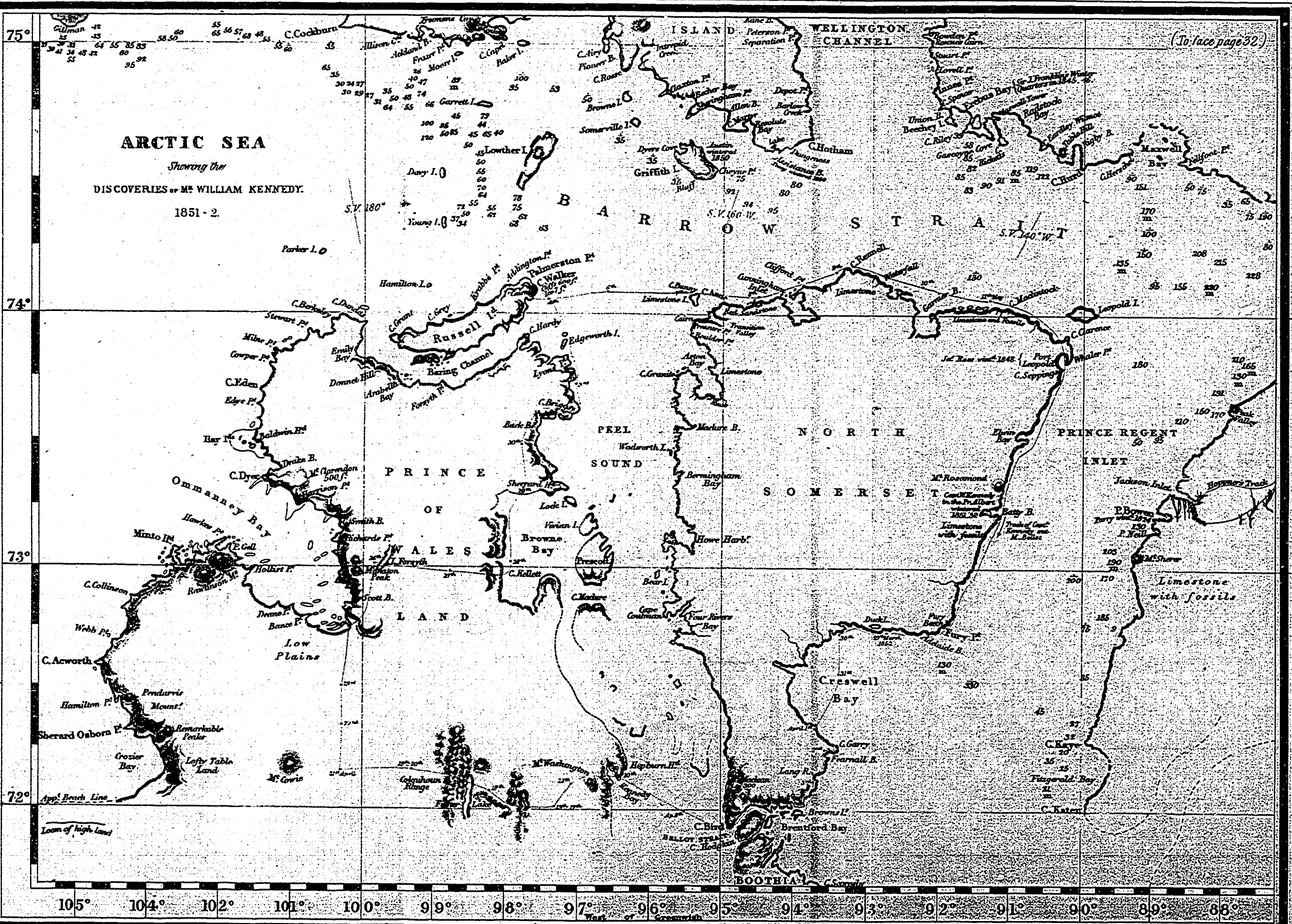
No. 23.

CHART (annexed) showing the Discoveries of Mr. *Kennedy*, 1851-52.

(To face page 32)

ARCTIC SEA

Showing the
DISCOVERIES OF MR WILLIAM KENNEDY.
1851 - 2.



Day & Son, Lith. to the Queen.

PROCEEDINGS of Commander *E. A. Inglefield*, R.N., commanding the Screw Steam-vessel "Isabel" (Private Expedition), on a Voyage of Arctic Discovery.

Proceedings of
Commander
Inglefield, R.N.

No. 24.

LETTER from Commander *Inglefield*, R.N., to the Secretary of the Admiralty.

9, Portsea-place, Connaught-square,
21 June 1852.

Sir,

THE "Isabel" screw schooner, of 170 tons, and 30 horse power, doubled, fitted and provisioned for a five years' cruise, having, through the failure of Captain Beatson's intended expedition, been thrown upon the hands of Lady Franklin, and that lady having made offer to me of her vessel (since the reply of their Lordships) on condition that I should carry her by whatever route may appear most likely to obtain some information of the missing expedition, I beg to lay before you, for the information of my Lords Commissioners of the Admiralty, this proposal; and,

First, to solicit their Lordships' approval and permission to accept her Ladyship's offer, and to grant me leave of absence for that purpose.

Secondly, to petition, that should their Lordships be disposed to approve the undertaking, they will grant me such assistance, to be paid for by myself, which the Dockyard at Woolwich could immediately supply towards some few internal arrangements still required to complete her, and which, if done at a private yard, might occasion a prejudicial delay.

Briefly, my views in undertaking this expedition are, to accomplish a perfect examination of the west coast of Baffin Bay and Labrador, and the season, from recent accounts from Copenhagen, having every appearance of being favourable, I am most desirous to lose no time in visiting that coast, from which, if the story of the "Renovation" is to be credited, those icebergs probably drifted on which the vessels were seen, and though such ships may not be those of Sir John Franklin's squadron, the cause of humanity will be furthered as much, by endeavouring to assist their crews, as those of Her Majesty's exploring vessels.

Notwithstanding my own feelings, and that of most Arctic voyagers, well qualified to express their convictions as to the fate of Sir John Franklin and his gallant comrades, I cannot allow myself to undertake the enterprise, excepting with the full and entire approval of the Board of Admiralty; for having six times volunteered for Arctic service, and being still most anxiously looking for either promotion or employment, I am very unwilling to place myself out of the reach of their Lordships; but as it is the determination of Lady Franklin to send this vessel in any case, my own sanguine hopes as to the safety of Sir John, together with the earnest desire to devote myself to the search (though at my own expense for the wages of the crew, and without any chance of remuneration); all these combine and incline me to accept the offer, rather than it should be said no officer was to be found who would undertake this voyage in the cause of humanity; and should I refuse, it is understood the vessel will be immediately given to some whaling captain, who might be looked upon as more hardy and enterprising than any, his fellows of Her Majesty's Navy.

I am, &c.

(signed) *E. A. Inglefield*,
Commander.

No. 25.

LETTER from the Secretary of the Admiralty to Commander *Inglefield*.

Sir,

Admiralty, 22 June 1852.

I HAVE received and laid before my Lords your letter of the 21st instant, requesting the sanction of their Lordships to your taking the command of the "Isabel" screw schooner, belonging to Lady Franklin, with a view to proceed to the Polar regions in search of the missing expedition under Sir John

Proceedings of
Commander
Inglefield, R. N.

Franklin; and I am commanded to acquaint you, that their Lordships have no objection to your taking command of the vessel named, if you should think proper to do so; and they will grant you one year's leave of absence for the purpose, or such further leave as you may require.

And my Lords will have no objection to order any refit to the vessel, or fittings to be made good at Woolwich Dockyard, that may be required, on the understanding that the expense incurred is to be repaid.

I am, &c.

(signed) *J. H. Hay,*

Pro. Sec.

No. 26.

LETTER from Mr. *J. H. Hay*, for the Secretary of the Admiralty, to the Commodore Superintendent of Woolwich Dockyard.

Admiralty, 22 June 1852.

Commodore Superintendent, Woolwich,

COMMANDER Inglefield having applied to my Lords for permission for any repairs or fittings that may be required to the "Isabel" screw schooner, to be made good at Woolwich Dockyard, my Lords have been pleased to consent to the request, on the understanding that the expense thereof be repaid.

I am, &c.

(signed) *J. H. Hay,*

Pro. Sec.

No. 27.

LETTER from Commander *Inglefield* to the Secretary of the Admiralty.

Screw Discovery Vessel, "Isabel," off the Nore,

5 July 1852.

Sir,

HAVING left Greenhithe in tow of the "Lightning," I cannot take my departure without once more expressing my sincere gratitude to my Lords Commissioners of the Admiralty, for the invaluable assistance I have received at Her Majesty's Dockyard at Woolwich; and I feel, moreover, that it would be unbecoming of me to leave on the adventurous voyage I am commencing, without giving their Lordships a short outline of my intended route.

I hope to reach the northern extremity of Baffin Bay, touching only at Holsteinburg, without any further check than such as I may find in crossing Melville Bay; but should I be disappointed in obtaining a sufficiently high latitude this season to examine Smith's and Jones's Sound, I shall then cross (if practicable) to the west coast of Baffin Bay, and commence an examination southward along that shore; I shall endeavour to return before the winter sets in, to England; but should I fail in this, will hope to communicate with Sir Edward Belcher across the land from Jones's Sound.

I have once more to request you will offer their Lordships my sincere thanks for their assistance, and express my earnest hope that, as by their Lordship's letter to me, I infer that it was only on account of there being no available vessel that they refused my request to be towed beyond Peterhead, I may still trust their Lordships will permit the "Lightning" to take me some small distance to the westward, as to such an incalculably valuable aid I may thus impute the whole success of my undertaking, for the lateness of the season otherwise might prevent my doing more this year than entering the ice.

I am, &c.

(signed) *F. A. Inglefield,*

Commander.

No. 28.

Proceedings of
Commander
Inglefield, R. N.LETTER from the Secretary of the Admiralty to Commander *Inglefield*.

Sir,

Admiralty, 7 July 1852.

With reference to your letter of the 5th instant, requesting that Her Majesty's steam vessel "Lightning" may be ordered to tow the "Isabel" beyond Peterhead, I am to acquaint you that they cannot comply with your request.

I am, &c.

(signed) *A. Stafford*.

No. 29.

LETTER from Commander *Inglefield* to the Secretary of the Admiralty.Screw Discovery Vessel "Isabel," 12 August 1852,
Godhaven, Disco, Greenland.

Sir,

THE assistance I have received in so many ways from the Board of Admiralty, in equipping my little vessel for her Arctic voyage, induces me to suppose their Lordships will be pleased to learn I have so far advanced on my voyage, and that the squadron under Sir Edward Belcher passed this port on the 12th of June, having left it on the 10th, and finding the Waigatt Passage blocked with ice, returned southward to take the open bay.

I shall sail in a few hours, having only put into Godhaven to make good some losses sustained in a gale off Farewell.

I am now (from the favourable appearance of the season, and the opinion of those here, as to the state of the ice northward), determined upon proceeding direct to Smith's Sound.

No ships having been seen returning southward from Melville Bay, it is presumed that they have been successful in making an early north passage.

I am, &c.

(signed) *E. A. Inglefield*,
Commander, R. N.

No. 30.

LETTER from Commander *Inglefield* to the Secretary of the Admiralty.Screw Discovery Vessel "Isabel,"
off Cape Adair, West Coast of Baffin's Bay,
15 September 1852.

Sir,

HAVING since my last communication to you completed that part of my voyage in which I undertook the examination of the northern extremity of Baffin's Bay in search of the missing vessels under the command of Sir John Franklin, and presuming upon the interest which my Lords Commissioners of the Admiralty have taken in the exploration of these and the adjacent shores, I take advantage of a vessel bound to England, to acquaint their Lordships of my discoveries in these high latitudes, and herewith enclose a tracing from my track chart, which I beg you will state to their Lordships, must not be considered at present more than an eye sketch, though the necessary data for a perfect outline is obtained, and in progress of formation, into what I doubt not will prove a correct outline.

2. From Disco Island, where I last addressed myself to you, I proceeded to Upernavik, there to obtain an interpreter, and purchase dogs; the former could not be procured, the latter was readily supplied me.

3. From Upernavik I proceeded northward, crossing Melville Bay with little difficulty; at Cape York I passed through a great quantity of loose ice, composed of large bergs and floe pieces; the weather however was sufficiently easy to admit of my steaming through, and on the morning of the 22d of August I reached the great glacier of "Petowak." Becalmed off this gigantic ice formation, which extends for upwards of four miles inland and a mile to seaward, with a smooth unbroken sloping surface, I got so closely in, that voices were heard shouting from the beach, and soon natives were descried coming down the face

of the glacier and two small ravines adjoining. On proceeding to the shore, with some difficulty in getting through the young bay ice, which had commenced rapidly to form, I reached a sandy cove, where after a little delay in calming the apprehensions of the Esquimaux by signs and a few presents, I endeavoured to obtain from them information as to the position of "Omenak," and if possible a pilot. A woman who appeared more intelligent than the rest of the party, drew upon the sand an outline of the coast and the position of the settlement known now as the reputed scene of the murder of Franklin and his people, by the statement of Adam Beck. These people seemed the very opposite extreme of those seen last year at Cape York; they are robust, strong, healthy individuals, and well supplied with children; they impressed me with a notion that they had not before seen Europeans; their immoderate laughter when I had assured them of our good intent, and surprise at our clothing, boats, &c., led me to this conviction.

4. Sailing northward, I reached Cape Atholl on the morning of the 23d, and falling calm, I took advantage of that day to steam right round the Bay, within pistol-shot of the shore.

5. The settlement of Omenak, which I readily found in a deep bight on the north side of Wolstenholme Sound, was deserted, but evidently only for the season, as the store of blubber, winter clothing and flesh which I discovered in my search for traces of the missing vessels, I think, proved. Every great hut and storehouse was closely overhauled, and a large heap of heavy stones, apparently without any use, was pulled down, and a foot deep dug into the frozen earth; the pile consisted of bones of seals, walrus, whale, birds and fish, but no trace of anything European could be discovered. I may add that I was induced to examine this cairn from the statement of Mr. Abernethy, my chief mate, who was in the same vessel with Adam Beck when he related that the bones of the murdered crew were concealed in a cairn of this description; no traces discovered; and some observation made to fix more correctly the position of Wolstenholme and Saunders Island with that of two others before unnoticed, and three incorrectly laid down, off the entrance of Granville Bay; I proceeded against a heavy gale from the N. W. (which brought vast quantities of ice to the southward) towards Cape Parry; and on the afternoon of the 25th, after having been blown back three times, we entered Whale Sound.

6. Twenty-five miles inside this opening in the coast, a settlement of natives was observed and visited; I remarked the same fear at our approach, but like means adopted as previously, soon allayed their apprehensions. A mile from the spot where I landed, we found the summer habitations of these people, who were as strong, healthy and vigorous as any I have seen on the coast; an ample store of blubber and flesh, laid by in their winter under-ground hovels, proved that want was, for this season at least, unknown to them.

7. Neither here nor at Petowak were Kyaks seen, but numerous dogs and sledges, somewhat different in form to those observed southward.

8. A knife which I obtained, with "B. Wilson, cast steel," on the blade, and having been apparently a table knife, but mounted in a rude ivory handle, made from the tooth of a sea unicorn, an axe without mark, a tin canister, and several pieces of steel curiously converted into a knife, with some rope, were the only articles I observed of European manufacture, but I did not attach much importance to them, as the nomadic habits of the natives on this coast may easily account for the manner in which they may have been acquired.

9. Before returning to the boat, I ascended an eminence of nearly 1,000 feet, and from its summit beheld that the north side of the Sound was composed of a group of islands, some of considerable dimensions.

A rapid sketch made on the spot will convey some notion of the appearance of the Sound at this point.

10. On returning to my vessel at 12 p.m., which I found at some distance from where I left her (owing to her having struck heavily twice on a sunken rock in the middle of the bight), I steered away on a course to pass out on the north side of the largest island, and between that and a smaller one; to these two islands, I have presumed to give the names of his Grace the First Lord, and Sir Thomas Herbert; the next was called Tyrconnel Island.

11. In the settlement one mile and a half astern, I was much surprised to observe two small openings (so marked at least on the charts) to be extensive inlets opening away to the northward and north eastward; the sky beautifully illuminated

illuminated by the rising sun, would readily have defined the land, though as far as the eye could reach, an unbroken horizon met the gaze, and no sign of ice or obstruction into an open strait or inland sea could be detected.

Proceedings of
Commander
Inglefield, R. N.

These two inlets I named after Sir Roderick Murchison and Sir Francis Beaufort.

12. Nothing but the sense of my duty to Lady Franklin prevented my searching the course of these fair straits, through which, owing to a calm that occurred at 4 A.M., I estimated the current to be setting eastward $3\frac{1}{2}$ miles an hour.

13. No traces having been met with of the missing expedition, I felt that Franklin was no longer to be sought for here, and thus I determined to take advantage of the evidently open state of the ice, and dash boldly at once to the northward, in the direction of Smith's Sound.

14. Cape Alexander I reached at midnight of the 26th, rounding it under sail and steam, within half musket shot of the shore, having a depth of 145 fathoms, sand and small broken shells.

We narrowly escaped falling on board of a large iceberg, owing to the wind heading us round the point. Nothing resembling a cairn could be detected, on either this headland or a curiously shaped island on the south side of it, for though midnight, it was as light as day, and the sun was just gilding the northern sky behind the extreme north point, which in honour to his Royal Highness's birthday, I named Cape Albert.

We had no sooner fairly opened the Sound, than I involuntarily exclaimed, this must lead into the great Polynia of the Russians; and as the eye strained forward into the clear expanse of apparently open water, which now occupied from 7 to 8 points of the compass due north of our position, I could not but admit to my own mind that a great sea was beyond.

15. The strait marked so narrow on our charts (by measurement on the morrow) I found to be about 36 miles across, and now I pushed eagerly on to a further view of this noble inlet.

16. The natural snow-clad aspect of the bleak cliffs that surround the head of the bay, seemed changed by the presence of a more genial clime, the side of Cape Alexander itself being streaked with bright green grasses and moss, and the neighbouring hills to the northward were black instead of snow-capped, evidently too of secondary formation.

17. The west coast of this new sea which I had now entered, trended away to the N.W., as the coast grew still more to the eastward, and a high range of mountains, which I named the Prince of Wales's range, terminated the western shore in a bluff, which I called Victoria Head.

18. Here the outline of coast ceased; for though I reached on noon of the 27th, latitude 78° ; 28th, nothing but loose ice could be espied from aloft beyond the two Capes, Frederick VII. and Victoria.

19. A few icebergs and loose ice setting with ourselves to the northward, at the rate of about three miles an hour (a current which I detected, during the whole of our run up the coast from Wolstenholme Sound, and which seemed to separate itself by an eddy into the Beaufort and Murchison inlets), together with a fast land-floe, extending about 12 miles from the western shore enclosing Cape Isabella, were all the obstructions which presented themselves to our onward course into this great Polar Sea; and had not circumstances over which I could have no control, and which I may perhaps term providential, defied my further progress, I should have been allured by the prospect before me to penetrate yet further north.

20. Having satisfactorily obtained the latitude at noon, which I called my officers to witness, and by sights for my chronometers at 9, a tolerable longitude, my attention was turned towards effecting a landing, the better to observe the variation and dip, whilst a cairn was erecting to mark our visit, and note that the British Flag was the first to be carried into this unknown sea. By the time the people had dined, a still further advance had been made, assisted materially by the northerly set, but the breeze had now freshened to a strong gale, and going against the current, had set up a sea that constrained my officers to advise me against attempting to land in the light short boat we possessed.

They declared in their opinion it would be risking the lives of the people, and anxious as I was to put foot on these newly-found shores, I felt bound to accept their advice, and now, whilst seeking this landing place in a bay to leeward of an island I named after my friend Lord Hatherton, a gale had commenced with

Proceedings of
Commander
Inglend, n. s.

such fury that we were fairly blown out of the strait; and ere six hours elapsed we were hove to in a tempest of wind and snow (which lasted 36 hours) under a close-reefed fore topsail.

21. On the morning of the 29th it moderated, and in trying to hug the west shore, with the view of exploring its coasts, we were drifted into the lee pack, which girt the western side of the head of Baffin Bay, extending about 20 miles to leeward.

The slight breeze and heavy swells which had set us on, soon placed the ship in a most dangerous position: a leak in our boiler had put the engine for the time "*hors de combat*," and I began to contemplate that in a few hours we should be firmly fixed in this extensive pack.

Observing the rudder splintering from the crushing pressure of the ice, I ordered the boiler to be hastily secured and the steam got up, as our last resource, and by God's mercy, after several hours of anxiety and hard labour on the part of all on board, we were extricated from our difficulties, and steamed out to seaward.

22. I determined now upon following down the west coast as near as I could, to Colony Island, and then passing through Glacier Strait to proceed up Jones's Sound.

This I accomplished, passing up into the Sound on the 31st of August, and beating against a fresh westerly breeze, assisted by a strong set, reached long. 84°, from whence the coast suddenly turned away in a N.W. direction, the south shore trending rather northerly; but as far as the eye could scan in the west horizon, no land could be discovered though great masses of ice were driving rapidly down.

23. No traces of our missing countrymen could be espied, and the evening of the 1st of September setting in with thick fog, accompanied by a stiff gale from the westward, and snow drift, the inhospitable appearance, which seemed to defy the foot of man, and to prove the impossibility of finding shelter for a winter season, these combined to warn me that prudence dictated our return, and indeed, as no examination could be made in such thick weather as now set in, the object of my visit would be defeated if I ran blindly on as far as the ice now seen to windward would admit, I therefore ran over to the south shore and towards the eastward, examining as closely as I could each point and bend in the coast, but no cairns, no mark could be observed.

24. Several additions and alterations in the chart were made, and passing through the Lady Anne Strait, by midnight I was abreast of Cape Parker. Here we were suddenly beset by floe pieces upwards of 20 feet in thickness, and by them hemmed in on every side, within a mile of the shore.

A breeze from the N.W. would have sealed our fate in all probability for a winter in this pack, or wreck on Cape Parker, but aided by the powerful arm of steam, we succeeded with much labour in boring out, and by noon of the 2d had secured a good offing amongst "brash ice" drifting off Cape Horsburg.

25. I now resolved, before entering upon my search down the western coast of Baffin Bay and Labrador, to take advantage of the still open appearance of the season to visit Beechey Island, and obtaining, for the information of their Lordships, the most recent accounts of Sir Edward Belcher's expedition, supply him in return with the mail I had brought from England (our latest dates only eight weeks old), and above all, an outline of my discoveries and a tracing from my track chart, which, as his orders had reference to a part of the coast I had explored, might prove of some use to him.

26. Light adverse winds prevented my reaching Her Majesty's depôt ship "North Star" before the morning of the 7th September, when I entered Erebus and Terror Bay, and finding it well open anchored for a few hours.

27. From Captain Pullen I obtained much information relative to the expedition, but as the "Prince Albert" had sailed only a fortnight previously, he had little else than duplicates of the despatches forwarded by her to charge me with, and as nothing official can be communicated by me that will not have appeared in those despatches, I will not intrude farther upon their Lordships' attention than to acquaint them that I am now vigorously prosecuting the search down the west shore of Baffin's Bay, touching when practicable, and erecting cairns, at night firing guns and throwing up rockets.

28. I shall hope, under Providence, to reach England without incurring the heavy expense to myself of remaining out for the winter.

29. With

29. With this view I return the despatches from Captain Pullen, but as I cannot foresee what may befall the ship in the course of our explorations on the dangerous coast of Labrador, I deem it my duty to seize this opportunity of communicating to their Lordships the result of my labours, and I trust the exertions I have made will meet their approval, and set at rest the public mind as to the possibility of finding traces of the missing squadron on the shores I have visited.

Proceedings of
Commander
Inglefield, R. N.

About half only of my fuel is expended, owing to the strictest economy, and thus I trust to making careful examinations to the southward.

30. October 22.—Thus far I had prepared my letter, in the expectation of falling in with whalers off Home Bay; but upon reaching the Hecla and Griper Bank, my progress was arrested by a vast body of ice, which appearing to be toggled on to the shore by a line of icebergs grounded on the shoals, stretched far away to seaward, and carried me into long. 61½°, ere I could get away south. Two days and a night in the pack at last enabled me to get through.

31. On the 22d, we had run 120 miles to the southward; but the morning of the 23d was ushered in with the most tremendous gale (from the S.E.) I ever witnessed; for six days we lay to under a storm sail, occasionally sighting the land, or vast bergs driving rapidly past us, through the mist and spray. Our water being now nearly expended (having purposed to refit and water in the Clyde), and being now upon the allowance of a pint per man, and the ship, moreover, much disabled, I was compelled (on the weather moderating) to take the first harbour; accordingly, I ran into the "Hande Islands" on the 2d of October for that purpose.

32. On the 7th we sailed, to encounter another gale from the S.W., which lasted till the 10th, and then only moderating to freshen into a still more violent one from the N. E.

33. Before this, we scud for two days, making over to the west shore, in the hopes of gaining Northumberland Inlet, where I intended to winter, and possibly complete the search from where I had left it, by means of my dog-sledges.

The tremendous following sea breaking high over the stern of our little vessel, and occasionally deluging the decks, obliged us to keep certain sail on the ship, and we had now scud too long to heave to; at this juncture, running past the point I wished to make, my ice-masters came to me with their advice, that I should make no farther attempt to reach the coast at this advanced period of the season, and with such boisterous weather.

Mr. Manson, who has been employed many years in the whaling trade, assured me, that the dangers of this coast could only be safely approached in moderate weather, and strongly urged my relinquishing the attempt.

34. Having waited two days after this advice, in the hope that the weather might moderate, I decided upon returning to England, and am now on my homeward voyage, having remained within the Arctic Circle exactly two months later than the expedition of last year; and (having reached it three months later) have, nevertheless, accomplished (independent of sailing) 1,473½ miles (under steam), bringing home with me still 66 tons of fuel.

35. I cannot speak too highly of the advantages of the high-pressure engine, which working at 40lb. on the square inch, has given ample opportunities of testing its utility; no difference in temperature affecting its working, though consuming patent fuel, with which the upper deck had been paved and exposed to the weather, salt-water and trampling on for two months previous to its use.

36. My large chart being now finished with the track round Baffin Bay, and the discoveries I have made, comprising 600 miles of new coast line correctly laid down, I do not now enclose the eye sketch before alluded to; but shall take the earliest opportunity of waiting on their Lordships with the same, and numerous sketches of the unknown coasts I have explored.

Apologizing for thus intruding at such length upon the time of my Lords Commissioners,

I have, &c.
(signed) *E. A. Inglefield*,
Commander, R. N.

No. 31.

CHART (annexed) showing the Discoveries of Commander *Inglefield*, 1852.

No. 32.

LETTER from the President and Vice-President of the Royal Geographical Society
to his Grace the Duke of *Northumberland*.Royal Geographical Society,
12 December 1852.

My Lord Duke,

CONSCIOUS of the value which geographers and the public have attributed to the recent Arctic researches of Commander *Inglefield*, R. N., we venture to submit to your Grace a notice of those services, which may, we trust, move the Lords Commissioners of the Admiralty to promote that distinguished officer.

The new official chart of the Polar Regions shows how many errors of former delineation of the headlands, gulfs, and inlands of *Baffin's Bay* have been corrected by him, and how he has obtained entirely new data respecting *Smith's Sound*, which go far to settle the belief, that *Franklin* must have taken the route of *Wellington Channel*.

Acquainted as we were with the very untoward circumstances under which Commander *Inglefield* volunteered to take the command of the small private vessel the "*Isabel*," and seeing the energy with which, in overcoming all difficulties, he carried out the wishes of *Lady Franklin* and the subscribers to the expedition, we might well admire results which, in the words of the first of living authorities on such a subject, *Sir Edward Parry*, "have placed Commander *Inglefield* among the most distinguished of our Arctic navigators."

Addressing your Grace and the Board, in our capacity as members of the Royal Geographical Society, we consider ourselves precluded from fortifying our application by any reference to the services of Commander *Inglefield* in the ordinary duties of his professional career, but we may state that the selection of him for the command of an exploring expedition was indeed founded on our knowledge of the character of those previous services.

We confine ourselves, however, to the fact, that expectations founded on that knowledge have been more than realized by the zeal and ability which he has displayed, and by the value to science of the results he has obtained.

It is specially, therefore, as geographers, that we address your Grace and the Board of Admiralty, in the hope that as the recent explorations of Commander *Inglefield* have been very generally approved, you will reward an officer who has employed his best energies, and expended much of his own pecuniary means in so noble a cause.

We have, &c.
(signed) *Roderick Murchison*, President, R. G. S.
Egerton Ellesmere, Vice-President, R. G. S.

No. 33.

REPORT on Commander *Inglefield's* Arctic Voyage.

Admiralty, 17 December 1852.

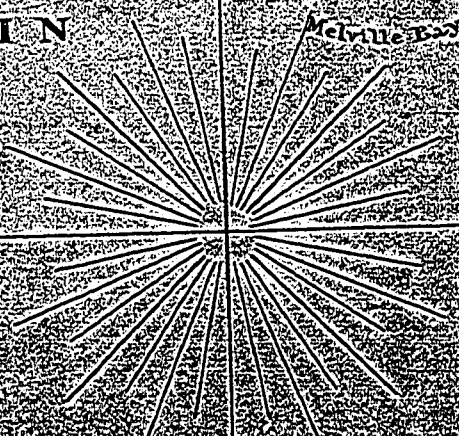
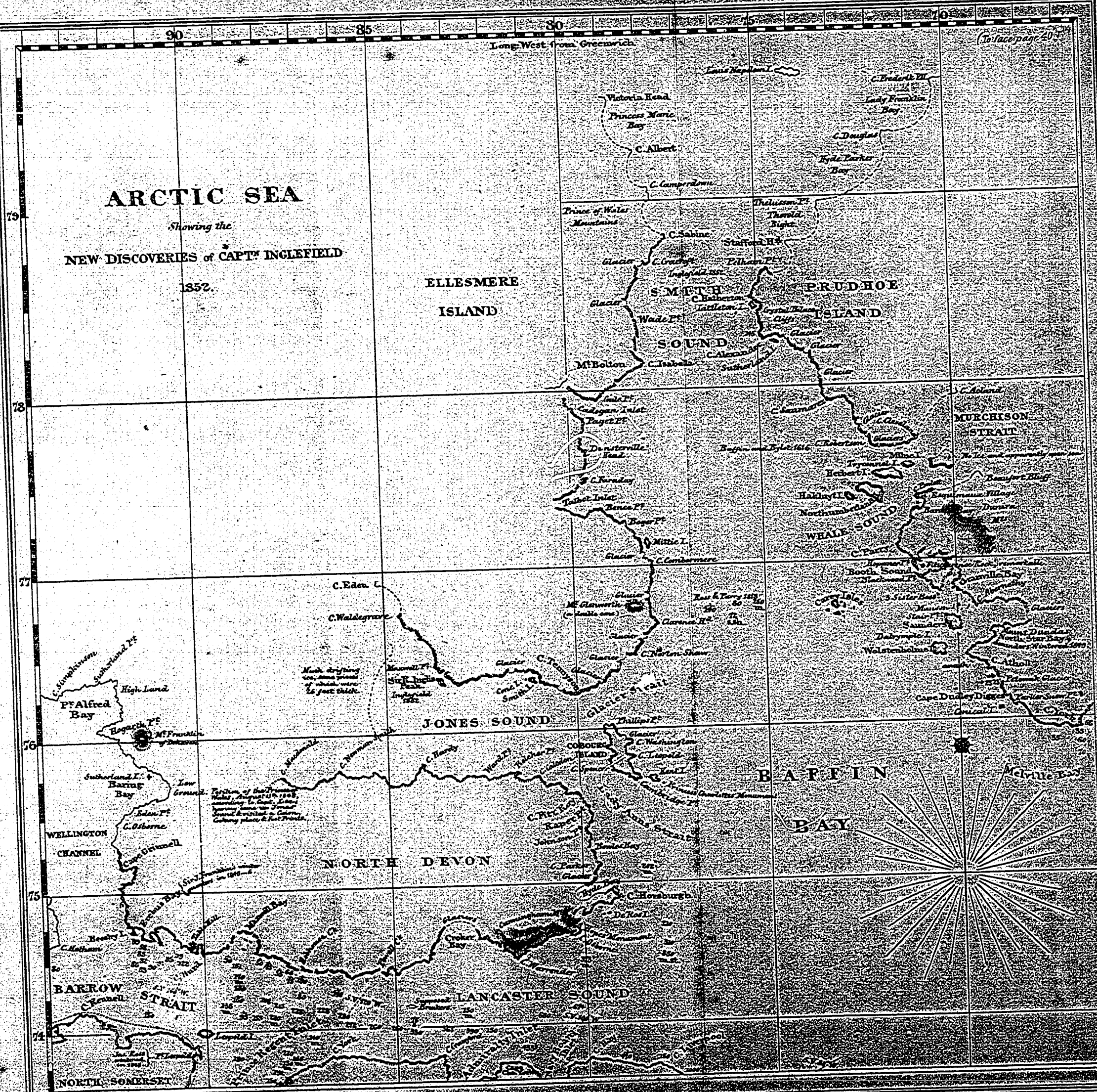
SHARING in the universal feeling about the fate of *Franklin's* party, Commander *Inglefield* eagerly accepted the gift of the "*Isabel*," of 149 tons, in order to join in the search for them. Marvellously soon equipped, he steered for *Davis' Strait*; pushed forward through the ice; passed by the tempting opening of *Murchison Strait*, and succeeded in penetrating into the heart of *Smith's Sound*, which, as well as the former opening, he has proved to lead into the *Polar Basin*.

This may well be called a valuable discovery, for *Baffin* merely saw a break in the coast, and *Ross* and *Parry* could only just perceive the looming of the mountains

ARCTIC SEA

Showing the
NEW DISCOVERIES of CAPTⁿ INGLESFIELD
1852.

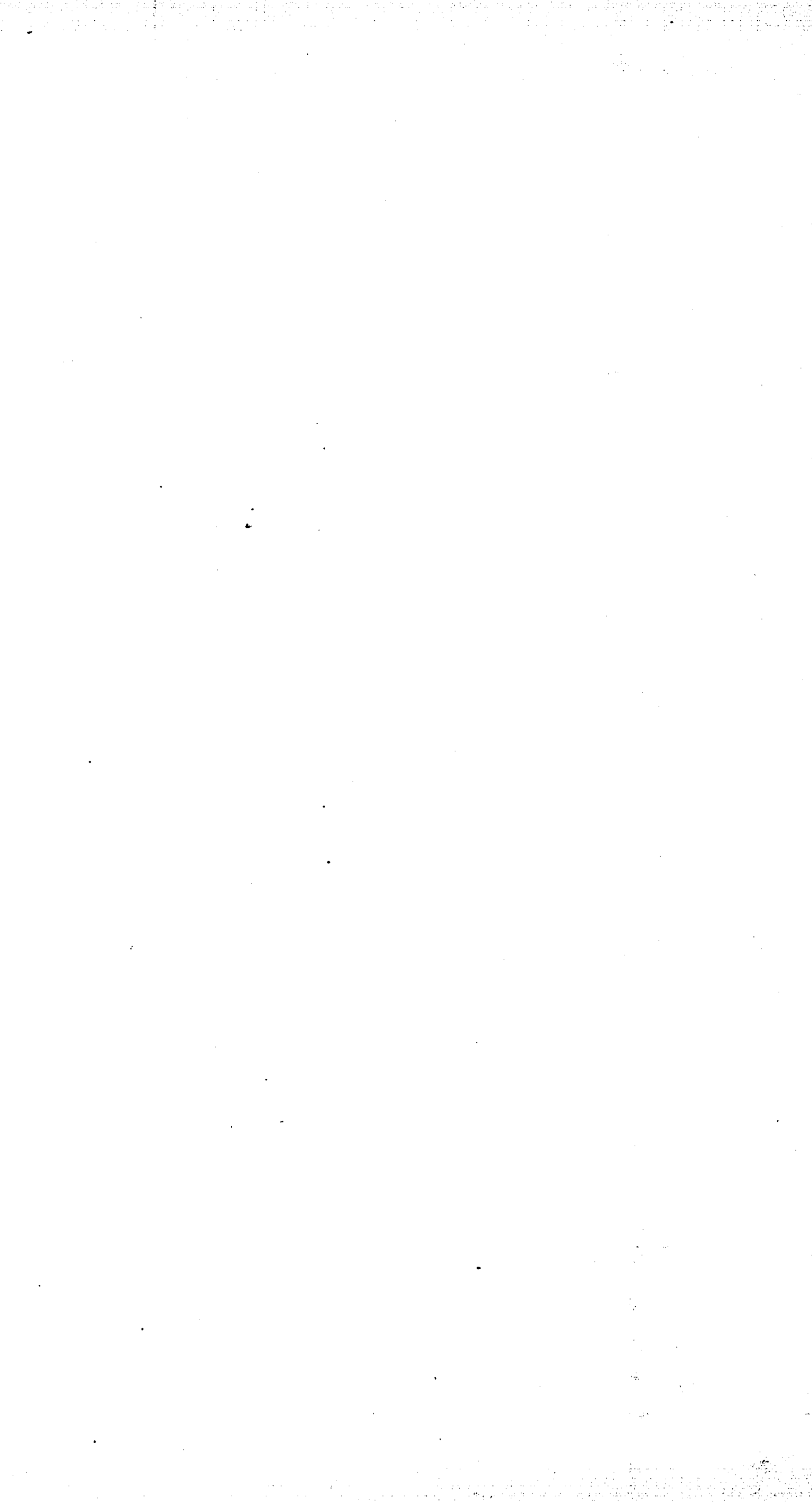
Long West from Greenwich



Much drifting ice, some of which were 1/2 foot thick.

Portion of the Princess Wales August 11th 1852, according to Capt. Inglefield, having come into Jones Sound & visited a Cache, taking place at Red Point.

(See previous page for details of the expedition in 1852.)



tains at the distance of 90 miles. Murchison Strait was likewise another important geographical discovery, for Whale Sound, with which it is connected, was supposed to be only a deep fiord, whereas it now appears to be a wide passage, and to be the limits of the continent of Greenland.

In the third place, the ice having prevented Captain Austin from entering Jones's Sound, but which seemed to him to be only a deep bay, now turns out to be another channel to the northward, through the great cluster of Parry Islands.

With respect to Commander Inglefield's chart, which shows the configurations of both shores 140 miles further north than had been effected by any former navigator, when we consider the size of his vessel, and the constant demands upon his time, as he seldom quitted the deck, day or night, we may well be surprised at the accuracy of its details, and the correctness with which it is borne out by his journal and observation books; all of which have been submitted for examination to this office.

A change of weather having forced him to retire from Baffin's Bay, and undaunted by the approach of winter, though unfurnished with the means of passing it in an Arctic climate, he had the generous boldness to run up Barrow's Strait, in order to offer his surplus of provisions to Sir Edward Belcher's ships, and to bring home intelligence of their then state to Government and to their numerous friends.

All this has been performed in four months, and all accomplished without the drawback of a single accident; every obstacle having been overcome by his persevering energy, and every vain temptation resisted by his singleness of purpose, altogether forming, in my estimation, one of the most extraordinary voyages on record.

(signed) *F. Beaufort.*

No. 34.

LETTER from the Secretary of the Admiralty to Commander *Inglefield.*

Sir,

Admiralty, 20 December 1852.

WITH reference to your letter of 15th September last, off Cape Adair, reporting your proceedings in the schooner "Isabel," in pursuit of further traces of Sir John Franklin, and of your return to communicate with the station at Beechey Island, I am commanded to acquaint you, that my Lords Commissioners of the Admiralty approve of the spirit which prompted you in making that visit, and their Lordships having this day had before them the observations of the hydrographer, on the discoveries you made in your voyage, my Lords acknowledge with satisfaction the enterprize and energy you have displayed in your late research, and although your endeavours to discover traces of the missing expedition have not been rewarded with success, my Lords consider that they do credit to yourself, and that your voyage is not without importance in its geographical results.

(signed) *W. A. B. Hamilton.*

No. 35.

LETTER from the Secretary of the Admiralty to the President of the Royal Geographical Society.

Sir,

Admiralty, 24 December 1852.

HAVING laid before my Lords Commissioners of the Admiralty the letter* addressed by yourself and the Vice-president of the Royal Geographical Society to his Grace the Duke of Northumberland, recommending Commander Inglefield for reward for his services in the Arctic Seas, I am commanded by their Lordships to send you a copy of their letter of approbation, addressed to Commander Inglefield, and which will show the opinion entertained of that officer.

I am, &c.

(signed) *W. A. B. Hamilton.*

* See No. 32.

See No. 34,
20 December 1852.

PROCEEDINGS of Captain *Thomas Moore*, commanding Her Majesty's Ship "Plover," in the Vicinity of Behring's Straits, during the Winter of 1851-52.

No. 36.

LETTER from Captain *Moore* to the Secretary of the Admiralty.Her Majesty's Brig "Plover,"
Port Clarence, 1 July 1852.

Sir.

1. I HAVE the honour to report to you, for the information of my Lords Commissioners of the Admiralty, the proceedings of Her Majesty's ship under my command since the departure of Her Majesty's ship "Dædalus" for the southward on the 1st of October 1851.

2. Nine days after her sailing from Port Clarence, the young ice began to form in Grantley Harbour, but owing to strong N. W. winds, it was not until the 21st, that the ship was permanently frozen in, with her head to the north; whereupon the water was completed, a considerable quantity of wood stacked, ship dismantled, anchors stowed, and cables unbent, all of which being completed by the 31st, I housed in for the winter.

3. Similar amusements and pastimes, for the recreation of the officers and crew, to those heretofore resorted to, were again called into requisition, with the addition of cricket, which were participated in by all during the most dreary part of the winter, with the exception of three men, who have been severely frost-bitten in the feet; John H. Lawson, A. B., whilst employed with several others in the early part of the winter procuring game, having lost the greater part of all the toes on the left foot, which renders him unfit for further Polar service; John Berry, A. B., and Thomas Brooker, p^{te} Royal Marines, 3d class, whilst sleeping on the snow in a temperature of 19° Fahrenheit, on a journey to a village about 50 miles up the River E-mow-rook, the former having lost a portion of his left great toe, and the latter the soles of his feet severely bitten, whereby their services were lost for several months.

4. On the 4th of November, Port Clarence being completely frozen over, and the rivers also finally closed, I engaged a native guide to accompany travelling parties, which I found would be obliged to proceed to a much greater distance to obtain supplies than formerly, the neighbouring natives not only appearing to be indisposed to barter, but the reindeer having, to all appearance, shifted feeding-grounds.

5. Early in December, a native from the sea-coast came to the ship afflicted with acute rheumatism, requesting medical assistance, which was of course granted him, and he was placed under the care of Mr. Thomas B. Forster, Assistant-surgeon, in whose skilful hands a recovery was effected by the beginning of January. This was the second patient brought for treatment this winter. The other, a case of consumption in a girl of about 10 years of age, was, unfortunately, too far advanced before she came; consequently all human efforts to save her life proved unavailing, and she died in about three weeks.

6. During the month of January many natives, as usual, visited the ship from all quarters, but not in such large numbers as formerly. Great difficulty has therefore been experienced in procuring "fur clothing" for the people, the want of which essential being greatly felt, as has been fully proved by the frequency and severity of the frost-bites which have occurred. The temperature on the 4th of this month fell to 40° Fahrenheit, the lowest for the winter.

7. One great inconvenience under which I suffered the two previous winters, and more particularly the end of the past year, viz. the scarcity of dogs' food, was fortunately removed about the month of March, large quantities of seals having been captured by the Esquimaux on the sea-coast, who readily bartered them for tobacco. By this means a considerable quantity of oil has been obtained.

8. February having arrived, and the supplies hitherto procured being very limited, I gladly took advantage of an offer from a friendly native to join him
in

in erecting a number of snares, and a tent on an adjacent hill, for the purpose of hunting the reindeer, large herds of which had taken up a position in the vicinity of the ship early in the new year. By this means we procured 20 animals by the middle of April, when the reindeer having deserted the hills, and the natives, who were a most valuable assistance to us, evincing a disposition to join a number of others who had collected at the heads of the harbour, where they were catching fish, the hunting party returned on board.

9. The beginning of March saw us busily employed fitting out, and the weather continuing comparatively moderate, everything was completed before the housing was taken off on the 14th of April, a period hailed with delight by all, the time having now passed when symptoms of scurvy were likely to make their appearance, without the occurrence of a single case.

10. I take this favourable opportunity of informing their Lordships I am fully satisfied that not only the total absence of scurvy during the past winter, but the present healthy state of the crew, is attributable only to the very liberal and judicious supply of anti-scorbutics received from Her Majesty's ship "Dædalus," last autumn, and the fresh potatoes purchased at that time. The latter proved good so long as they remained in a frozen state, which was the case until May, when those remaining thawed, and became unfit for use.

11. These necessaries, together with the venison, I have on all occasions caused to be issued at times and in such quantities as I thought most beneficial, without regard to the established allowance, together with the many opportunities afforded for recreation, have preserved the health of all, their physical powers being slightly, if at all, impaired.

12. Imagining that a good deal of the ship's copper must have been rubbed off during her long stay in these regions, I, on the 10th of May, after taking everything weighty out of her, hove her down to the floe, about 25°, for the purpose of making good any that might be injured, but found it in a much better condition than I anticipated, 20 sheets repairing all the apparent injury sustained; nor could I find, after causing a most careful examination of her bottom to be made whilst thus heeled over, that any part not then in sight had received any damage.

13. On the 14th of June the ice moved slowly off the north, and packed on the southern shore, but the ship was surrounded with loose pieces until the 23d, when it finally left her, and I dropped down to the entrance of the harbour, where I remained until the arrival of Her Majesty's ship "Amphitrite," on the 30th.

14. Although every possible inquiry has been made of the numerous natives who visited us during the past winter relative to the missing expedition, as well as Her Majesty's ships "Enterprise" and "Investigator," I regret to report that nothing has been seen or heard of them, except that they say the "Enterprise" wintered at Point Barrow, which I much doubt.

15. In conclusion, I beg to express to their Lordships how deeply gratified the officers and ship's company and myself feel with the high terms of approbation in which they have been pleased to speak of our service for the last four years and a half, and more particularly the marked manner in which they have thought fit to evince their due approbation of them by the promotion of myself and Mr. S. Lindsey, Clerk in Charge, together with the promised advancement of Mr. H. Martin, Second Master, when he shall have passed the necessary examination; and in thus closing my long service in the "Plover," I would beg to bring before their Lordships the name of Mr. Thomas Bouchier (late acting Second Master), whose conduct during the three years he has served with me has been such as to merit my warmest approbation, and I venture to hope they will be pleased to take his case into their favourable consideration.

I have, &c.
(signed) Thos. Moore,
Captain.

Proceedings of
Commander
Rochfort Maguire.

PROCEEDINGS of Commander *Rochfort Maguire*, commanding Her Majesty's Ship "Plover," in the Vicinity of Behring's Straits.

No. 37.

LETTER from Commander *Maguire* to the Secretary of the Admiralty.

Sir,

San Francisco, 3 April 1852.

I BEG leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that I arrived at this port (with the other officers proceeding to join Her Majesty's ship "Plover") on the 1st instant, by the United States mail-packet "Panama," and that passages are taken for us in the ship "Emily," reported to leave this for the Sandwich Islands to-morrow, the 4th instant.

I have, &c.

(signed) *Rochfort Maguire*,
Commander.

No. 38.

LETTER from Commander *Maguire* to the Secretary of the Admiralty.

Her Majesty's Ship "Plover," Port Clarence,

Sir,

20 August 1852.

1. WITH reference to communicating with Her Majesty's brig "Plover," in the ensuing summer of 1853, I deem it necessary to lay my views on the subject before their Lordships, as her remote position at Point Barrow renders the usual means, by a man-of-war from the Pacific squadron, less available than heretofore. The open season at Point Barrow is not longer than six weeks, commencing the first week in August, and ending about the 20th of September; and for a vessel of the "Plover's" sailing qualities, the navigation of this sea is attended with difficulty and risk; in addition to this her hull, from long service, is not in a fit state to be much exposed to the straining of a sea-way, or pressure from ice, both of which she will have to contend with. These considerations make it most desirable to have the assistance of steam, to ensure the efficient performance of keeping open a communication with Point Barrow. For this service, I beg to propose that a screw steam-vessel of a similar size to those used on the Eastern expeditions, be sent from England, properly fitted to contend with ice; her rig to be adapted as much as possible for sailing, and to be well supplied with light whale-boats, such as are used by the South Sea whalers; it would be useful to have a fire-place fitted for burning oil and blubber, as both are easily procured from the Esquimaux, and would assist her fuel considerably; she should be stowed with nothing but pemmican, preserved meats, vegetables, anti-scorbutics, &c., with sledge and travelling equipment, and the usual box cloth, fur and other clothing, supplied to ships on Arctic expeditions; these are the more necessary, as the "Plover," from her length of time from England (five years), is unprovided with them. Salt provisions and other of the usual consumption in the service could be completed in the Pacific; their absence would give great space on first leaving England, when ships generally are most crowded. This vessel ought to leave England by the 1st of January 1853, or as soon afterwards as she can be got ready, and proceed by the most available route through the Strait of Magellan to Callao, there to complete provisions, fuel, &c., and from thence to Honolulu, to fill up again with coal. From that place her departure should be before the 1st of June, if possible, and her course would be through the Aleutian Islands by the Strait of Amoutka, on to Port Clarence, where there is a depôt with at least 30 tons of coal; from that supply she can again fill up her fuel, and proceed off Cape Lisburne by the 15th of July, 250 miles distant from Point Barrow, where I purpose despatching an officer and boat's crew as early in the spring of 1853 as possible, to look out for any communication from England; this officer would act as pilot in conducting the steam vessel round Point Barrow, to the anchorage of the "Plover." The steam vessel would now be in a position to take advantage of the open water, and be enabled to sail north (reserving the fuel for her return), in a direction likely to have been taken by Captain Collinson's ships (a good idea of their route will

will be gained by the "Plover's" spring travelling parties, who by examining the trend of the lands to the eastward, and the island reported by native account three days' journey to the north-east, may form a very good opinion of the direction taken by the "Investigator" and "Enterprise"). In the event of falling in with land to the northward of the continent of America, provisions could be deposited, and information left to guide retreating parties to Point Barrow. At the expiration of three weeks or a month, according to the openness of the season, the steamer would have to return to winter quarters at Point Barrow, when the "Plover" could be despatched with whatever intelligence had been obtained, to Hong Kong, to be repaired; as her serviceable state for a continued service is very questionable. She has leaked considerably since taking in two years' provisions for Point Barrow, rendering it necessary to work the pumps three times in 24 hours. This and other necessary repairs required after a lengthened service in the Arctic Seas, make it very desirable that she should undergo a more complete overhaul than circumstances will admit of here; when these are completed, she might be employed to communicate with the steam vessel in 1854, making it unnecessary to use any other ship for that service.

2. In the event of steam not being brought into requisition, I would propose that whatever ship be sent to Behring's Straits in 1853, should rendezvous off Cape Lisburne on the 25th of July, where an officer and boat party from the "Plover" will be in readiness on the N. E. face of that point, to receive and convey to her at Point Barrow the orders for the ensuing season. If the "Plover" is to come south, the boats will probably reach her by the 1st of August, as early as she can expect to get free from the ice; when she can proceed with all despatch to complete her wants, which at that time will be nothing but fuel, pemmican, preserved meats, vegetables, &c., as she at present has as much salt provisions on board as she ought to consume in three years; the shortness of the open season, together with the state of the "Plover's" hull, and inferior sailing qualities before alluded to, make the feasibility of this plan questionable.

3. It would be for their Lordships to consider, in the event of not employing steam, whether it would be preferable to leave the "Plover" uncommunicated with in 1853, and trusting to her present resources, rather than subject her to a removal south from Point Barrow, to return again for another winter. The only absolute supply that she will require is about 10 tons of coal, and by rigid economy in that article, her present store might be spun out for two years.

I have, &c.
(signed) *Rochfort Maguire,*
Commander.

No. 39.

LETTER from Commander *Maguire* to the Secretary of the Admiralty.

Sir,

Her Majesty's Ship "Plover,"
Port Clarence, 20 August 1852.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that at the same time of my joining Her Majesty's brig "Plover," a survey was held on the crew by the medical officers of Her Majesty's ships "Amphitrite" and "Plover," by order of Captain Frederick, senior officer, and the places of such men as were either unfit or unwilling for further service in Arctic search, were filled up by volunteers from Her Majesty's ship "Amphitrite," selected of the best character, without consideration to the loss sustained by that vessel in losing a number of picked men. A careful survey was held also upon the hull, masts and yards by the officers of both ships, and were found to be serviceable. On the 3d July, the "Plover" was moved out of the channel of Grantley Harbour into Port Clarence, and commenced taking in provisions.

The artificers of the "Amphitrite" made good her defects at the same time, which included a thorough caulking outside. On Sunday, July 11th, I acquainted Captain Frederick, the senior officer present, that I was in every way ready to proceed in execution of their Lordships' instructions, which directed me, in the first instance, to place a reserve of provisions at Michaelowski, in Norton Sound; but this I considered anticipated by Commander Moore having left at that station

Proceedings of
Commander
Richard Maguire.

last year a quantity of provisions sufficient for 40 men for two months. This enabled me to proceed at once northward; when, having received the approval of the senior officer for my sailing, I put to sea on the morning of Monday, the 12th July, with a favourable wind, passing through Behring's Straits at midnight, by the eastward passage. Light and contrary winds detained us in getting to the northward, so that we did not make the ice until the 16th, although it was 30 miles further south than I had known it in any former year, being in latitude $69^{\circ} 30' N$. Finding that it was not packed, we sailed through it for 30 miles to the northward, then hauled to the eastward, in latitude $70^{\circ} 00'$, to endeavour to close the land. The ice becoming much thicker as we advanced, and the weather threatening a breeze from the westward, which would have brought it all down upon us, I hauled to the southward for six hours, until the weather appeared finer, when I steered a course, as direct as the ice would allow us, for Icy Cape, which we reached within 15 miles on the morning of the 19th July. The ship now being in a favourable position, though the weather was gloomy, with a fresh breeze at south, I thought it imprudent any longer to delay my projected boat journey to Point Barrow, and accordingly shoved off at 5 A.M., with two boats, a yawl and gig, manned with four officers and twelve men. About noon, the breeze freshened to a gale, and soon after veered to west, forcing me to take refuge in Wainwright Inlet; but on the evening of the 20th, I was again able to proceed, and, after calling at the Sea-horse Islands, arrived at Point Barrow on the forenoon of the 23d. I remained there till the evening of the 25th, examining the anchorage discovered by Captain Moore, and I found it in every way adapted for winter quarters. A plan laid down by Mr. Hull, Second Master, and forwarded to their Lordships' hydrographer, will sufficiently show the nature of the place selected, which is protected on every side except the S. E. The natives assured us that from this quarter no danger was to be apprehended, and I was able to satisfy my own mind that they were correct, as the shore gives no sign of surf or pressure from ice, the ice itself being free from hummocks, smooth and regular, and though much decayed, full of holes, and detached from the beach, still kept its place, apparently unaffected by winds or currents, and seemed alone almost a sufficient security of the safety of the spot for a ship to winter in.

The natives at Point Barrow were, contrary to my expectations, civil, tractable, and rather improved on acquaintance, as the dread of our hostile intentions subsided, though their thieving propensities up to the latest could hardly be exaggerated. They seem abundantly supplied with clothing and food, which they readily barter for tobacco. Their food is chiefly seal's flesh, walrus, and fish, and I understand them to procure reindeer from a neighbouring tribe to the eastward; I have, therefore, no doubt they will be able to add, during the winter, to the supplies already on board the "Plover." The drift-wood on the small islands near us, though not so plentiful as in some other localities, such as Port Clarence, will still be a valuable addition to our stock of coals. The natives stated that four days more would be the time required for the bay ice to disappear; but feeling satisfied, from my own examination of the place, I did not think it requisite to remain so long; besides, I was anxious not to be an hour behind time on the 30th, at the appointed rendezvous off Icy Cape.

The wind being favourable, I left Point Barrow on the night of the 25th; and, touching at the Sea-horse Islands, and looking into Wainwright Inlet, I arrived at Icy Cape on the 29th.

Having kept an anxious but eager look out for the "Plover" until near midnight on the 5th August, I felt that further delay at that place was useless, and that it would be better, while we had yet sufficient provisions remaining, to seek for the "Plover" in the offing for one day, and then proceed direct to Cape Lisburne, where I had no doubt of meeting the "Amphitrite." Having buried information to that effect, and marked the spot, that it might be easily found, I accordingly spent some hours at the rendezvous, 15 miles west of Icy Cape, without seeing a sail, and shaped a course for Cape Lisburne, afternoon of the 6th, where I arrived on the 9th; and early on the morning of the 12th, I had the satisfaction of seeing my whole party safe on board the "Amphitrite." Captain Frederick remained with the "Amphitrite" at the rendezvous off Cape Lisburne, expecting to meet the "Plover" there, until the 16th, when, concluding that she had gone direct to Port Clarence, he bore up for that place, and I was enabled to join her on the evening of the 18th.

To account satisfactorily for the "Plover" not being at the appointed rendezvous

vous off Icy Cape, to pick up the boat expedition, it would appear an opinion was too hastily formed that the boats had either foundered, or had been swamped in endeavouring to gain the shore the day they left the ship; this feeling made the officer left in charge of the "Plover" leave his station without allowing sufficient time for ascertaining whether he had reached the proper one or not, from an anxiety to gain assistance in boats from Her Majesty's ship "Amphitrite," to search the coast for our crews, who were at the time waiting at the appointed place, and before the "Plover" had returned, were obliged, from shortness of provisions, to proceed onward, with the hope of getting on board Her Majesty's ship "Amphitrite," known to be waiting off Cape Lisburne. Although thus delayed, by a series of unfortunate errors, to a late period of the season, I have been enabled, with the assistance of Captain Frederick, to get on board all the remaining supplies, including water, and to put the "Plover" in readiness for her immediate departure.

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Rochfort Maguire.

Unless baffled beyond all expectation by adverse winds, I hope to be able to place her in winter quarters at Point Barrow in the beginning of September, for which destination I purpose sailing at 4 A.M. to-morrow.

I forward herewith* my journal of the proceedings of the boat expedition to and from Point Barrow.

* See No. 40.

I have, &c.
(signed) *Rochfort Maguire,*
Commander Her Majesty's Ship "Plover."

Her Majesty's Ship "Plover," Port Clarence,
20 August 1852.

RETURN of PROVISIONS, &c., on board.

SPECIES.	QUANTITY.	SPECIES.	QUANTITY.
Bread - - - - -	24,952	Soap - - - - -	1,676
Wine (sick) - - - - -	10½	Lime-juice - - - - -	1,001
Rum - - - - -	667	Pemmican - - - - -	1,760
Beef - - - - -	8,120	Preserved Vegetables - - - - -	356
Pork - - - - -	13,180	Preserved Soups - - - - -	450
Pease - - - - -	621	Sourkroust - - - - -	1,903
Oatmeal - - - - -	250	Mixed Pickles - - - - -	250
Flour - - - - -	4,110	Fresh Potatoes - - - - -	1,716
Suet - - - - -	990	Fresh Pumpkins - - - - -	135
Tea - - - - -	457	Fresh Onions - - - - -	79
Cocoa - - - - -	1,941	Dried Apples - - - - -	499
Sugar - - - - -	4,178	Potatoes in Molasses - - - - -	320
Vinegar - - - - -	108	Molasses - - - - -	80
Preserved Meats - - - - -	9,501	Essence of Spruce - - - - -	6
Preserved Potato - - - - -	2,379	Chili Beans - - - - -	1,598
Pepper - - - - -	74	Salt, Common - - - - -	240
Mustard - - - - -	160	Live Hogs - - - - -	5
Rice - - - - -	208	Porter - - - - -	795
Tobacco - - - - -	1,823	Tobacco (condition for barter) - - - - -	572

(signed) *E. Jago,* Clerk in Charge.

Approved.

(signed) *Rochfort Maguire,*
Commander H. M. S. "Plover."

Journal of Proceedings of "Plover's" Boats on an Expedition to and from Point Barrow, under Commander *Rochfort Maguire*, commencing 19 July 1852 and ending 12 August 1852.

Monday, 19 July.—At 5 A.M. I left the "Plover" with two boats, a yawl and gig, accompanied by Mr. John Simpson, surgeon, Mr. Thomas A. Hall, second master of the ship, and Mr. Henry Martin, late second master (promoted), who had volunteered to accompany the expedition, and whose services, from his having previously visited Point Barrow, were very acceptable.

The wind on leaving the ship was from the southward, and although the weather at the time assumed a threatening appearance, yet I made no doubt of our reaching shelter in shore without incurring any danger. In this idea I was, however, much mistaken, as the wind and sea increased upon us rapidly, until we found ourselves scudding before a gale, with a high sea running; to guard against accident we kept close together, the gig astern. She was the lighter boat, and at that time shipped less water than the yawl, as the latter was deep from having the principal part of the provisions on board. At 9 A.M. we had a lull, just previous to which, from having more sea on than usual, I concluded that we were crossing the edge of the shoals off Icy Cape, and had got over the worst part of our passage. Our respite was, however, of short duration, as the wind and sea again increased, making it very dangerous for the open boats; the weather during the day was a succession of heavy squalls, with sleet and snow, which without land in sight made our circumstances very uncheering. We now hauled in nearly east, with the wind still at south, to make the land as speedily as possible, and at 3 P.M. we saw it, as we supposed, about Wainwright's Inlet, and ran down for a point considered as the entrance, but this was found not to be the place, and we had to haul out again. In the meantime the wind had shifted to west, and the sea, disturbed by the wind from two directions, ran high and irregular, so much so, that in altering the boat's head to avoid one, you got in the way of another. The shore too, now dead a-lee, promised no better hope of safety than the sea we were contending with, as we could see the line of surf breaking high all along. Still the gale increased, and the yawl in carrying off, could only show her mizen lug on the foremast.

After we had stood off or rather along, as we could not clear the land for about five miles, we opened the entrance of Wainwright's Inlet.

The gig being a-head some distance, hove to for the yawl before attempting the passage, as the sea was breaking right across. On coming up in the yawl I asked Mr. Martin if he could take the boats through, and on his answering that "He would try it," I told him to make the attempt and I would follow. At this time we were close on the weather side of line of heavy breakers, the sea coming in like mountains on us. From bearing up to speak the gig, I got too far to leeward for entering the passage, and thought for the time that we were "done for," as I never supposed that a boat could get safe through the surf that was surging to leeward. As a last resource, I ordered some oars to be got out, to endeavour to crawl the boat along for the passage, when a heavy breaker much above our mast-head, struck us on the bow, and fortunately pitched the boat more than half way across the bar, and directly stern on to the sea, which chance saved us, as the following seas, although breaking into the boat, assisted to float her across, and in less than five minutes we were in comparatively smooth water, and certainly out of all danger, as the boat, from having an excellent pump, was kept sufficiently free of water. We passed at 7 P.M. on the south side of the inlet, considering ourselves very fortunate in having obtained shelter, as the gale was blowing still harder. If the boats had been obliged to keep out, their chance of surviving in the sea running was very small.

Tuesday, 20 July 1852.—The gale moderated towards morning, but the surf on the bar was still too high to attempt getting out; the men after having a good night's rest were employed during the day drying their clothes, restoring boats, in which fortunately we found none of our provisions injured, and in making all ready for a fresh start. In the forenoon we were visited by several natives, who were civil and tractable. Knowing their expertness at thieving, the usual mode

of drawing a line of separation from our encampment was adopted, the cause of which they appeared to perfectly understand.

The only difference that we observed about them at all remarkable was, that "labrets" were worn by them, made from the coal on this coast, in some cases as large as a moderate sized apple. Some of these were procured, as they were considered better specimens of the coals than had been previously obtained.

Some glover's needles and a large button with the names of all the ships employed in Arctic search engraved on it, were prized much by the women, and with a little tobacco for the men, made us very welcome visitors.

At 6 P.M. I walked to the southern point of the inlet to observe the state of the sea outside, and finding it smooth and the bar passable, I determined, after consulting the "aneroid" on my return, to put to sea, as the breaks of fine weather in these regions for this season and the last, have been very rare. At 9 P.M. we again got under weigh and stood to the southward with a light wind from west, accompanied with occasional showers of snow until midnight, when we tacked to the north and stood along the land.

Wednesday, 21 July 1852.—At 4 P.M. we were favoured with a light breeze from the southward, which enabled us to shape a course direct for the Sea-horse Islands. In passing along shore we observed the ice to be fast to the coast line of the low shore from Wainwright Inlet northward, and the offing was covered with sailing ice, in some parts heavy, but nothing like the "main pack" was observed by us so far south as by former visitors. This induced us to form the idea that this year is a favourable one as far as packed ice is concerned, but for weather and sailing ice, it is much worse than any I had before witnessed in this sea, as since entering it, we have had but one fine day. In the course of the morning we were visited by some natives in baidars, who followed us until we stopped at the Sea-horse Island, where we arrived at 9 A.M., and visited the depôt of provisions made by Captain Moore in 1850. The direction-post seemed to have been washed down and the notice gone, but the site of the provisions, known to Mr. Martin, was apparently undisturbed. The natives were so troublesome and importunate in their demands for tobacco, that they annoyed us a great deal, and I considered it perfectly useless at that time erecting a further notice, as they leave nothing untouched except graves; besides, as the "Plover" is to winter at Point Barrow, I think that will set aside the necessity of guarding this coast with depôts to the southward of that Point. After making a few presents to the natives, we again proceeded with a breeze from the southward, which left us at noon becalmed off Point Franklin, drifting rapidly with the current to the north-eastward. The sun absolutely hot, was a great treat in an open boat, navigating this sea, as it afforded the opportunity of drying everything, besides enabling all hands to have a sound sleep, not easily effected under other circumstances. In the course of the afternoon we got a fine breeze from the S.E., and shaped a course direct for Point Barrow, to avoid the distance of going into the bays.

Thursday, 22 July 1852.—At midnight we found the land ice taking us too far off shore, and fearing that it might drift on us with the S.E. winds then blowing, we hauled dead in for the land, taking the most direct lanes through the ice. After running five miles through it, we found ourselves in with the shore, which not exceeding 20 feet in height on this part of the coast, is distinguishable in no way but by its uniformity of lowness for the extent of a hundred miles up to Cape Smyth, giving the idea of its being the unfinished end of an immense continent, as it is. We ran along shore during the remainder of the night, occasionally through heavy streams of ice. At 6 A.M. we were off Cape Smyth, the last point of the land, as from that to Point Barrow it is one immense gravelly spit, running 15 miles, a characteristic formation in this sea, caused I presume by the meeting of two currents. At 7 A.M. we found ourselves blocked by the land floe, extending from the low neck or isthmus, about two miles to the north-eastward of Cape Smyth, and landed to observe the best leads to take. On reaching the highest part, we could see open water to seaward, and directed our course in that way. We were again visited by natives at this point. As we go north, their craving for tobacco increases; their eagerness for it can hardly be imagined; if we had a ship full with us, we could not appease their wants; I can only compare them to a set of people who had been shut up without drink or food for a week, and then let loose upon only one scanty supply; add to this, their being savages, and one might form an idea of our small boats surrounded on all sides with baidars, full of Esquimaux, all shouting the same story, "tawac."

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As our object is to conciliate them in favour of our missing countrymen, who might be retreating through their settlements, we use every gentleness and persuasion to get rid of them, with but very little effect, as they will not understand anything but "tawac;" a commanding breeze is the only thing that enables us to clear ourselves of them. By 9 30 A.M. we arrived off Point Barrow, and came to the end of our voyage, as the ice remained set fast to it. This was a sad disappointment, as I hoped to have extended our examination to Dease's Inlet, 30 miles to the eastward. We were received on landing by a number of natives, one of whom was coming down fully armed, but upon some word from those nearest to us, he laid aside his weapons. The character of the Esquimaux here having been generally considered hostile, I was prepared for having some trouble with them, but determined to carry conciliatory measures to an extreme, and rather make a retreat, than resent any rudeness they might be guilty of.

We walked to the highest part of the spit where the natives have their settlement, to observe the state of the ice, and found the whole expanse one level sheet, with scarcely a hummock to be seen, looking as smooth as a table. On pointing to it, and asking one of the natives, when it went away, he made a sign of blowing with his mouth, and pointed to the southward. We afterwards examined the spit running to the eastward, for traces of Captain Collinson's expedition; the more particularly so, as the natives about Port Clarence had circulated a report that he wintered here. It is very evident that he has not done so, nor has he or Commander McClure communicated with this Point on their passage to the eastward. It appears to have been very little visited, and I doubt if many of the natives have ever seen a ship; I think an event, such as one of the discovery ships calling here, would be remembered and spoken of, as Captain Moore's visit the year before last was mentioned, and "Moa" (Moore) inquired for. On our return to the boats, the natives surrounded us in anything but an agreeable way; the act of putting their hands into our pockets to examine their contents, being looked upon as a trifle, and so generally adopted, that one of the officers proposed on going on shore, to turn his pockets inside out, to save them the trouble of examining them. We shoved off, and made fast under the lee of a floe on the west side of the point, to deliberate upon a plan for our future proceedings, as our sudden stop had rather disarranged our plans, and our first impressions of the natives were anything but favourable, so much so, that we feared being unable to carry out our object of making a plan of the passage and anchorage discovered by Captain Moore, by walking over the ice, and boring holes in it for the soundings, which service we afterwards performed, and were much assisted in it by them. In addition to our disquietude as to the natives, the position of our boats was very unsafe, lying exposed on the west side of the spit, without protection, and this would be the case till the ice eased off Point Barrow. We remained inactive for the remainder of the day, not liking to land again amongst the natives. In the meantime they had launched a baidar, and a party came alongside to barter; the plan was adopted of covering everything in the boats likely to excite their cupidity; and one of the crew, accustomed to such work, was appointed to carry on the bartering, and from his judicious method of dallying, and producing half leaves of tobacco at a time, no one else being allowed to deal with them, protracted the business, while it gave them an opportunity of having a good scrutiny of the boats and ourselves. After a little time, and a good deal of shouting interchanged with those looking on from the land, seeming rather puzzled with us, they went on shore, and another relay came off. We computed the number of people collected on the beach 20 yards from us, at 100, and probably that is the whole present population at Point Barrow. About 3 P.M. the ice we were fast to, showed symptoms of moving, obliging us to seek another place of shelter. A small cove, a little to the southward, which had given shelter to the former boat expedition, was now blocked with ice, and no other place remaining for us, we pulled about half a mile away from the natives, and anchored close to the ice, fast to the shore, where we were again followed by 50 natives, who appeared to be quite satisfied with sitting on the beach, although very raw cold weather. In this position we remained until 7; but I considered it unsafe for the night, as the boats could not be beached in the event of a sea coming in. Afterwards, on considering the weight of the yawl for our few hands, and the difficulty of unloading her on a lee beach, we came to the determination of pulling the boats to seaward for a mile, and anchoring, and in the event of either boat parting, to keep them under canvass. The weather at this time had a very threatening appearance, with the "aeroid" falling.

Previous

Previous to leaving our second position, we wanted some water from the shore ; when the gig landed, the natives immediately took the breaker on their shoulders, filled it, and carried it back, and would not allow our men time to do it, so anxious were they to be civil ; I rewarded them for their kindness, and afterwards took every opportunity of employing them for the excuse it gave me of making them a present ; as I am told, if you give without receiving, they are apt to look upon you as either foolish or afraid. We shifted our berth into the offing about 9 p. m., and made all snug, the wind blowing a fresh breeze from S.S.E., inclining to the southward. We passed a very anxious night, as the boats were very uneasy, and we had the misfortune to carry away our bowsprit in the yawl, when communicating with the gig after we had anchored. Towards midnight the fresh wind put the ice in motion, and floe after floe came past us, all going outside. We were congratulating ourselves that the current was doing us this good service, when they seemed to turn in our line, from the wind veering to the westward of south, bringing all the spit to leeward. On the approach of a large floe right in our hawse, we got our oars out, and the cable shortened in, and seeing no remedy, got up the anchor and pulled out of the way, intending to bring up as soon as it had passed. The gig, less fortunate, lost her anchor from the cable being caught by a tongue of the floe ; luckily a knife had been kept in readiness for such an event, yet so great was the rapidity with which the cable was torn out, that the man holding it was taken overboard from his being in some way entangled with it, and it would have taken the boat down if it had not been cut ; as it was her wash-streak was torn off. As she was now depending on our anchor to hold on by, I determined to go inshore and make fast under the lee of the grounded floes on the beach ; this we attempted several times with indifferent success, as the floes coming down much heavier and faster, broke up our harbour of refuge, obliging us to fleet back until we had but just drift to clear us of Point Barrow. In this position Mr. Martin proposed running round the point, as he felt certain the ice must have eased off sufficiently to allow a passage for the boats inside of it ; as I saw that no other chance remained for us, I directed him to go ahead in the gig, as she was a much better sailer than the yawl, and I would follow. He got round easily enough, but I was surprised to see him continue his course onward. In the yawl, with a reefed foresail and four oars, all that we could do, we scraped round the point, when I observed a lane between the shore and the ice, that I thought the boat could enter, but could hardly think it possible, from the gig having passed it. Not liking to leave her, I stood on for a few minutes, when luckily I came to the opinion, that if I stood on after the gig any longer, there would be no getting back, as the boat at best is a bad sailer, and with a lee-tide and no bowsprit, she would have done nothing. This decided, I wore round and stood back until I opened the lane not wider than her own breadth, and ran the boat into it until she grounded on the frozen shore, where she lay in perfectly smooth water, and in safety. The transition from rough water to very smooth was appreciated by us on this occasion as much, if not more, than at Wainwright's Inlet some few evenings previously. Our first care was to look for Mr. Martin, who, seeing us inside the ice, tacked and endeavoured to regain his position, which he had much difficulty in doing, as he stood into the same point in the pack several times, and it was only at last by carrying whole sails, and almost burying the boat, that he succeeded in weathering the end of the pack, and opening our position. The crew of the yawl stood watching her in the utmost anxiety ; the gloominess of the misty weather attending a southerly wind, with the dull though broad light of midnight, together with the streams of heavy floes of sailing ice that passed in succession, quite at the rate of two miles an hour round the point of the pack, with our little boat in relief against them, made a scene at once grand and not easily forgotten. By 4 a. m. we had the happiness to have both boats afloat, and made fast together in a dock. The natives during our troubles behaved uncommonly well, pulling on our lines, pointing out the deepest parts, and doing anything but take advantage of our position, at that time a little helpless.

Friday, 23 July 1852.—The clatter of the natives on the ice, endeavouring to get the look-out men to barter with them, set aside the possibility of sleeping ; had other circumstances admitted of it, everybody was too wet and cold to sleep much, from having been obliged to get into the water to lighten the boat over the ground-ice. In the forenoon I set out, with a party of three men and two

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officers, carrying one of Halkett's boats, instruments, &c., and escorted at first by a large number of natives, who soon got tired of the walking in the deep shingle the spit is composed of. We induced three or four, who appeared to be leading men, to accompany us, which they did, and performed good service for the whole day. Whilst I was sounding for an anchorage, and examining the shores of Elson Bay for a place of safety for the "Plover," Mr. Hull, the second master, made a survey of the spit. The whole of the bay appears a level sheet of water, with an average depth of nine or ten feet, varying very little. The natives beginning to understand our object, offered to take us where the deep water was to be found, and conducted us to the channel between the east spit of Point Barrow and a small island lying off it. To the former, in our plan, for the sake of distinction, we have attached the name of Captain Moore, my predecessor in the command of Her Majesty's ship "Plover," who was the first person to discover it, and to the latter, the name of Mr. Martin (master), his companion on the occasion. With the channel shut in, and within half a cable's length of the main spit, we found a good and safe anchorage, with 18 feet water. On questioning the natives as to the smoothness of the water in the southerly gales, to which it is exposed, they drew their hands across, level with the ice we were standing on, to indicate that it was always level like that, which was perfectly smooth, and showed no sign of any pressure; they then pointed outside and made the motion of the sea pitching there; this coinciding with my own judgment, was perfectly satisfactory, and the question as to the practicability of the "Plover" wintering there, was decided in favour of it. It now only remained for me to devote what time I could spare to collect information and complete the observations necessary for making a good survey of the anchorage. Finding that I could spare another day for this service, and not being able, from the state of the ice in Moore's Channel, to walk across, I arranged for the following day to engage the services of a native baidar, and by that means to make our examination complete. On returning to our boats after a very fatiguing walk of three miles in deep shingle, we found the most amicable relations existing between our crews and the natives; the officer left in charge, describing their conduct as perfectly inoffensive, with the one exception of thieving, for which there appears to be no cure. Our knives and mess things dwindled down to an almost entire disappearance, and in so good-natured a way, that in case of detection, one could hardly keep from laughing at their unconsciousness of having done wrong. Previous to lying down for the night, I walked to the highest part of the spit, to ascertain the state of the ice to the westward, and found the sea, which had been comparatively free from ice on the day previous when we passed through, to be now thickly packed, not offering a line sufficient to allow us to retreat, had we wished it; as we had then been then more than 12 hours without any wind, I considered this the effect of a N. E. current, which we found to set all along the coast from Behring's Straits, where, in a very strong breeze from the north for two days, without getting the sun, we found the ship drifted 40 miles to windward, instead of 30 to leeward, as we had calculated. On the approach to Point Barrow, it becomes stronger, and from the observations I was enabled to make there, as to the set of the ice, it continues the same direction after leaving the land, clearing this sea of the last winter's formation, and carrying it to an indefinite distance, when it is either packed up at the back of the land south and west of Cape Walker and Banks's Land, or it may be afterwards affected by some counter-current; this I am unable to pronounce upon. My attention was more particularly directed to the set of the ice from Point Barrow in reference to navigating the Polar Sea, and I became strongly impressed with the idea, that a ship putting herself into the sailing ice there, to push her way to the N. E. would, perhaps, run ahead of half the ice of that year, and probably make good way to the N. E.; but that in the event of wishing to retrace her steps in the following year, she would have the old ice left behind her, as well as the last year's to contend with in returning to the S. W., in addition to a current to the N. E. that may be considered constant. The drift of ice alluded to, which I witnessed myself, and on asking the natives questions as to the probable time of the floe about Point Barrow clearing away, they counted four or five days on their fingers, and always pointed to the N. E. as the direction it disappeared in, gives me the idea that the "Investigator" and "Enterprize" are more likely to come out on the east side, than to return to Point Barrow.

Saturday, 24 July 1852.—Leaving the boats in charge of Dr. Simpson to be cleared out and restored preparatory to our starting in the evening, I left with Messrs.

Messrs. Martin and Hall, and three seamen, carrying our instruments, to meet our native guide, who had promised to procure us the services of a native baidar, that we were to carry across the spit, and launch in Elson Bay, where the line of water between the ice and the shore was sufficient to allow a boat of light draught being tracked along; this we succeeded in closing, after the usual loss of time in making the necessary promises of tawac on our return. We had some difficulty in breaking through the young ice, half an inch thick, of only a night's formation. I expected to find the walrus hide, that forms the covering of the baidar, a good deal cut, but it was prevented by the owners to break it from the bows as we proceeded.

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We reached the eastern extreme end, crossed Moore's Channel through the lanes in the ice, in order to land on Martin's Island, to get a round of angles for fixing its position in showing the anchorage; I walked round it, thinking a sheltered cove on its south-eastern shore promised a very desirable position for our winter quarters, but, on examination, the depth of water was found wanting. The circuit of the island is about two and a half miles, and is in no part more than nine feet above the level of the sea. We found on it rather an extensive Esquimaux burying-ground, differing from the usual way of erecting large piles of wood over their bodies; at this place they were merely laid upon the snow and covered with pieces of hide, probably the covers of their omiaks, and not more than three or four feet apart.

On our return to the spit, I finally decided upon the position of the "Plover;" when hauled in for winter quarters, her stern will be in 17 feet; 25 fathoms from the spit, about two miles from the natives.

Moore's Channel shut with the point of the spit and the island. To get more water, the channel must be opened, when you become exposed to the strong current that must sweep through it, as deep water is not found anywhere out of the line of the channel, and as its depth is so much greater, a strong current is the only way to account for its existence. In returning from the spit, one of our Esquimaux sitting beside me in the baidar, had, in the most business-like fashion, extracted a quantity of trifling articles from my pockets, that I had taken with me to reward any little service they might perform for us. I was just in time to discover him, but his laugh was so simple, that I was obliged to join in it myself.

Before closing my remarks at Point Barrow, I take the opportunity of mentioning that I was much struck with the abundance of animal life existing in the sea. After entering the ice, on our approach to Point Barrow, the sea was literally covered with birds, most of them excellent eating; our crews were nearly supplied with them from two guns in each boat. Further to the southward, the walrus are numerous, and to the northward, seals are found in great abundance. The drift-wood, although not so plentiful as in some other places, such as Port Clarence, will still be a valuable addition to our stock of coals.

RETURN FROM POINT BARROW.

Having sufficiently examined the position east of Point Barrow, and come to the conclusion that longer stay would be useless, I made up my mind to take advantage of an easterly wind springing up, to commence our return to the vessel.

I landed previously to observe the state of the ice in the offing, and found the sea comparatively clear, where, at the same hour on the previous evening, it was so thickly packed that not a lane was to be seen by which we could have got on by, had our wishes been to have done so.

At 9 p.m., we made sail from the floe we had been fast to, in the presence of a large number of natives, who were determined to see the last of us; ran along the spit, and landed on it at a small settlement about five miles distant, to take a few angles necessary for the completion of our survey. We held our favourable breeze, which carried us over the current at a good rate. We passed Cape Smyth at midnight, the natives hailing us most lustily in passing, with the friendly intention of providing themselves with a stock of their favourite tawac.

Sunday, 25 July 1852.—After passing Cape Smyth, we shaped our course direct from Cape Franklin, passing, occasionally, some heavy sailing ice, which showed, in some instances, strong marks of having sustained great pressure. The natives visited the boats occasionally, and although running very fast, we always stopped for them, so as not to produce disappointment. At 9 a.m., we landed for

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an hour, about the centre of Peard's Bay, and abreast of what appeared to be the highest part of the land; it was composed of mud cliffs, containing a portion of decayed vegetable matter in a very crumbling state from the thaw.

From this height we had a good view of the offing, and were enabled to judge of the state of the ice, the horizon being very clear; a great deal of sailing ice was in sight, but I think the main pack was not to be seen, although with a glass the horizon indicated ice all round.

Favoured with a moderate breeze from N. E. and fine weather, we reached Point Franklin at 9 P. M., or in 24 hours from Point Barrow. Seeing a large native mark on Point Franklin, the idea occurred to me of putting our "notice" upon it, as in no instance have the Esquimaux allowed the marks erected by our party to remain standing. I landed in order to carry this view out, and finding very few traces of natives, I came to the determination of placing what provisions could be spared from our boats in a cache here, not so much with a view of assisting parties falling back from Captain Collinson's, or the missing expedition, as in the event of any unforeseen accident happening to the "Plover" or her boat parties. The position is very conspicuous, and parties going up and down must pass in sight of it, as the coast takes a turn there. I found the mark to have been used as a screen from the wind by the Esquimaux, and composed of drift-wood; on one of the largest pieces of it, laying on the ground, I had cut necessary notice for finding a bottle, in which I placed a paper containing every information relative to provisions along the coast, and position of provisions then buried, which, though at a considerable distance, might be easily found. We obliterated our footmarks as much as possible, but it is a great chance if the notice is allowed to remain. On the shore of this island, which is little better than a sandbank, we found the remains of two or three American casks, drifted, probably, from the wreck of the whale ships last year. This indicates a current to the N. E., from a further extent south and west than had been generally supposed, and a stronger proof was found on Point Barrow Spit, where one of the officers remarking a stove, the natives pointed to the sea. We found on the beach also strong indications of coal being very abundant at no great distance, as the sand was interspersed very much with small coal. On moving a piece of drift-wood, it was found uppermost so plentiful, that I fancied we had discovered a vein, however, on digging, it was found to extend only four inches, when you met sand, the same as at the surface, showing it to have been brought there by the wash of the sea.

A little before midnight we again proceeded, passing along the Sea-horse Islands.

Monday, 26 July 1852.—Soon after leaving Point Franklin, our breeze left us becalmed for four or five hours, and at 6 A. M. came up again. I intended on passing the first of the Sea-horse Islands, where provisions had been buried by Captain Moore, to land and re-erect his mark; but finding the natives so numerous, it would have been loss of time, so I proceeded. At 9 A. M. I landed at Point Belcher, to observe the state of the ice in the offing. We had it heavier off the Sea-horse Islands than anywhere else, not excepting Point Barrow.

On a point to the southward of the Sea-horse Islands we collected four or five bags of sea-coal on the beach; it was used in the boats for cooking, and found to burn very well, although much water-worn. A party of the natives we met there were chewing it, in which state it had the appearance of pitch. We could not find out from them where it came from; they pointed to the southward, and the wash of the sea, which made me conclude that it came from the veins discovered by Captain Beechey near Cape Beaufort. Running close along the shore, to avoid the N. E. current, we arrived off Wainwright Inlet by 6 P. M., and entered it for the purpose of communicating with the natives, to find out whether the "Plover" had visited it in our absence. Finding none encamped in the usual place at the entrance, I thought it best to take advantage of the fine weather, seldom of long duration in these regions, to prosecute our journey to the place of rendezvous at Icy Cape. We accordingly put out again, and continued our course along shore, passing in smooth water the part of the coast we stood into the first day, during the westerly gale. We observed the marks of the surf, 100 yards from the beach, where the drift-wood had been driven up, and left in an irregular line, some end on, others broadside on.

At midnight the breeze left us becalmed off a small opening, 12 miles from Wainwright Inlet, into which the gig found water to enter.

The

The musquitoes, a shocking pest at this season, soon drove them out again, followed by a baidar full of natives, whom we found to be the most troublesome party we had yet to deal with. From the boats being becalmed, it was impossible to get rid of them, and it kept the crews quite on the alert for two hours warding off their attempts to pilfer everything they could lay their hands upon.

Tuesday, 27 July 1852.—The calm during the night had allowed us to drift a little off, so that after breakfast we got upon our oars to make the shore, and commence tracking, as I felt certain that our fine weather would not be of long continuance. By 10 A.M. we landed, and commenced tracking; in little more than an hour, the beach became too shoal, obliged us to take to our oars again, which we plied until 2 P.M., when a light breeze from the northward allowed an opportunity for us to get our dinner. As the weather became unsettled, we soon got out our oars again, to endeavour to push the boats into shelter for the night, thinking our distance from Icy Cape much less than it really was, from our having been kept back by the current. At 6 P.M. we pulled into a bay that we supposed to be formed on the north side of Icy Cape, and finding nothing like shelter, we came out again, rounding a long shallow spit, intending to try the south side; the weather had now become quite thick and blowing, and blowing fresh from the south-west.

The shoal water taking us a long way round, made it appear that we had not got to our destination; when, as we were threading our way, a sudden break in the gloom showed us Icy Cape several miles to windward. There was nothing for it but to put the boats under canvass, and endeavour to work up, although the weather was most unfavourable, thick, raining, and blowing hard. We steered to the westward for about an hour, and, wishing to keep the land on board, stood back towards the shoal point we had pulled round. The wind favoured us a little in standing in, and brought us in an hour to a spit extending true W. by N. for 12 miles to Icy Cape. The east end of it reaches to within three miles of the mainland, forming the entrance to a large lagoon, that affords a most excellent shelter for boats, in every way superior to Wainwright Inlet, and would, I believe, if properly examined, be found capable of admitting small vessels of 12 feet draught of water. We made our boats fast to the spit on the north side, the wind from the southward blowing off it, making it perfectly smooth, and had the wind veered to the west or north-west, we had merely to run round the spit into the lagoon to find a shelter equally good.

Wednesday, 28 July 1852—I felt sorry that our circumstances would not admit of an examination of the bay that we were sheltered in, and the entrance to the lagoon.

Whilst I walked along the spit, to ascertain, if possible, our distance from Icy Cape, and the probability of finding shelter there, I sent the gig to sound across the bay to the shoal point on the opposite side, that we had pulled round on the previous evening.

The soundings gave an average of 10 and 11 feet, one narrow channel close to the spit giving as much as 23; from this I judged there might be a channel of that depth in the lagoon. Our time would not allow of further search.

In my examination of the spot, I was enabled to discover that we were several miles from its western extreme, which formed Icy Cape. After walking along it for three miles, and seeing nothing like a termination, I was obliged, although reluctantly, to move the boats from their snug position, as it was too far removed from the appointed rendezvous. On my return to the boats, finding the people had dined, we commenced tracking along the spit to the westward at 4 P.M., supposing that two hours at most would bring us to its termination. To our surprise, hour succeeded hour in our walk, without seeing any end to it; at last, after six hours' smart tracking, we rounded Icy Cape, and hoped to have found some cove on its southern side that would afford the boats protection. On ascending one of the native winter huts, the highest point we could attain, the whole land being nowhere more than 11 feet high, we could discover nothing like a place of shelter, the cape being exposed to the whole force of the westerly winds and waves.

I had to come to the determination of hauling the boats up, although I feared it was almost beyond the power of our small party, only 16 in all. Contrary to my expectations, we succeeded in getting them hauled up beyond the reach of the sea in little more than an hour, officers and men working alike, with a willingness equal to surmount any difficulty.

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Thursday, 29 July 1852.—A strong breeze from north-east, with thick weather, made the safe position of our boats very agreeable. A party sent out to shoot, returned with moderate success, bringing eight ducks, a very acceptable addition to our ship's provisions. The native village here appears to be used only in the winter, the people having evidently left for their summer excursions, to lay in a supply of provisions against the winter. On examining the huts, we found a dead female in one of them; she had no doubt been left to her fate, according to the custom of these savages, who desert their fellows when they find they are no longer able to provide for themselves, and become a burthen to the tribe, although there was the remains of food left for her use, and a comfortable supply of deer-skins for a bed; the body was in a sitting position, but with the head drooped between the knees. In the afternoon, although blowing a gale, with a very wetting mist, we were visited by a large party of natives from the southward; amongst them we recognized some faces that we had met at Wainwright Inlet a week previous. We erected a screen for them, with one of the boat's sails, outside of our lines, where they would have remained all night, had we not thought their absence preferable during the time we were asleep.

About 11 P.M. the screen was removed, which caused a general packing up, and an immediate move off.

Friday, 30 July 1852.—As this was the day appointed for the "Plover" to rendezvous off the cape, a large pile of wood had been prepared to light, as a signal of our arrival, and a good look-out kept in the offing. The wind continued to blow strong from the N. E.; little more could be done on our part than to wish for moderate weather. In the evening, the gig was prepared for launching, in order to examine the south side of the cape for a place of refuge for the boats.

Saturday, 31 July 1852.—The wind, at N. N. E., and sea had both increased to such a degree that the gig could not be launched, and with the "Plover's" qualities, I had little hope of her holding her own against the gale now blowing off the land. It required all our patience to keep us against the disappointment of this loss of time, where it is so valuable. A look-out man was stationed on the highest point of land, with a large pile ready for lighting, the moment the "Plover" appeared on the horizon.

Sunday, 1 August 1852.—The wind and sea still increasing, giving at present no prospect of release.

Monday, 2 August 1852.—This being the day appointed to meet Her Majesty's ship "Amphitrite" off Cape Lisburne, the anxiety we feel at not seeing the "Plover" is excessive. The provisions were examined to-day, to ascertain the exact remains, and we find still nearly three weeks' of everything. I am quite puzzled as to the course to pursue: there will be no difficulty in making our way to Cape Lisburne, to meet the "Amphitrite;" but then we should leave the "Plover" in doubt as to our situation, as the land here is so low, I much fear her standing in to make it. The gale abates during the day, and returns with increased force during the night, rendering it impossible to launch the boats.

Tuesday, 3 August 1852.—During the night we had a strong gale from the N. E., which moderated in the forenoon, leaving a heavy sea running. At 1 P.M., we were all rejoiced at the sight of a sail, making no doubt of its being the "Plover." Preparations were made for immediately launching the boats, although the sea was still running high.

After the vessel's standing in for an hour, and various opinions being expressed upon her, we had the mortification to discover that she was ship-rigged, and therefore not the "Plover." However, I determined, if possible, to speak to her; and, launching the gig for that purpose, pulled to windward, the sea being too high for us to pull in any direction, except end on; I feared that the vessel standing in, from seeing the boat pull off, might run herself into danger on the shoals, and was glad to see her tack. We still continued pulling to windward, expecting that she would tack again, but as she stood right out without having, I presume, seen us, I was obliged to hoist our sail, and steer reluctantly for the shore, where, after encountering some heavy seas on approaching the beach, we succeeded in getting her hauled up once more, for how long we are puzzled to know. This loss of time and uncertainty of release is unbearable; while we are consuming our provisions,

provisions, each day brings us no better prospect than the last. I have been obliged to stop the issue of tea, having only seven days' remaining; and with 14 days' cocoa, we make three weeks' consumption for once a day.

Wednesday, 4 August 1852.—We had the same increased force of wind at midnight that we have experienced throughout this north-east gale, which during the day goes down, leaving a heavy sea running. After deliberating with myself during the night as to our unfortunate position, left as it were to eat ourselves out in an advanced northern position, I came to the conclusion that it would be wrong to remain beyond a certain date, leaving myself with provisions sufficient to reach Port Clarence, if necessary.

The "Plover" ought to have been here on the 30th July, six days ago; and allowing her to have been distant 50 miles to the westward for an offing, the current, with the winds she had, must have brought her here by this time. My intention is to allow her seven complete days; and, in the event of her not appearing, to proceed, thinking it preferable to encounter the dangers of an open boat navigation of such an extent, to running short of provisions where we are. By leaving at that time, I may have a chance of picking up the "Amphitrite," off Cape Lisburne, which I shall miss by remaining longer here; and I conclude, if the "Plover" does not make her appearance by to-morrow night, that some accident must have occurred to her, as the weather has been most favourable for making the land almost every day of our stop here. I am the more impressed with this idea of her having met with some accident, from the vessel that hove in sight yesterday having no difficulty in getting to windward, and appearing to be much assisted by a weather current. I mentioned at breakfast to the officers and my companions in difficulty, my thoughts as to what should be our line of proceeding, as expressed above, and at the same time asked for any opinions that they might have formed on the subject; and finding that there was no amendment of consequence proposed, I considered our departure on the morning of the 6th as settled, which appears to give a turn to our ideas and thoughts very beneficial, as we are all tired out with day after day of disappointment, loss of time, and nothing to look out upon except our boats hauled up above the surf, and the sand-flat, with a few winter huts, that bear the formidable name of Icy Cape. I am more particular in writing these particulars of my purpose at the present time, previous to their occurrences, feeling that it is a most important step I am about to take, as the risks to boat navigation to the southward from this point are very great, and there is a chance of leaving both the "Plover" and "Amphitrite" in doubt as to our safety. I intend leaving numerous notices here in the event of the "Plover" coming after us, to show that we have proceeded, in order that she may not be kept any longer off this dangerous point than is necessary for her to communicate. The evening passed away without any appearance of our relief, all hands busily employed in making preparations for a longer voyage than we had yet undertaken.

Thursday, 5 August 1852.—The wind during the night did not come up so strong as usual, and the weather remained clearer. Our usual look-out giving us no hope of the "Plover," we have employed ourselves this morning erecting notices of our arrival and intended departure; and I purpose in the afternoon launching the boats, all to be ready to leave early in the morning.

At 6 P.M., the surf where the boats had been hauled up proving too heavy to launch them there, they were transported to a distance of 130 yards, and a small cove with a sand-spit running off, that afforded them shelter, and there launched and loaded for leaving at midnight, in order to visit the rendezvous appointed for the "Plover," thinking that at night, as it afforded her a sufficient offing, it would be a likely time to find her in position.

Our look-out man was kept in his station to the last moment of our leaving, on the highest attainable point, 23 feet above the level of the sea, which we estimated would show us the "Plover," half topsail up in her rendezvous, W. by S. (mag.) 13 miles. Just previous to embarking, I had a good look round the horizon myself, as was my practice several times in the day, and meeting with our accustomed disappointment, at 11 30 A.M.; our arrangements for departure having been made, we proceeded out of the cove, and steered W. by S. for three hours and a quarter, estimating our speed at four miles an hour. In running out, we lost sight of the land in one hour, and experienced a very high sea that gets up on the "Blossom" Shoals, when the wind is fresh at N. E., in direct opposition to

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the current, with an irregular bottom, and which is hard to deal with in crossing in an open boat. On arriving at the rendezvous, my intention was to remain near it until noon, hoping in that time to see either a whaler to increase our stock of provisions from, or the "Plover." I was unable to do so from the heaviness of the sea; in heaving the yawl to, we shipped a swamping sea, that rather alarmed me for a beginning; however, I remained hove-to as near the position as possible for five hours, and finding the boats making very bad weather of it, I made sail, intending to steer back as near to the south of Icy Cape as possible, but the force of the wind and sea drove us at least 10 miles to leeward. Finding that I could do no more in the way of finding the "Plover," I shaped a course for Point Lay.

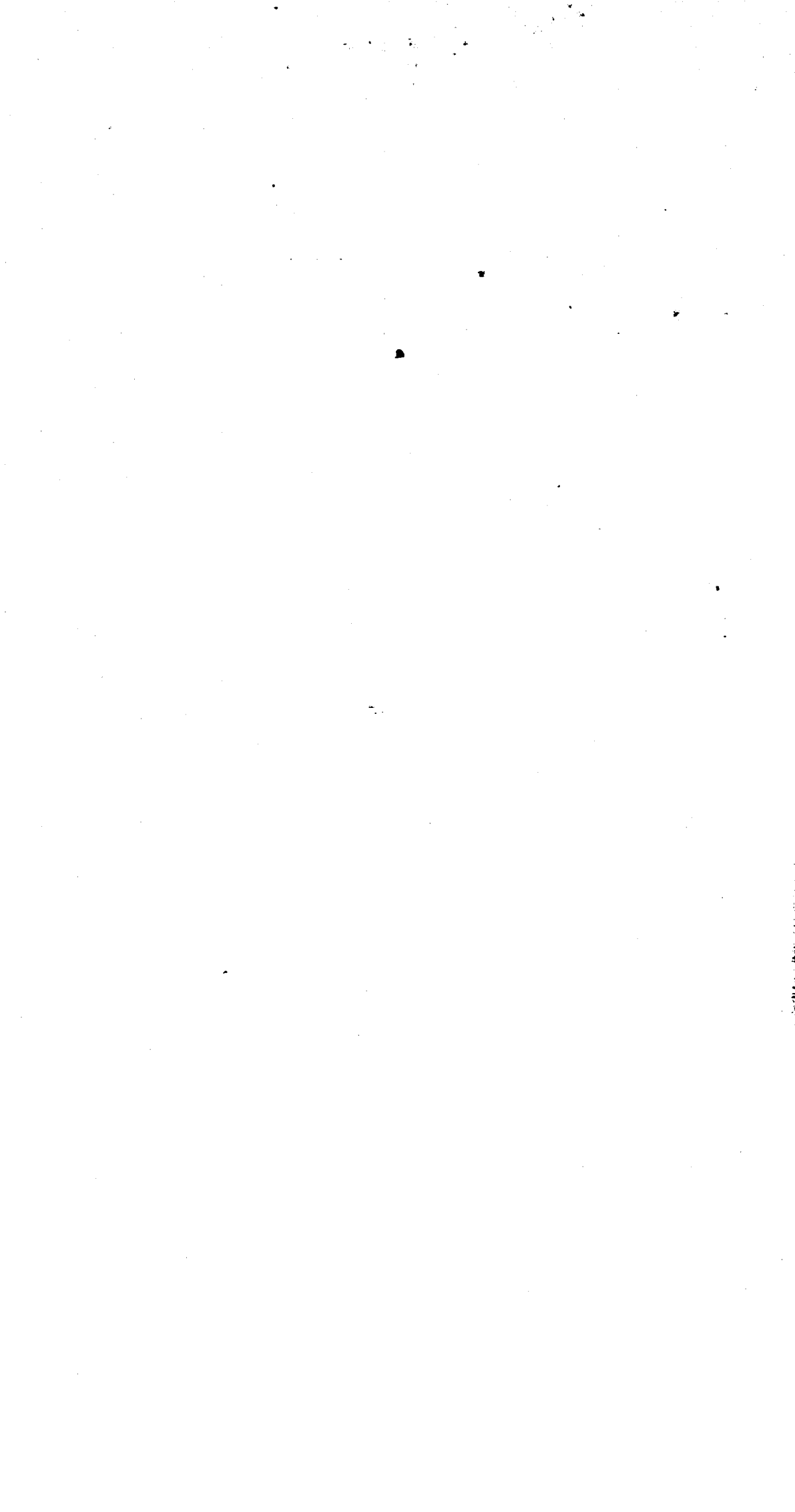
Friday, 6 August 1852.—By noon we got into smooth water, and ran along the land; at 8 p.m., we were abreast of Point Lay, steering for Cape Beaufort; at 9 we lost our favourable breeze, and made little progress during the night.

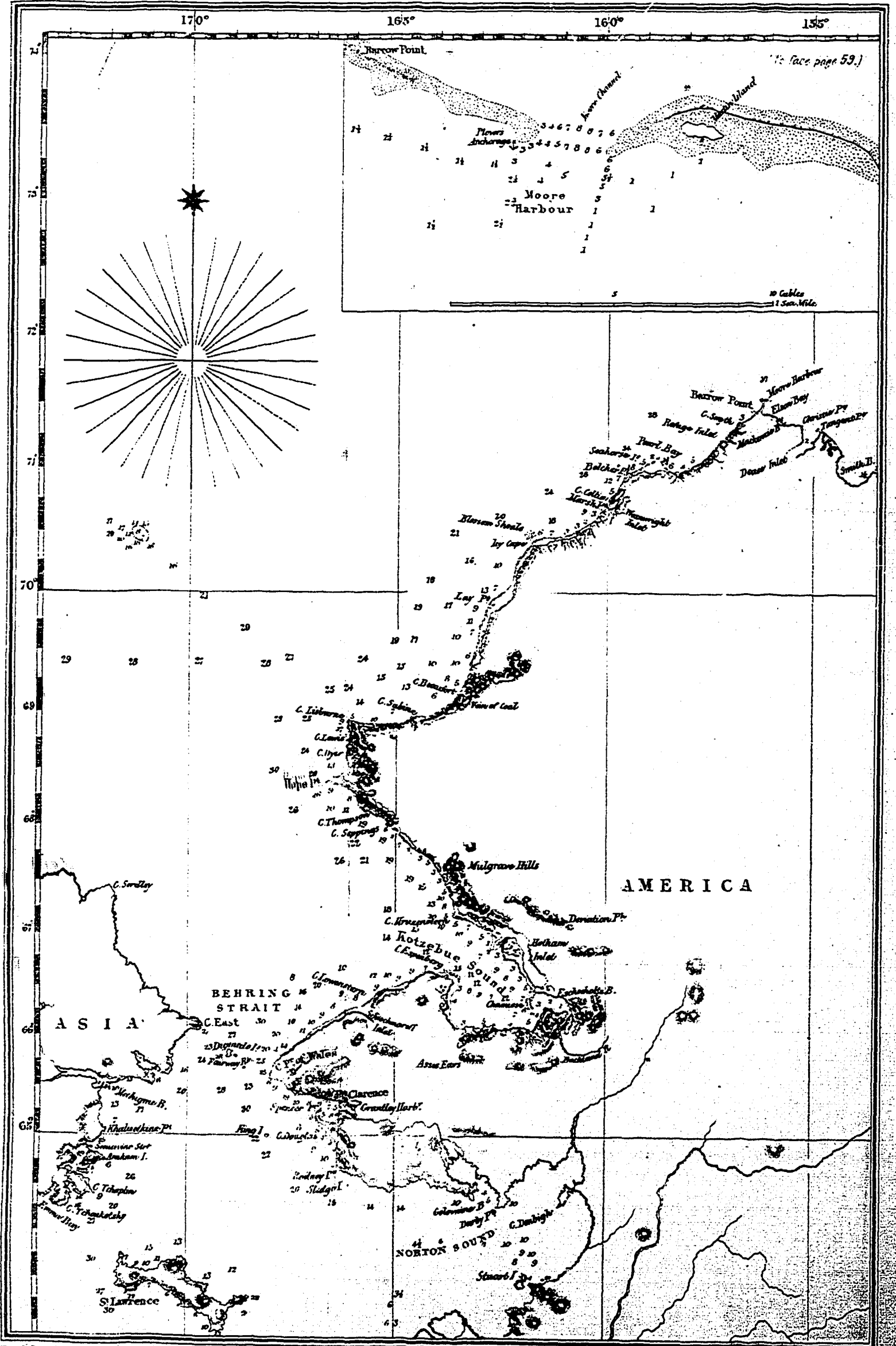
Saturday, 7 August 1852.—Finding by 9 a.m. that there was no prospect of a breeze, I determined to use oars, so as not to lose the fine weather. Accordingly, at 9 a.m., we commenced pulling, watch and watch, and continued during the day to average between light airs and the oars, $2\frac{1}{2}$ knots an hour. At noon we recognized the high land, near Cape Beaufort, and changed our course for Cape Lisburne; the weather beautifully fine, but too calm for our purpose.

Sunday, 8 August 1852.—Continuing on our oars during the night, we made good way, and recognised the high land of Cape Lisburne by 9 a.m., when a light breeze from the N.E. enabled us to lay them in. We continued all the day steering for Cape Lisburne, not making great progress in consequence of the current. In the afternoon we again got on our oars, and shaped a course direct for the "Amphitrite's" position, which we hoped to reach by midnight, assisted by light airs from the northward; but we scarcely did more during the night than stem the current.

Monday, 9 August 1852.—Continuing our oars, we were favoured with a light breeze from the north at 8 p.m., which we took advantage of, steering for the "Amphitrite's" position. The aneroid falling to 29 inches, made us most anxious to be picked up, as the coast offers few places of shelter. By 11 a.m. we had run sufficiently far to the S. W. to reach the position of the rendezvous appointed by Captain Frederick. A thick fog came on at noon, adding much to our disappointment, as it precluded the possibility of our seeing the "Amphitrite." I remained near the rendezvous for upwards of six hours, disheartened at not seeing a sail, though we knew there were many whalers cruising about, and we hoped to increase our stock of provisions from one of them. At 4 30, our supply of wood and water being expended, I was obliged, most reluctantly, to put the boats' heads towards the shore, giving up, for the present, our chance of being picked up. We steered in a thick fog for Cape Lisburne, and ran until past midnight.

Tuesday, 10 August 1852.—When the weather began to clear, and we got a glimpse of the bold rocky shore about Cape Lisburne, the wind having fallen light, the oars were again put in requisition, when the crews, as with fresh-strung nerves, pulled for the Cape. The distance was, however, greater than I calculated, as it was not until 4 a.m. that we touched the beach a little to the east of Cape Lisburne. The sun was now strong, the fog dispelled and horizon clear, requiring no great skill to foretell a bright day. Leaving the crews to procure the required wood and water and prepare breakfast, I took upon myself the task of look-out man, and ascended the promontory, while one of my companions employed himself usefully under the cliffs with his gun, by adding a stock of sea-birds to our scanty store of provisions. From a height of 1,100 feet I had an extensive view over the offing, yet after a long and anxious scrutiny, no sail appeared to repay me for my difficult ascent; and again I had the sickening feeling that the season would be lost. By and by I discovered something on the very edge of the western horizon, which, from the distance and mirage, bore only a faint resemblance to a sail. I still doubted—one is so apt to realize in fancy what is wished for most; at length I could no longer doubt its reality. I could watch steadily its shifting and changing by mirage, sometimes above, sometimes below the horizon, for a moment double, then single, but inverted. Hastening down to the boats, I started with the wind from the southward. Supposing the vessel I had seen to be about 30 miles distant, I hoped to cut her off before she stood out again.





Day & Son, Lith. to the Queen.

N^o 82. Ordered, by The House of Commons, to be Printed, 20th December, 1852

Henry, Harwood, Printer.

again. I steered as near as could be for the rendezvous, but by the time we had reached 15 miles off shore, the thick fog, so common in these seas, had again shrouded us. My purpose now was to remain about the offing as long as the state of the weather would allow us, then put back to Cape Lisburne, to lay in a supply of birds, as an increase to our provisions, when, if I could see nothing of the "Amphitrite" in the offing, I purposed making for Point Hope, as the next station, from whence I intended taking the first favourable opportunity to cross Kotzebue Sound for Cape Prince of Wales, and on to Port Clarence.

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Wednesday, 11 August 1852.—Soon after midnight the wind shifted to the westward, bringing up a heavy swell that would set on the beach, where we had hoped to get shelter; and, warned by the falling of the aneroid, I was obliged once more to relinquish my hope of being picked up. Indeed, it might be said we were no sooner on the rendezvous, than it was time to seek shelter again. We sighted the cape at 6 A. M., just as a strong breeze set in from the southward, that brought us back to the place we had left the day before. The violence of the wind out of the ravines obliged us to shift the boats some way further to the eastward along the beach, where it seemed to be less steep, if it should be requisite to haul them up. A shooting party again went, making havoc amongst the birds, and with such success, that the total produce of the day from two guns amounted to 96 loomes. When skinned they eat very well; one for each man made a very good mess for the day. Near our new position was the scattered remains of a wreck, apparently American, with traces of tents, and a mound like a grave, as if it had been the refuge of some shipwrecked party. The day throughout remained gloomy and misty, the nearest headland being scarcely visible. About 11 o'clock, when the night-watch was set, the boats became uneasy from a light swell from the westward, warning us that no time was to be lost in hauling them up, previous to the surf making. By the time they were in safety above the surf-line it was past midnight.

Thursday, 12 August 1852.—With thick weather and close wetting rain, we got under the rain-awning once more, intending to take six or seven hours' undisturbed sleep. At three o'clock the weather became a little clear, when the lookout man reported a sail close off the land. The gig was immediately launched, when, shortly afterwards, the booming of a heavy gun proved that we had somebody looking after us, and before nine o'clock, both boats, with our whole party, were heartily received on board Her Majesty's ship "Amphitrite," where our late privations were soon made amends for.

Her Majesty's ship "Plover,"
Port Clarence, 20 August 1852.

(signed) *Rochfort Maguire,*
Commander.

No. 41.

CHART (annexed) of Behring's Straits and the neighbouring Coast of North America, including Moore Harbour.

No. 41 a.

LETTER from the Secretary of the Admiralty to Commander *Maguire*, Her Majesty's Ship "Plover," Behring's Straits.

Sir,

Admiralty, 14 January 1853.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 20th August last, with its several enclosures, I am commanded by their Lordships to acquaint you that they approve of your proceedings, and those with you in the boats, to all of whom much credit is due for their exertions under very trying circumstances.

I am, &c.
(signed) *B. Osborne.*

Proceedings of
Captain Charles
Frederick.

PROCEEDINGS of Captain *Charles Frederick*, commanding Her Majesty's Ship "Amphitrite," on a Visit to Behring's Straits and the Vicinity, with Provisions, &c., for Her Majesty's Ship "Plover."

No. 42.

LETTER from Captain *Frederick* to the Secretary of the Admiralty.

Her Majesty's Ship "Amphitrite,"
San Francisco, 13 October 1852.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that I sailed from Honolulu, Sandwich Islands, on the 30th May, made the Island of Seguam (Aleutian Islands) on the 19th June, and ran through between that island and Amoukla. On the 21st we communicated with the "Baltic," American whaler, the master of which reported that the ice, on the 11th June, was as far to the southward as Gore's Island; that two ships had been lost, and several damaged in the ice; and that in consequence, he did not like to proceed to the northward.

The next day we made St. Paul's, off which another American vessel was observed cruising; the temperature of the water on the 24th was as low as 35 Fahrenheit, so that I fully expected soon to make ice. On the 26th, we made the S.W. end of St. Lawrence Island, without having seen any.

I determined to pass to the eastward of that island, and keep well in on the American shore: on the afternoon of the 27th, a stream of ice was observed bearing from E. by N. to S.E. by S., about five miles distant; its extent might be six or seven miles. The prevailing winds had been northerly and north-westerly, with thick and misty weather, and at times a dense fog, both before and after passing the Aleutian group; the thermometer ranging between 36° and 42°.

On the 29th, at 4 P.M. we made Point Rodney, and at midnight rounded Point Spencer, into Port Clarence.

I found the "Plover" rigged and hauled out into the fairway for coming out of Grantley Harbour, her officers and crew in good health; not a single case of scurvy having occurred during the past winter, which had been late, but not severe. In pursuance of instructions received by me from the Commander-in-Chief, I inspected the crew, and directed the removal of those officers and men who were desirous of being relieved from Arctic service, and held a survey on the rest; I also ordered a survey to be held on the ship, both hull and masts, and the necessary surveys on stores in charge of officers superseded; reports on all of which I transmit herewith, numbered 1, 2, 3, 4 and 4 A. B. and C.

3. It having been reported to me that the whole of the preserved meats on board the "Plover," amounting to upwards of 10,000lbs. (with the exception of 650lbs. supplied from Deptford, the 10th December 1847, the contractor's name unknown), were of Mr. Goldner's contract, I directed a survey to be held on them, a report of which I forward; they were found to be totally unfit for use. This was a very unfortunate occurrence, as in the event of this ship having been obliged to winter at Port Clarence, there would have been a serious deficiency of this article of provisions.

4. On the 12th July, the "Plover" having been well caulked outside, and completed the crew and provisions (as shown in the accompanying documents, Nos. 5 A. and 6), proceeded to sea. I enclose copy of Commander Maguire's letter to me, and of the orders issued by me to him; his letter will explain his intended mode of proceeding, and it being very desirable that I should communicate with him after his visit to Point Barrow (more particularly as it had been strongly reported by the natives, that the "Enterprize" had wintered there), and as much time would be saved by meeting the "Plover" in this ship, instead of her returning to Port Clarence, I determined to follow the former course, and appointed a rendezvous off Cape Lisburne, on the 2d August.

Captain

Enclosures 1, and
1 A.
Enclosures 2, and
2 A.
Enclosures 3, and
3 A.
Enclosure 4.

Enclosure 4 A.

Enclosures 5, and
5 A.
Enclosure 7.
Enclosure 8.

Captain Moore volunteered to go in the "Plover," to which I willingly acceded, in the hope that his advice might be of service to Lieutenant Vernon, during the absence of Commander Maguire. I lent 10 men to the "Plover," until the return of her boats, and also complied with Commander Maguire's request to take Mr. Martin, late second master, and Mr. Forster, assistant surgeon, with him; those officers having zealously volunteered their services.

5. On the 13th July, the "Harvest," of New Bedford, American whaler, arrived and confirmed the account of the loss of the ships named in the margin; a third had been burned by her crew; no lives were lost in any of them. Six of the crew of the "Harvest" had mutinied, and at the written request of the master (copy enclosed,* No. 11). I took out of her William Cox, an Englishman, who was said to be the leader of the party. The "Harvest" had not been through the Straits, nor had she communicated with any vessel that had been through this season, so that I could obtain no information of the state of the ice in the Arctic Sea.

6. I have left a cache of two months' provisions for 40 men at Grantley Harbour, and placed notices at four different points; Point Spencer, south spit of Grantley Harbour, and two in the harbour, near the Plover's winter quarters; there are also 30 tons of coals left in the Plover storehouse, 10 of which were landed from the "Dædalus" last year, and 20 from the "Amphitrite" this year.

7. On the 29th, we dropped down to Point Spencer; on the 31st sailed from Port Clarence, and passed through the Straits the same evening in a dense fog. On the 2d August, we made Cape Lisburne, but did not reach the point of rendezvous until the 4th, in consequence of light winds and calm; on the 5th, the "Plover" arrived, her boats not having returned. Lieutenant Vernon's letter gives his reasons for having left Icy Cape, which place had been appointed by Commander Maguire for the ship to meet him. As only four days had elapsed from the estimated time of Commander Maguire's return, I considered, that leaving the rendezvous had been somewhat premature, and that the "Plover" should certainly have remained until a boat could have been sent on shore for information, in which case the party would have been found there; therefore, having supplied the "Plover" with the stream anchor of this ship, a boat and crew with Mr. Jones, second master (and Lieutenant Moresby, who volunteered his services), I directed Lieutenant Vernon to proceed again to Icy Cape, and if the boats were not there, to examine the coast to the northward, intending to send a boat from this ship to examine between Cape Lisburne and Icy Cape. On the 6th, we communicated with two American whalers, from both of which information was received, that the "Bengal" American whaler had seen the boats on the 4th, pulling off to her from Icy Cape; but the ship being in four fathoms water, and much sea running, she did not wait for them, and they returned to the shore. Being now assured of the safety of the boats, I immediately made sail in pursuit of the "Plover," and came up with her early the following morning; upon a consideration of all circumstances, I resolved to take the "Amphitrite" to Icy Cape, and having appointed a rendezvous in latitude 70° N., longitude 164° W., we continued our course for that cape. Upon our arrival there on the 9th, several guns were fired (the first time, no doubt, that those shores had echoed the booming of an eight-inch gun); but there was no answering signal, and I began to fear, either that the information was incorrect, or that the boats had gone to the southward; a baidar, with some natives, soon came off, and confirmed the latter supposition.

I sent Lieutenant Stainforth on shore, who brought off a notice which had been buried by Commander Maguire, stating that he had left on the 6th for Cape Lisburne. Icy Cape is a bad rendezvous either for ship or boat, difficult to make, unless in clear weather, with extensive shoals off it, on which, with a fresh breeze, there is an irregular and broken sea, dangerous for boats.

8. We made sail for the "Plover's" rendezvous, and though the fog was very dense as we approached it, we managed by continued signal guns, to which she replied, to close her about noon of the 10th; I hailed her, to follow to Cape Lisburne, and remain at that rendezvous two or three days. At 4. A.M. of the 12th, we reached Cape Lisburne, and soon after had the pleasure of receiving Commander Maguire and his party on board, all well. Had we been an hour

Enclosure 10.

Enclosure 9.

American Ships
"Huntress,"
"Metacom,"
"Warren."

* Not printed.

Enclosure 12.

Enclosure 13.

Proceedings of
Captain Charles
Frederick.

later, the boats could not have been launched, as the wind shifted to the westward, blowing fresh. We remained off the Cape till the 16th, when the "James Maury," American whaler, was boarded, and information obtained that the "Plover" was seen from that vessel on the previous morning, in latitude 68°, standing to the S. W., and I was most reluctantly forced to the conclusion, that she was making the best of her way to the straits. Accordingly sail was made in the same direction: we passed the straits on the 17th, and arrived at Port Clarence on the evening of the 18th, where we found the "Plover," she having arrived that morning. I having examined her log book and chart, I called upon Lieutenant Vernon to explain why he had not complied with my orders. I cannot say that I consider his explanation satisfactory; to his letter, I have appended an extract from the "Plover's" log book.

Enclosure 11.
Enclosure 14 A.
Enclosure 14 B.

On the 19th and 20th, the carpenters and blacksmith of this ship were employed in restocking an anchor for the "Plover," and taking out, repairing and replacing the pipes of the round-houses, which were broken, and caused leakage when the vessel pitched. Having been again fitted up with coals and provisions, and supplied with an additional quantity of preserved meats, she sailed for Point Barrow at 5 A. M. of the 21st.

Enclosure 15.

10. Commander Maguire's despatch gives an account of his proceedings from the time of his first leaving Port Clarence.

11. Should it be intended to keep the "Plover" at Point Barrow a second winter, I think it would not be advisable to move her from her winter quarters, as there is not a certainty every year of her being able to regain them.

See Captain
Kelett's Letter,
14 Oct. 1850,
No. 4 A.

12. No tidings have been heard of the "Enterprize" or "Investigator." Our intercourse with the natives was invariably amicable; they do not so readily traffic for tobacco as formerly, the American whale ships having supplied them so largely with it, that it has no longer the same value; the things most desired now, are firearms and spirits; a small American bark from San Francisco arrived at Port Clarence the 28th of August, having those articles on board for barter.

13. As there was a continuance of remarkably fine weather for a fortnight after the "Plover" sailed, there can be very little doubt that she reached her destination safely. Feeling satisfied of this, and having fully executed all the orders comprised in my instructions, I sailed from Port Clarence on the 6th September; we had a good run to the Aleutian Islands, the wind then shifted to the southward with thick weather, but we fortunately got sight of Seguam, which enabled us to beat through between that island and Amoukta, on the 11th September; this is an additional proof of the safety of that channel.

14. We arrived at this port on the 1st October, and found lying here Her Majesty's Ship "Thetis;" she sailed for Vancouver's Island on the 5th. According to my instructions from the Commander-in-Chief, I am to proceed from hence along the coast of Mexico, touching at the ports and also at Realejo, Central America, on my way to Valparaiso.

I have, &c.
(signed) Charles Frederick, Captain.

Enclosure 1, in No. 42.

Her Majesty's Ship "Amphitrite,"
Port Clarence, 1 July 1852.

MEMO.—It is my direction that you discharge the persons named on the other side hereof, from Her Majesty's ship under your command to Her Majesty's ship "Amphitrite," for the reasons expressed against their names.

(signed) Charles Frederick,
Captain and Senior Officer.

To Commander Maguire,
Her Majesty's ship "Plover,"

11 Seamen.	} Leaving at own request.	{ For passage to Com- mander-in-Chief.
3 Privates, R. M.		
1 Able seaman invalided.		

Enclosure 1 A., in No. 42.

LIST of Officers and Men received from Her Majesty's Ship "Plover," on board Her Majesty's Ship "Amphitrite," for reasons expressed against their Names.

N A M E S.	Rating.	Age.	Length of Service in "Plover."		From what Ship received in "Plover."	Reasons for Leaving.	How to be disposed of.
			Yrs.	Mos.			
T. E. L. Moore - -	Captain -	-	4	6	Commission	Superseded on promotion.	For passage to England.
Henry Martin - -	Second master	-	4	7	Commission	Superseded - -	
John J. Lindsay -	Paymaster and Purser.	-	4	6	Appointment	Superseded on promotion.	
Thomas B. Forster -	Assistant surgeon.	-	-	10	"Dædalus"	Alteration in establishment.	
Thomas Burchier -	Acting second Master.	-	1	10	"Herald" -	- - seven years abroad, and he has served three years from England; no desire to continue serving in Arctic Seas.	"Amphitrite," as part complement. For disposal of Commander-in-Chief, five years servitude. For disposal of Commander-in-Chief; no vacancies in "Amphitrite" for these ratings.
John Wager - -	A. B. - -	33	-	10	"Dædalus"	- - - -	
George Chapple -	A. B. - -	28	-	10	"Dædalus"	- - - -	
John Gilbert - -	Private marine	21	-	10	"Dædalus"	- - - -	
John Busbridge -	Quartermaster	-	4	6	Shore -	- - - -	
James Kirkaldy -	Boatswains mate	-	1	10	"Herald" -	- - - -	
Henry Thornley -	A. B. - -	-	1	10	"Herald" -	- - - -	
Henry Carr - -	A. B. - -	-	1	10	"Herald" -	Own request; no desire to continue serving in Arctic Seas.	
Thomas Brooker -	Private marine	26	1	10	"Herald" -	- - - -	
Henry Norkett -	Quartermaster	30	-	10	"Dædalus"	- - - -	
Henry Michell -	Sailmaker -	25	-	10	"Dædalus"	- - - -	
George Stephens -	Captain main-top.	30	-	10	"Dædalus"	- - - -	
George K. Harris -	Captain's steward	26	-	10	"Dædalus"	- - - -	
Thomas Kilberry -	Quartermaster	28	-	10	"Dædalus"	- - - -	
Emanuel Weeks -	Private marine	23	-	10	"Dædalus"	- - - -	
John H. Lawson -	A. B. - -	28	-	10	"Dædalus"	Invalidated for frost-bite.	For passage to England.

* To be discharged on "Plover's" return from northward.

Dated on board Her Majesty's Ship "Amphitrite," at Port Clarence, the 3d day of July 1852.

(signed) Charles Frederick, Captain.

Enclosure 2, in No. 42.

By Charles Frederick, Esq., Captain commanding Her Majesty's Ship "Amphitrite," and Senior Naval Officer present.

To Captain T. E. L. Moore, Commanding "Plover."

You are hereby required and directed to repair on board Her Majesty's ship "Plover," at 1 P.M., and in conjunction with me, to carefully examine all the officers, seamen and marines belonging to the said ship, as to the state of health they are in, and their physical capability to serve in the Arctic Seas during the ensuing winter.

Given on board Her Majesty's ship "Amphitrite," at Port Clarence, the 30th day of June 1852.

(signed) Charles Frederick.

Commander and Surgeon
appointed to H. M. S. "Plover,"
and Surgeon and Assistant-surgeon,
H. M. S. "Amphitrite."

Enclosure 2 A., in No. 42.

PACIFIC STATION.

PURSUANT to an order from Charles Frederick, Esq., Captain commanding Her Majesty's Ship "Amphitrite," and senior naval officer present, we whose names are hereunto subscribed, have been on board Her Majesty's Ship "Plover," and having carefully and strictly examined the officers and men under-mentioned, as to the state of health they are in, and as to their physical capability to serve in the Arctic Seas during the ensuing winter, do make the following Report of the result of our proceedings:—

NAMES.	Quality.	Age.	Length of Service in "Plover."		From whence received.	Physically capable or incapable to serve in Arctic Seas during ensuing Winter.	REMARKS.
			Yrs.	Mos.			
E. H. Vernon	Lieutenant	-	-	10	"Daedalus"		
G. J. Gordon	Acting mate	-	-	10	"Daedalus"		
John Seath	Acting carpenter	32	1	10	"Herald"		
John Matthews	Gunner's-mate	42	1	10	"Herald"		
George Staker	A. B.	27	1	10	"Herald"		
James Faithful	Gunroom steward	41	-	10	"Daedalus"		
Henry Stewart	A. B.	26	-	10	"Daedalus"		
John Berry	A. B.	31	-	10	"Daedalus"		
William Martin	A. B.	28	-	10	"Daedalus"		
Hugh M'Dowall	Ship's cook	38	-	10	"Daedalus"		
G. Heydon	Captain main-top	27	-	10	"Daedalus"		
John Sanders	Captain fore-castle	30	-	10	"Daedalus"	Capable - -	- - to remain in Her Majesty's Ship "Plover," being physically capable of serving in Arctic Seas during winter, and being desirous of so doing. (signed) <i>Charles Frederick</i> , Captain and Senior Officer.
Robert M'Farlan	A. B.	24	-	10	"Daedalus"		
Alexander Kerr	A. B.	29	-	10	"Daedalus"		
Patrick Morgan	C. Crew	32	-	10	"Daedalus"		
Thomas Johnson	Serjeant	31	4	8	Head-quarters, Chatham.		
David Bell	Corporal	42	4	8	Head-quarters, Chatham.		
William Heard	Corporal	26	-	10	"Daedalus"		
E. Clark	Private	26	-	10	"Daedalus"		
Robert Diamond	Private	27	-	10	"Daedalus"		
Samuel Gould	Captain's cook	35	-	10	"Daedalus"		

Dated on board Her Majesty's Ship "Plover," at Port Clarence, the 30th June 1852.

(signed) *Charles Frederick*, Captain, } H. M. S.
James Vaughan, Surgeon, } "Amphitrite."
Thos. E. L. Moore, Commander,
 Captain H. M. S. "Plover."

Rochfort Maguire, Commander, } appointed to H. M. S.
John Simpson (B.), Surgeon, } "Plover."
John Linton Palmer, Assistant-surgeon, H. M. S.
 "Amphitrite," supernumerary.

Enclosure 3, in No. 42.

Proceedings of
Captain Charles
Frederick.By *Charles Frederick*, Esq., Captain commanding Her Majesty's Ship "Amphitrite,"
and Senior Naval Officer present.

You are hereby required and directed to repair on board Her Majesty's ship "Plover," and there hold a strict and careful survey into the state and condition of the hull and masts of the said ship, reporting to me fully the result of your proceedings herein.

Given on board Her Majesty's ship "Amphitrite," at Port Clarence, the 1st day of July 1852.

(signed) *Charles Frederick*.The Commander and Acting Carpenter of
H. M. S. "Plover," andThe Senior Lieutenant, Master Carpenter, and
One Carpenter's Mate
of H. M. S. "Amphitrite."

Enclosure 3 A., in No. 42.

Pursuant to an Order from *Charles Frederick*, Esq., Captain commanding Her Majesty's Ship "Amphitrite," and Senior Naval Officer present,

We, whose names are hereunto subscribed, have been on board Her Majesty's ship "Plover," and have there held a full, strict and careful survey into the state and condition of the hull and masts of the said ship, and do make the following report of the result of our proceedings; viz.

1st. That having bored into the ship on both outer sides, from the ice-chock to the copper, we found the doubling to be good; the planking inside the doubling to be defective about one inch on its outside; the timbers on the quarters, midships and bows to be good; those under the fore and main channels to be partly defective, but serviceable. Also, that the ship requires caulking outside.

2d. That the bread-room having been cleared, we bored into the stemson, breast-hooks, and timbers on the starboard bows, and found them to be all good, with the exception of one defective timber on the starboard bow.

3d. That the starboard locker from the captain's cabin, having been cleared and bored into, the timbers were found to be good.

4th. That the magazine having been cleared, the timbers, stemson and transoms were bored into, and found to be good.

5th. That the masts were examined, and found to be good.

We, therefore, are of opinion that the hull and masts of Her Majesty's ship "Plover" are in a serviceable state and condition.

Dated on board Her Majesty's ship "Plover," at Port Clarence, the 3d day of July 1852.

(signed)

Rochfort Maguire,
Commander.*John Seath*,
Acting Carpenter.*Fairfax Moresby*,
Lieutenant, Senior, supy.*Wm H. Crane*,
Master.*James Frazer*,
Carpenter,*Wm. Charters*,
Carpenter's Mate.} H. M. S.
"Plover."} H. M. S.
"Amphitrite."

Enclosure 4, in No. 42.

By *Charles Frederick*, Esq., Captain commanding Her Majesty's Ship "Amphitrite," and
Senior Naval Officer present.

You are hereby required and directed to proceed on board Her Majesty's ship "Plover," and there hold a strict and careful survey on the preserved meats in charge of Mr. Edwin Jago, Clerk in Charge of the said ship, reporting to me fully the result of your proceedings herein.

66 CORRESPONDENCE RELATING TO ARCTIC EXPEDITIONS.

Proceedings of
Captain Charles
Frederick.

In the performance of this service, strict attention is called to Admiralty Circulars, Nos. 89 and 95.

Given on board the "Amphitrite," at Port Clarence, the 3d day of July 1852.

(signed) *Charles Frederick,*
Captain.

The Master, Surgeon and Paymaster
of H.M.S. "Amphitrite," and
Surgeon and late Clerk in Charge
of H.M.S. "Plover."

Enclosure 4 A., in No. 42.

In pursuance of an order from *Charles Frederick, Esq.,* Captain of Her Majesty's Ship "Amphitrite," dated 3d July 1852, we, the undersigned, have been on board Her Majesty's sloop "Plover," and having taken a strict and careful survey of the preserved meats therein referred to, we find the same to be as follows:—

Dates; Store-marks on Packages.	Marked.		Actual Weight or Contents.	REPORT THEREON.
	No.	Contents.		
No date on the canisters, but the only marks were the labels of Mr. Goldner; the canisters having been stowed in bulk.	none	lbs. 10,570	lbs. 10,570	-- Preserved meats, 10,570 lbs. in tin canisters, which appear to have been supplied to Her Majesty's ship "Plover" from Her Majesty's ship "Herald" on 17 September 1850, and of the contract of Mr. Goldner. After a very minute examination of 1,000 lbs. of the said preserved meats, we found it in a pulpy, decayed and putrid state, and totally unfit for men's food. We are therefore of opinion that the remainder are in the same condition, and that as the same cannot possibly be returned into store, we recommend that the whole should be thrown overboard into the sea, as being a nuisance. We have left the whole of the said preserved meats in charge of the clerk in charge, and we have taken this survey with such strict care and accuracy, that we are willing, if required, to make declaration to the impartiality and correctness of our proceedings.

Given under our hands on board "Plover," at Port Clarence, this 3d July 1852.

(signed) *Wm. H. Crane,* Master.
James Vaughan, Surgeon.
J. W. Maddock, Paymaster.
John Simpson (b.), Surgeon.
John J. Lindsay, Paymaster.

} H.M.S. "Amphitrite."
} H.M.S. "Plover."

Approved,

(signed) *Rochfort Maguire,* Commander.

Approved,—Recommendation of surveying officers to be carried into effect.

(signed) *Charles Frederick,* Captain H.M.S. "Amphitrite,"
and Senior Officer.

We do hereby certify that the said preserved meats, condemned in the foregoing report of survey, were thrown overboard in our presence this 3d July 1852.

(signed) *W. H. Crane,* Master.
James Vaughan, Surgeon.
J. W. Maddock, Paymaster.
John Simpson (b.), Surgeon.
John J. Lindsay, Paymaster.

} H.M.S. "Amphitrite."
} H.M.S. "Plover."

CORRESPONDENCE RELATING TO ARCTIC EXPEDITIONS. 67

Enclosure 5, in No. 42.

Proceedings of
Captain Charles
Frederick.

Her Majesty's Ship "Amphitrite,"
Port Clarence, 1 July 1852.

MEMO.—HAVING directed the persons named on the other side hereof, to be discharged from Her Majesty's ship "Amphitrite" to Her Majesty's ship "Plover," as part complement you will receive and bear them accordingly.

(signed) *Charles Frederick,*
Captain and Senior Officer.

22 seamen } Volunteered for service, and physically capable of
3 privates, R.M. } serving in Arctic Seas, during ensuing winter.

Commander Maguire,
H.M.S. "Plover."

Enclosure 5 A., in No. 42.

LIST of Seamen and Marines discharged from Her Majesty's Ship "Amphitrite" to Her Majesty Ship "Plover," at Port Clarence, the 2d July 1852.

N A M E.	Quality.	Age.	Physically capable of serving in Arctic Seas during ensuing Winter.	REMARKS.
John M'Gra - - -	A. B. - - -	25	} Capable - -	} -- Volunteers for Arctic service in "Plover."
Joseph Paigan - - -	A. B. - - -	29		
William Rickman - - -	A. B. - - -	29		
John Bright - - -	A. B. - - -	24		
Walter Daw - - -	Ordinary - - -	21		
David Dunstall - - -	Captain mast. - - -	32		
Germon Edwards - - -	A. B. - - -	27		
William Chambers - - -	Boatswain's mate - - -	27		
Edward Sutton - - -	A. B. - - -	25		
Thomas Walton - - -	A. B. - - -	23		
James Hatcher - - -	A. B. - - -	27		
Robert Baker - - -	Sailmaker's crew - - -	23		
James Hickley - - -	Private - - -	29		
John Cork - - -	Private, 3d class - - -	24		
John Thomas - - -	Private - - -	34		

Dated on board the "Amphitrite," at Port Clarence, the 3d July 1852.

(signed) *Charles Frederick,* Captain.
James Vaughan, Surgeon.
John L. Palmer, Assistant Surgeon.
John Simpson (B.), Surgeon,
H.M.S. "Plover." } H.M.S. "Amphitrite."

Enclosure 7, in No. 42.

Her Majesty's Ship "Plover," Port Clarence,
11 July 1852.

Sir,

THE equipment of Her Majesty's ship "Plover," being now complete (her defects having been made good by artificers from Her Majesty's ship "Amphitrite," and being victualled as per state and condition herewith transmitted), I beg leave to report to you, that I am in all respects ready to proceed in execution of my instructions from the Lords Commissioners of the Admiralty.

Their Lordships have directed me in the first instance to place a reserve of provisions at Michaelowsky, in Norton Sound; but this I consider anticipated by Commander Moore having left at that station last year a quantity of provisions, sufficient for 40 men for two months; this enables me to provide for winter quarters at Point Barrow at once, for which I propose leaving with the first favourable wind that offers, intending to make the "main park," as far to the north-east as Icy Cape, if possible.

Proceedings of
Captain Charles
Frederick.

From that station, or the most advanced that I can reach, I purpose leaving the ship with two boats, manned with four officers and 12 men, and provisioned for 40 days, for Point Barrow, to ascertain its fitness for a winter station.

Having performed this service, and examined all the remarkable headlands in that vicinity for traces of Captain Collinson's expedition, I shall return to the "Plover," and, with her, use the utmost endeavour to reach the rendezvous appointed by you off Cape Lisburne, where you propose to meet the "Plover" in Her Majesty's ship "Amphitrite," in order to save the time that would be otherwise lost, had I to return to you at this port, and to admit of my reaching my winter quarters prior to the setting in of the strong winds and foul weather.

In order to carry the above service the more efficiently into execution, I have to request that you will be pleased to lend me 10 men from Her Majesty's ship "Amphitrite," to assist in the navigation of the "Plover" during the absence of her boats; also that the experience of Mr. Martin, the Second Master of the "Plover," may be made available, I would suggest his being lent for the time, as well as Mr. Forster, Assistant Surgeon (both of them volunteers), that the "Plover" might not be left without a medical officer during the absence of Mr. John Simpson, Surgeon, whom I intend taking with me in the boats to Point Barrow.

Captain Charles Frederick,
Her Majesty's Ship "Amphitrite."

I have, &c.
(signed) *Rochfort Maguire*,
Commander.

Enclosure 8, in No. 42.

Her Majesty's Ship "Amphitrite," Port Clarence,
11 July 1852.

MEMO.—As you have reported to me that Her Majesty's ship "Plover," under your command, is in all respects ready for the service on which she has been ordered, you will proceed as soon as convenient in the execution of the instructions received by you from the Lords Commissioners of the Admiralty.

On your return from Point Barrow, you will meet the "Amphitrite" 15 miles west (mag.) from Cape Lisburne on the 2d August next.

In the event of your falling in with Her Majesty's ship "Enterprize," or finding her at Point Barrow, you will acquaint Captain Collinson that it is my wish that there should be no delay in your reaching the appointed rendezvous, as I do not consider it desirable that a ship of the "Amphitrite's" draught of water should be kept in the Arctic Sea longer than is absolutely necessary.

Commander Maguire,
Her Majesty's Ship "Plover."

(signed) *Charles Frederick*,
Captain and Senior Officer.

Enclosure 9, in No. 42.

MEMO.—In compliance with the request contained in your letter of this day's date, you have my permission to retain Mr. Martin, Second Master, and Mr. T. B. Forster, Assistant Surgeon, in Her Majesty's ship under your command, as supernumeraries for victuals.

Commander Maguire,
Her Majesty's Ship "Plover."

(signed) *Charles Frederick*,
Captain and Senior Officer.

Enclosure 10, in No. 42.

Her Majesty's Ship "Amphitrite," Port Clarence,
11 July 1852.

MEMO.—In compliance with the request contained in your letter of this day's date, I have directed 10 men to be lent from Her Majesty's ship "Amphitrite" to do duty in Her Majesty's ship "Plover" under your command; you will receive and bear them accordingly.

Commander Maguire,
Her Majesty's Ship "Plover"

(signed) *Charles Frederick*,
Captain and Senior Officer.

Enclosure 12, in No. 42.

Her Majesty's Ship "Plover," at Sea,
5 August 1852.

Sir,

I HAVE the honour to report to you that Her Majesty's ship "Plover" arrived off Icy Cape on the 19th ultimo, at 4 A.M. The anchor was let go in 13 fathoms, by the reckoning in lat. 70° 23' N., long. 160° 10' W., or about 12 miles off shore; wind at the time being strong from S. and W. with mist and sleet, veered cable to 36 fathoms.

The launch and gig were then got out ready, and being victualled for 40 days, shoved off with the intention of proceeding to examine Point Barrow, Commander Maguire, Mr. John Simpson (Surgeon), and eight men being in the launch; Messrs. Henry Martin and Thomas A. Hull (Second Masters), with four men in the gig. Just at the moment of the boats shoving off,

ship

ship pitching heavily, the cable parted at the anchor shackle; immediately hove in cable and made sail, hauling to the westward, so as to ensure an offing should the wind change to N. W. The boats were soon lost sight of in the mist, running to the N. E. In about an hour and a half after the boats had started, the wind and sea had increased to such a degree that I have great doubts whether the boats could possibly have survived it. This idea has kept us all in a most painful state of anxiety. By about noon the "Plover" was standing through heavy sailing ice. I then proceeded to Cape Lisburne in hopes of meeting Her Majesty's ship "Amphitrite," it being my intention to have made application to you for a boat to search the coast, if the party were not forthcoming at the appointed time.

Proceedings of
Captain Charles
Frederick.

Having waited off Cape Lisburne till the latest day (29th) that Commander Maguire's orders would permit me, I made the best of my way to Icy Cape, but the wind being from the N. E., did not reach that place till the afternoon of the 3d instant, where, having stood in as close to the shore as could be done with safety, I satisfied myself that they were not there. Eight native tents were pitched close to the cape, but I had no boat which I could send with safety to communicate with them.

The wind was fresh from N. E., I therefore determined to return without delay to the rendezvous off Cape Lisburne (the rest of the officers having fully concurred with me in its being the best course to be pursued), to request you would provide me with additional men, and a boat of sufficient size to search the coast, in the event of their having been stranded.

I beg leave further to remark, that, where time is so all important an object, the dull sailing of the "Plover" renders the satisfactory execution of any piece of service with her exceedingly doubtful, and would, therefore, propose that a boat (or two, if they can possibly be spared) should be despatched from Cape Lisburne, which, by at once starting in fine weather, would, by keeping near the coast, be enabled to land, and be hauled up on the first approach of foul weather.

From the fact of its having blown hard from the northward and eastward about the time the boats might have been expected near Icy Cape on their return, I consider it quite possible they might have been driven past the rendezvous, and would, therefore, advocate the coast being examined thoroughly, even to the southward of Icy Cape. In the mean time the "Plover" might either remain off Cape Lisburne or follow the boats as far as Icy Cape, as you might deem most expedient.

Permit me, Sir, in conclusion, to express my perfect readiness to go in charge of the boats in search.

Captain Charles Frederick,
Her Majesty's Ship "Amphitrite."

I have, &c.
(signed) C. E. H. Vernon,
Lieut. of Her Majesty's Ship "Plover."

Enclosure 13, in No. 42.

Icy Cape, 5 August 1852.
THE boats of the "Plover" left her on the 19th July 1852, and got to Wainwright's Inlet the same night; leaving that place on the evening of the 20th, they touched at Seahorse Islands on the 21st, and arrived at Point Barrow on the morning of the 22d. Having found a place suitable for the ship to winter in, the boats left Point Barrow on their return the evening of the 24th, calling at Cape Franklin (where they erected a mark and buried a small cache of provisions) on the night of the 25th, and touching at Wainwright's Inlet on the evening of the 26th. The night of the 27th was passed under the lee of a spit, 11 miles east of Icy Cape, and on the 28th the boats were tracked to Icy Cape, and there hauled up at 12 P. M. Up to the 3d August it blew so hard from the N. E. with a heavy surf, that the boats could not be launched. Having given the above sketch of our cruise, I leave this notice to inform the finder that I expected to meet the "Plover" in the offing on the 30th July, and having now waited for her seven full days in vain, and having only 17 days' provisions at two-thirds allowance, I feel compelled to proceed to look for the "Amphitrite" at Cape Lisburne, where I hope to arrive, weather permitting, on the 9th instant; and in the event of not finding her there, two days after I shall proceed with the boats to Port Clarence.

(signed) R. Maguire,
Commander of "Plover."

Enclosure 14, in No. 42.

Her Majesty's Ship "Amphitrite," Port Clarence,
20 August 1852.

MEMO.—Having ascertained from the "Plover's" log book that she remained only 24 hours off Cape Lisburne, and did not once make the rendezvous, I have to desire that you will give me a written statement of your reasons for not complying with my orders to remain there two or three days.

Lieut. E. H. Vernon,
Her Majesty's Ship "Plover."

(signed) Charles Frederick,
Captain, or Senior Officer.

Proceedings of
Captain Charles
Frederick.

Enclosure 14 A., in No. 42.

Her Majesty's Ship "Plover," Port Clarence,
20 August 1852.

Sir,

In reply to your memorandum of the 20th instant, calling upon me to report my proceedings in Her Majesty's ship "Plover" after meeting the "Amphitrite" on the 10th day of August, I beg to state that I arrived off Cape Lisburne on the afternoon of the 12th, and seeing the "Amphitrite," despatched a boat to search for information respecting the "Plover's" boats, and not finding any on the 13th, stood out about 12 miles S. W. of Cape Lisburne, where I remained till midnight, when the weather became so threatening that, considering the "Plover's" dull sailing qualities, I deemed it necessary for her safety to get a better offing, and, consequently, proceeded about 30 miles further to the westward.

On the 14th, the weather still being very thick, with a prospect of its continuing so, and thinking that the "Amphitrite" must have left for Port Clarence, I felt it my duty to proceed to that place with all possible despatch, which I accordingly did. With respect to a rendezvous, I beg respectfully to inform you that I never received any directions as to the exact position. It was only by hearsay that I was given to understand that 15 miles west (whether true or magnetic was not known) of Cape Lisburne, was the one appointed.

I have, &c.

(signed) C. E. H. Vernon,
Lieut. Her Majesty's Ship "Plover."

Captain Charles Frederick,
Her Majesty's Ship "Amphitrite."

Enclosure 14 B., in No. 42.

HER MAJESTY'S SHIP, "PLOVER."

THURSDAY, 12 AUGUST 1852.				F.	W.	Barometer.	REMARKS.
H.	K.	T.	COURSES.	WINDS.	Thermometer.		
1	2	2	W. by N.	S. S. W.	6	o. c. m.	A. M.
2	2	5					3 00, set main top-gallant sail.
3	2	-					24 fms. Wore; set jib and main trysail.
4	2	2	N. W. by W.	S. W.	5	"	24 fms.
5	1	-	South.	W. by S.			
6	2	5		West.			8 45, put patent log over; 9 00, out reefs of top-sails; 10 00, set fore top-gallant sail; 10 30, set fore-topmast studding-sail; 11 00, up royal yards, and set the sail; 11 00, set top-gallant studding-sails.
7	2	5					
8	3	5	"	"	"	"	
9	3	5					
10	4	-					
11	5	-					18 fms. Leakage in 24 hours, 11½ inches.
12	5	5					

Course and Distance.	Lat. DR.	Lat. Obs.	Var. alt ^d .	Long. Chro.	Long. DR.	Water Recd.	Daily Expend.	True Bearings and Distance.	No. on Sick List.
S. 73° W. 33 ⁷ . Current.	69 45	69 42	35°	166 33	166 04	Gall. 4,094	50	Cape Lisburne, S. 8° E. 49 miles.	None.

1	6	-	South.	West.	6	o. c. m.		P. M.
2	6	-	S. by E. ½ E.					1 20, set fore, lower and main-topmast studding-sails.
3	5	8	S. S. E.					3 00, 24 fms.; 22 fms.; 5, altered course to S. E. by S.; patent log 25 miles; set port main-topmast and top-gallant studding-sails.
4	6	-	S. S. E. ½ E.	"	"	"		5 30, observed Cape Lisburne, S. E. by E.; 5 45, altered course for ditto; observed three sail; 7 35, fired two guns as signals to boats if in-abore.
5	5	8				29 77		
6	2	5				53		
7	5	5	S. E. by E. ½ E.	"	"			
8	5	-						
9	3	-						
10	4	5			5		29 78	Expended 18 pr. F. C. cart; 2 in No.; in studding-sails; up courses; hove to; out cutter; cutter proceeded on shore to search for information.
11	-	-	Hove to.		4		66	
12	-	-						

CORRESPONDENCE RELATING TO ARCTIC EXPEDITIONS.

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FRIDAY, 13 AUGUST 1852.					F.	W.	Barometer. Thermometer.	REMARKS.
H.	K.	T.	COURSES.	WINDS.				
1	-	-	- - -	N. W.	3	b. c. m.		A. M.
2	-	-	Hove to.					
3	-	-						
4	-	-						
5	1	-	W. $\frac{1}{2}$ N.	"	"	"		3 00, Cape Lisburne N. 15° E.
6	2	7						3 00, boat returned unsuccessful. In cutter.
7	2	6						4 00, Filled and made sail on starboard tack.
8	1	1					29.63	22 fms. mud.
9	1	8	W. $\frac{1}{2}$ N.	"	"	"	50	22 fms. 10 30, Set port studding-sail.
10	1	-	E. by N. $\frac{1}{2}$ N.	"	"	"	"	22 fms. Leakage in 24 hours, 7 $\frac{1}{2}$ inches.
11	-	1					29.72	
12	-	5					57	

Course and Distance.	Lat. DR.	Lat. Obs.	Var. all ^d .	Long. Chro.	Long. DR.	Water Rem.	Daily Expend.	True Bearings and Distance.	No. on Sick List.
Current.	- - -	- - -	35°	- - -	- - -	Gall. 4,040	50	Cape Lisburne N. 46° E., 8 or 10 miles.	None.

1	-	-						P. M.
2	-	-						
3	1	-	S. W.	N. W.	2	b. c.		8 00, Cape Lisburne N. 38° E.
4	-	5						21 fms.
5	-	5					29.75	9 00, taken aback; braced up on port tack.
6	-	5					61	
7	-	-	- - -	Calm.	- - -	- - -		10 00. fired signal guns for boats; expended cast. 18 pr. F. C. one in No.
8	-	-						
9	-	-						
10	1	-						10 30, 32 fms. mud.
11	-	-	- - -	Calm.	- - -	- - -	29.66	Midnight, Cape Lisburne N. E. by N.
12	1	-	S. W.	S. E.	- - -	- - -	63	

SATURDAY, 14 AUGUST 1852.					F.	W.	Barometer. Thermometer.	REMARKS.
H.	K.	T.	COURSES.	WINDS.				
1	2	-	S. W.	S. S. E.	2	c. m.		A. M.
2	4	-	- - -	- - -	3			
3	4	5						Cape Lisburne N. E. $\frac{1}{2}$ E.
4	3	-	- - -	S. E.	4	"	29.56	26 fms.
5	5	2	- - -	- - -	- - -	- - -	34	25 fms. In topgallant sails.
6	5	-						7 00, up mainsail, and hove to on port tack.
7	4	-						28 fms.
8	-	-	Hove to					Employed making sinnett.
9	-	-	Head S. S. W.					
10	-	-	Head S. S. W.	S. E.	4		29.50	28 fms.
11	-	-	Drifting 5' to the northward.	- - -	- - -	- - -	56	Leakage in 24 hours, 3 inches.
12	-	-		"	"	"		

Course and Distance.	Lat. DR.	Lat. Obs.	Var. all ^d .	Long. DR.	Long. Chro.	Water Rem.	Daily Expend.	True Bearings and Distance.	No. on Sick List.
Current.	68 35 N.	68 37 N.	35°	167 59	- - -	Gall. 3,990	50	Cape Prince of Wales, S. 2. W., 183 miles.	None.

Copied from ship's log-book of Her Majesty's Ship "Plover," at Port Clarence, 19 August 1852.

(signed) Charles Frederick,
Captain "Amphitrite."

Proceedings of
Captain Charles
Frederick.

Enclosure 15, in No. 42.

RETURN of PROVISIONS on board Her Majesty's Ship "Plover."

Port Clarence, 20 August 1852.

SPECIES.	QUANTITY.	SPECIES.	QUANTITY.
Bread - - - - -	24,952	Soap - - - - -	1,676
Wine (sick) - - - - -	10 $\frac{1}{2}$	Lime Juice - - - - -	1,001
Rum - - - - -	667	Pemmican - - - - -	1,761
Beef - - - - -	8,120	Preserved Vegetables - - - - -	356
Pork - - - - -	13,180	" Soups - - - - -	450
Pease - - - - -	621	Sour Krout - - - - -	1,903
Oatmeal - - - - -	250	Mixed Pickles - - - - -	250
Flour - - - - -	4,110	Fresh Potatoes - - - - -	1,716
Suet - - - - -	990	" Pumpkins - - - - -	135
Tea - - - - -	457	" Onions - - - - -	79
Cocoa - - - - -	1,941	Dried Apples - - - - -	499
Sugar - - - - -	4,178	Potatoes in Molasses - - - - -	320
Vinegar - - - - -	108	Molasses - - - - -	80
Preserved Meats - - - - -	9,501	Essence of Spruce - - - - -	6
Potatoes - - - - -	2,379	Chili Beans - - - - -	1,598
Pepper - - - - -	74	Salt, common - - - - -	240
Mustard - - - - -	160	Live Hogs - - - - -	5
Rice - - - - -	208	Porter - - - - -	795
Tobacco - - - - -	1,823	Tobacco (condition for barter) - - - - -	572

(signed) *E. Jago,*
Clerk in Charge.

Approved,
(signed) *Rochfort Maguire,*
Commander Her Majesty's Ship "Plover."

No. 42 a.

(No. 163.)

From the Secretary of the Admiralty to Rear-Admiral *Moresby*, c. b., Pacific.

Sir,

Admiralty, 27 December 1852.

HAVING laid before my Lords Commissioners of the Admiralty a letter from Captain Frederick of H. M. S. "Amphitrite," dated 13th October last, detailing his proceedings in rendering assistance to H. M. S. "Plover," I am commanded by their Lordships to desire that you will convey to that officer their entire approval of his proceedings, acquainting him that my Lords consider the service was satisfactorily performed.

(signed) *W. A. B. Hamilton.*

Proposals of
search for
Sir John Franklin.

PROPOSALS of Search for Sir *John Franklin.*

No. 43.

LETTER from Dr. *Rae* to the Secretary of the Admiralty.

36, Connaught-terrace, Edgeware-road,
29 June 1852.

Sir,

THE deep interest which I in common with all others who have in any way turned their attention to the subject, feel in the fate of Sir John Franklin's party, and in the safety of those who have gone in search of it, will I hope to some extent plead as an excuse for the liberty I take in now addressing you.

My attention has been called to the expediency of sending a boat expedition to examine the west coast of Wollaston and Bank's Lands, not that there is any probability of finding traces of Sir John Franklin there, but because these lands, or part of them, lie in the direct route that was to be followed by Captains Collinson and McClure, in their progress eastward from Behring's Straits.

The

The portion of the Arctic coast referred to, is of great interest in several ways, and it is very evident, that should Captain Kellett reach Melville Island, and winter there with both his vessels, he can easily examine (aided as he is by young, zealous and experienced officers and men, and with every other available means for facilitating travelling, either on foot over ice or on the water with boats) all the different lines of coast, to the distance of 300 or 400 miles from his winter quarters, and of course the shores to which I have particularly alluded would not escape attention; but of all the expeditions that have attempted to push eastward with vessels through Barrow Straits, that under Parry, the greatest of Arctic navigators, has alone been able to get as far as Melville Island, therefore, there is a possibility that Captain Kellett, despite every effort on his part, may fail in reaching his destination, and it is to provide against such a failure that the present expedition is proposed. My object, however, is not to show why another expedition is necessary, this I leave altogether to the superior judgment of others to decide; but how it could most easily and speedily be equipped, and what route it should take to ensure the greatest certainty of success.

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There are only two routes open to us, and the easiest and surest one of these by which to reach Wollaston Sound from the coast of America is by Bear Lake and the Coppermine River. But to follow this course would be to involve the loss of a whole year; a consideration of greater value than can be counterbalanced by any advantages to be gained by adopting it.

The other route is that by the Mackenzie River, from its mouth eastward along the coast, as far as Point Tinney or Croker River, thence strike out to sea towards Cape Baring or Wollaston Land, and then push northward.

To carry out this plan, all that is requisite are one or two officers and ten men, with two light well-rigged boats, resembling those used by me in 1851. The boats could be built either at Fort Simpson, on the Mackenzie, or at Slave Lake. The men can be engaged either at Red River, or perhaps at the trading posts "*en route*," as I would recommend that persons who have been for some time accustomed to a Hudson's Bay life be employed, instead of sending men from this country, as the expense would be less, and the men better fitted by experience for the duties they would be required to perform.

If Government officers are not appointed to command the expedition, there are several in the Company's service in the Mackenzie River district well fitted by great activity and experience in commanding men for this duty, and who, I believe, would most readily volunteer for this service.

There being an ample stock of Government stores deposited at the posts on the Mackenzie, no additional supply of provisions or clothing would be required for the equipment of the party.

It would be unnecessary to engage the men before March next, but if obtained at Red River, they should be forwarded to Cumberland House before the opening of the navigation in spring, so as to avoid the possibility of detention by ice in Lake Winepeg. From Cumberland they can travel to the Mackenzie in a boat or canoe, as most convenient, and if met by no unusual detention, they may easily reach the Arctic Sea before the end of July, which will allow ample time for the completion of the proposed search, if the state of the ice is at all favourable.

As a precautionary measure, two men, with a small supply of ammunition, nets, &c. should be sent to the winter quarters at the north-east end of Bear Lake, to collect provisions, so that the party from the coast might return by the Coppermine, if found more easy than going round by the Mackenzie.

I may add, that Mr. Anderson, the gentleman at present in charge of the Mackenzie River district, is one of the most able and energetic officers in the Company's service, and to him all the arrangements in equipping the expedition effectively might be most safely left.

In conclusion, let me observe, that in writing this letter, I am actuated by no interested motives, either as regards the Hudson's Bay Company or myself. The Company, although doubtless, always willing to aid Government in carrying out their views when their assistance can be of any service, are not, as far as I know, particularly desirous that such expeditions, although composed of their own

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people, should pass through their territories, because they always, more or less, interfere with the regular business arrangements, and also cause the loss of the fur hunts of many of the Indians in the neighbourhood of winter quarters. As for myself, even were I considered worthy of being placed in command of the proposed expedition, I could not accept the charge, as I am already appointed to a similar service in another direction.

May I beg that you will be pleased to lay this paper before my Lords Commissioners of the Admiralty, and should their Lordships think favourably of the plan, no time should be lost in communicating with the authorities of the Hudson's Bay Company, so that instructions may as soon as possible be sent to Mackenzie River, in order that the requisite arrangements for boat-building, &c. may be made.

I am, &c.
(signed) *John Rae.*

No. 44.

LETTER from Commander *Henry Trollope* to the Secretary of the Admiralty.

Royal Naval College, Portsmouth,
30 September 1852.

Sir,

I THIS day wrote to you a letter on service, requesting you to lay before their Lordships my anxious desire to be employed should any future search or assistance be intended to be rendered to Captain Collinson's expedition in Behring's Straits. Having understood that you take great interest in this subject, I beg leave to say, that if it should be considered more practicable to send a steam vessel by the channel between Spitzbergen and Nova Zembla, a project which from Mr. Petermann's data, I cannot but look upon as being more likely to succeed than any route hitherto traversed, I should be gratified beyond measure by being employed in that direction. Barentz, in the 16th century; the voyage of some whalers in the year 1750; the journies over the ice by Sir Edward Parry and Baron Wrangell, all seem to point to this route as being both practicable and desirable. I cannot but compare it to taking a battery in the rear, where the difficulties to be surmounted will be found comparatively less. I trust their Lordships will consider my having some knowledge of those regions, having been with Captain Kellett during three voyages to Behring's Straits, sufficient excuse for expressing the hope that I may be employed should any future search be intended.

I have, &c.
(signed) *Henry Trollope*, Commander.

No. 45.

LETTER from Captain *Erasmus Ommaney* to his Grace the Duke of *Northumberland*.

My Lord Duke,

40, Charing-cross, 28 October 1852.

HEREWITH I beg to submit a proposition to undertake an expedition for the purpose of reaching the North Pole from Spitzbergen.

Since the last attempt made by Sir E. Parry in 1827, the introduction of steam power into the navigation of the Arctic Seas, and the improved system of exploring by travelling parties over the ice, so successfully carried out in the recent expedition, of which I was second in command, has thrown entirely a new light upon the means now available for making further discoveries in the Arctic Seas, which has again revived the spirit for further research into those unknown regions.

To explore the North Pole appears to be an object which this country is bound in honour to prosecute, and should be undertaken before other nations make the attempt to accomplish it. French and American officers have lately been acquiring under our auspices experience in Arctic voyages, who will in all probability be prompted by their national ambition with the desire to surpass the deeds of our great discoverer.

I have now the honour to offer my services to undertake such an expedition, feeling confident that with the following arrangement there will be every prospect of success.

The

The last attempt to reach the Pole was made during a summer voyage to Spitzbergen in 1827, consequently the travelling operations were undertaken at the most unfavourable season, which has been clearly proved by subsequent experience. In order to embrace the most favourable season for ice travelling, I propose to make Spitzbergen the base of my operations, the expedition to consist of a store-ship and two steam-vessels fitted with screws, having auxiliary power, the former to be about 460 tons, as the depôt; the whole to carry provision for three years, and as much more as possible, which would be effected under the recent improvements for concentrating food.

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The expedition should sail early in the season for Spitzbergen, to gain a harbour of security in the most northern position accessible. Having secured the depôt ship, and completed the steamers with provisions, if circumstances admitted, I would advance with the steamers with a view to penetrate in a northerly direction if the same season remained open, and with the intention of wintering in whatever position I should attain, for the purpose of setting out for the Pole with travelling parties very early in the spring.

Should I be so far favoured as to reach the 83d parallel for a winter position, it is reasonable to suppose the Pole would be reached by travelling parties.

In the event of being unable to advance beyond Spitzbergen the first season, I should still be in a favourable position for making extensive searches in the spring, by travelling towards the Pole, and on the return of the open season, prosecute the exploration with the steamers.

Should we fail in reaching the Pole, the expedition would add considerably to our geographical knowledge of the Polar regions, a subject which occupies the deepest interest amongst men of science and the civilized world generally, and by wintering at Spitzbergen, many benefits would result from scientific observations being conducted in that part of the globe.

We have evidence of many whalers and the early navigators having attained the 81st parallel without obstruction from ice, and when Parry left Spitzbergen in the autumn of 1827, there was a sea clear of ice to the northward; it is on record that a Russian has dwelt on Spitzbergen through 39 winters, who was of opinion that four times out of six the island was to be circumnavigated. From these facts it may be inferred, that through the medium of the aid of steam-power (hitherto untried in that direction), the exploration of the Polar Sea lies within our grasp.

There is also an opinion prevalent that the most advantageous passage to the Polar Sea lies between Nova Zembla and Spitzbergen; this direction might also be explored by the same expedition, in the event of the travelling parties meeting with the same obstacle which Parry encountered, though I am of opinion that during the early part of the year the Polar ice is not in motion.

Such are my general views with regard to the advantages to be derived from an expedition to Spitzbergen; it is unnecessary here to enter upon the details of the equipment, which my experience will enable me to provide for.

Should this undertaking meet with your favourable consideration and support, I shall be prepared to make every sacrifice which may contribute to the success of so glorious an enterprize.

I have, &c.
(signed) *Erasmus Ommaney, Captain.*

No. 46.

LETTER from the Secretary of the Admiralty to Captain *Ommaney*.

Sir,

Admiralty, 5 November 1852.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 28th of last month, offering your services to conduct an expedition to the Arctic Seas from Spitzbergen, I am commanded by their Lordships to acquaint you, that my Lords have no intention of fitting out another Arctic expedition.

I am, &c.
(signed) *Augustus Stafford.*

No. 47.

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LETTER from Mr. *W. Penny* to the Secretary of the Admiralty.

Sir,

102, Great Russell-street, 4 November 1852.

I HAVE the honour to request that you will lay before my Lords Commissioners of the Admiralty the following plans for bringing to a successful conclusion the search for Her Majesty's ships "Erebus" and "Terror."

By laying before you, my Lords, the Arctic chart, you will see that after all that has been expended, Sir Edward Belcher has only now entered upon the doors of search. My Lords will also see that Her Majesty's ships "Enterprise" and "Investigator" have entered a drifting body of ice, a position that they have no chance of falling in with the missing voyagers, for if Franklin had been in such a position, we should have had them in England long ago by his own beaten path.

The search I have the honour to lay before your Lordships would be worthy of England's Admiralty, when they have such inducements to prompt them on.—Humanity, commercial wealth, and a geographical problem that has defied these three centuries, can be accomplished with the agent we have now at command—steam screw power.

1st. I have the honour to propose that two screw steamers of a light draft of water, of 200 and 300 tons, be despatched in time to reach Behring's Straits by the middle of May. To take the Asiatic shore along until they pass through that strait formed by Cape Yakan, and that land seen by Wrangell, and Her Majesty's ship "Herald." In passing this strait the only difficulty of navigation exists; this can be surmounted by being early on the ground, taking advantage of the land-ice passing along into the Arctic Basin, which, in the months of June, July, August and September, an extensive open sea and comparatively free from ice, does exist even to the Pole itself; with these facts before your Lordships, you can easily conceive the extensive search that could be accomplished in that vast ocean in four months; and who knows but on some lone island in that trackless ocean a remnant of the missing voyagers are looking to their country for aid.

2d. I would likewise urge upon your Lordships, that a small screw steamer, such as the "Lady Franklin" and tender "Sophia," be despatched by the Nova Zembla route by the end of April. The valuable facts brought to bear upon this route by the talented geographer, Mr. Petermann, must satisfy all unbiassed minds of the practicability of the passage. When your Lordships consider the great commercial advantages likely to flow from this route, and the benefit which your Lordships would confer upon the country, if such a result as the American nation is now reaping from the research of England's officers in Behring's Straits, and we have every reason to suppose so, as vessels going and returning from Archangel have seen numbers of whales in that quarter. My Lords, I would further state, that it is my conviction, that this searching squadron would meet at the islands of New Siberia, and accomplish all this great search in one season. Should any unforeseen casualty happen, they have the rivers of Asia to look for safety.

I beg, my Lords, to draw your attention to the expedition now fitting out by the American Government for Behring's Straits; they will now, from the experience given from England's expedition, accomplish that passage.

I trust your Lordships will pardon any warmth of expression that may have escaped me, and give my services a favourable consideration, which I have the honour to tender your Lordships for either route.

I have, &c.
(signed) *W. Penny.*

No. 48.

LETTER from the Secretary of the Admiralty to Mr. *W. Penny*.

Sir,

Admiralty, 6 November 1852.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 4th instant, suggesting plans for bringing to a successful conclusion the search for Her Majesty's ships "Erebus" and "Terror," and offering your services.

I am, &c.
(signed) *Augustus Stafford.*

No. 49.

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Sir John Franklin.LETTER from Lieutenant *W. H. Hooper* to the Secretary of the Admiralty.Charles-street, Sydenham,
Monday, 15 November 1852.

Sir,

IN November last, I had the honour of addressing my Lords Commissioners of the Admiralty, communicating a plan, and volunteering my services, for the relief of Sir John Franklin and his companions. In May, a second letter (copy enclosed) was forwarded, slightly altering the original sketch; and I have now the honour to request that you will be pleased, with reference to that letter, 6th May 1852, to submit to their Lordships my desire to be employed in the manner therein mentioned, or to proceed by the Mackenzie towards Banks Land (so called) as attempted by Commander Pullen, with myself and party, in the summer of 1850; either of which, the possible existence of a vast continent, part of which may lie in Franklin's supposed route, in the unexplored portions of the Polar regions, may render of high importance, and which should be works of moderate difficulty, as winter travelling, which I urged in my letter of the 15th November 1851, was performed by myself and comrades on the coast of Asia in 1849, and has later been shown to be practicable in higher latitudes.

Should it please my Lords to despatch a steamer up Behring's Straits, either as a depôt in the vicinity of East Cape (for the relief of Franklin's, Collinson's or Belcher's ships), near which Cape are several magnificent harbours, with a view to communicate with Commander Maguire or otherwise, I have also to offer myself as a candidate for the honour of conducting her thither, and pray their Lordships to receive with consideration my earnest desire to be employed on either of these or any other expeditions it may please them to despatch in search of our absent countrymen.

I have, &c.

(signed) *William Hulme Hooper*,
Lieutenant, R. N.,Late Her Majesty's Ship "Plover,"
and Boat Expedition.

Enclosure.

Enclosure in No. 49.

54, Devonshire-street, Portland-place,
6 May 1852.

Sir,

I HAVE the honour to request that you will be pleased to call the attention of the Lords Commissioners of the Admiralty to my letter of the 15th November 1851, printed in the Arctic Papers, wherein I proposed to conduct an overland expedition from the mouth of the Coppermine River across to Victoria Land, and for further search for the missing voyagers. Dr. John Rae, of the honourable Hudson's Bay Company's service, having made extensive progress in the quarter I then proposed to visit, I would venture to suggest an alteration of my route, so that it may now embrace the western side of Wollaston Land, upon which some traces might be found of Sir J. Franklin's party or of Captain Collinson's ships. I also proposed to take Highlanders or Orkney men in place of Esquimaux, and proceeding by York Factory to Great Bear Lake, and thence down the Coppermine River, endeavour to obtain some of the natives of the northern coast of America or of Wollaston Land, as guides and provision seekers. The Hudson's Bay ship sails early in June for York Factory, there is, therefore, little time to be lost, if their Lordships should be pleased to approve of my modified proposition, which can be carried out at a very moderate expense, as all I should require to take out would be a small light boat, a little pemmican and other trifles.

I have, &c.

(signed) *William Hulme Hooper*,
Lately serving in H. M. S. "Plover,"
and Boat Expedition.

The Secretary of the Admiralty.

No. 50.

REPORT of Rear-Admiral Sir *F. Beaufort* upon Lieutenant *Hooper's* Letter, dated
15th November 1852.

HOWEVER desirable it would be to push forward an efficient party along the western shores of Dr. Rae's Islands, and thus to reach in reverse Banks' Land and Melville Island, that enterprise would be more prudently left to the agency and energy of the Hudson's Bay Company, but from all I have learned of Lieute-

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nant Hooper, it would appear that no better officer could be selected for the command of the steam vessel, which I take it for granted their Lordships intend to send early next year to Behring's Straits; where, besides the chance of Franklin's party, we know there are two of Her Majesty's ships in very equivocal circumstances.

(signed) *F. Beaufort.*

No. 51.

LETTER from Mr. *Augustus Petermann* to the Secretary of the Admiralty.

London, 9, Charing-cross,
29 November 1852.

Sir,

At the request of Admiral Sir F. Beaufort, I made to him a communication on the 23d of January last, relative to a plan of search after Sir John Franklin. My ardent wish then was, that the subject of this my plan should be properly and thoroughly investigated by persons more competent than myself. I am not aware that it has hitherto received that consideration which the importance of the subject seems to demand, and I am therefore induced to request you will be pleased to submit the following results, of more recent and extended researches and accumulated knowledge, to the special notice of the Lords Commissioners of the Admiralty. In the previous sketch of my plan, I confined myself entirely to the subject of the missing expedition: on the present occasion, I have alluded also to the advantages which would be likely to accrue in commercial and geographical regards, should an expedition on my proposed plan be decided on.

The following paper was read and discussed at a meeting of the Royal Geographical Society on the 8th instant, and a copy of it is submitted to you with the sanction of the President, Sir Roderick I. Murchison:

*"Sir John Franklin, the Navigableness of the Spitzbergen Sea, and the Whale Fisheries in the Arctic Regions."**

It is now nearly a year ago that I made public a plan of search after Sir John Franklin. That plan was based on the supposition that Franklin had passed up Wellington Channel, and as this supposition has been strongly confirmed by the intelligence recently brought home by Mr. Kennedy, my plan has become of a more direct bearing on the subject, and I am consequently induced to submit some facts connected with it, and hitherto disregarded or unknown, to the attention of the public. The subject is not only of the greatest importance in the cause of humanity, but also in a commercial point of view as regards the whale fishery, as I shall hereafter show; and as a geographical problem, it is one of the most interesting that in our days remains to be solved. I shall first proceed to take a general glance at the subject of the missing expedition as it stands at present. Sir E. Belcher has been so fortunate and successful as to find an unusually open season, which has allowed him to sail up Wellington Channel, and the search on the track of the missing vessels may be considered to have now actually commenced. It must be borne in mind, that it was in 1846 when Sir John Franklin sailed up that water, and that wherever he may have been arrested, it has taken him six years, if not lost in the interim, to reach that point. Considering the difficulties, the labour and time required in the search for traces, even of such conspicuous objects as cairns only erected last year, as have been described in the recent despatches, one may reasonably assume that it may take Sir E. Belcher not less than two or three years, even under favourable circumstances, to obtain a satisfactory result in his search.

The fact that no news have reached us from the "Investigator" under Captain M'Clure for the last two years, seems to suggest that that navigator has not been successful in the region between Behring's Straits and Banks' Land, and my opinion that Sir John Franklin would be found on the Asiatic side of the Polar regions, seems to become more and more probable. I will take it then for granted that Sir John Franklin has been arrested somewhere opposite the Siberian coast, most probably on the land which there is reason to think stretches from the islands discovered by Captain Kellett, towards the New Siberian Islands. If this be the case, the story of the iceberg off Newfoundland and the two vessels, said to be Franklin's, would seem to find an explanation. We know that the Greenland Seas, namely, that part of the Polar Ocean lying between

* Paper read at the Meeting of the Royal Geographical Society, 8th November 1852.

between Greenland and Spitzbergen, forms the outlet for that mighty current which comes from the Siberian Sea; this current receives the waters of the Siberian rivers, which drain an area of 4,200,000 square miles (exceeding that of the whole of Europe by more than half a million), and impelled by such an immense volume of water, it effectually clears the Asiatic shores every spring of its ice and icebergs, which it carries far away to the south, into the Atlantic Ocean, to a latitude corresponding to that of Lisbon. A current of such magnitude and force would easily drift away two vessels, on the breaking up of their "ice cradle." How sudden this might be, we have many instances in the history of Arctic navigation; that of the four Russian sailors who spent six years in Spitzbergen may be interesting to cite. Having approached East Spitzbergen to within two English miles, the vessel to which these sailors belonged was suddenly surrounded by ice; part of the crew were sent ashore to search for a Russian hut; this they found, and passed the night in; early next morning they hastened back, impatient to inform their comrades of their success, when, on reaching the place of their landing, they perceived nothing but an open sea, free from ice, which but a day before had covered the ocean—and the ship they saw no more. In a similar manner Sir John Franklin may have lost his vessels, and have been helplessly and miserably looking forward to relief from directions hitherto entirely neglected. On the other hand, it is almost impossible that the two vessels on the iceberg could have come from the head of Baffin's Bay without being perceived by the whalers or searching vessels, or that the crews would not have made their way to some spot where we should have heard of them; but that point will, by this time, probably have been finally settled by Captain Inglefield's voyage.

The question remains to be considered, is Sir E. Belcher's expedition to be looked on as exhaustive? and are we to be kept in painful suspense about the missing expedition for three or more years longer? Belcher's, M'Clure's, and Inglefield's expeditions only encompass one-third of the circumference of that portion of the Polar regions where Sir John Franklin must have been arrested, and the remainder of the region is at present *altogether unprovided for*. As this is just the region where I, with many others, consider it as most probable that Franklin has been arrested, and also where my proposed route of search is directed to, I am desirous of again drawing attention to my plan.

As it has, however, been already published, I do not intend to repeat anything therein stated, but I merely wish to bring before this society some geographical facts, interesting in themselves, irrespectively of their connexion with the Franklin expedition. These facts relate to the Arctic Sea, directly to the north of our own shores, surrounding Greenland, Spitzbergen and Novaya Zemlya, the scene of the earliest exploits in Arctic discovery, and the scene of a once very important and profitable whale-fishery. It is interesting to look back on those times, when the whale fishery there was most flourishing, namely, in the latter end of the 17th century; the Dutch then formed the settlement of Smeerenberg on the northern coasts of Spitzbergen, all the houses of which were brought ready prepared from Holland; this was the grand rendezvous of the whale fleets, and abounding during the busy season with good inns, and with many of the conveniences and enjoyments of Amsterdam. It is particularly mentioned, that the sailors were every morning supplied with what the Dutchmen regarded as a great luxury, hot rolls for breakfast. Batavia under the equator, and Smeerenberg about 10° from the Pole, were founded nearly at the same period, and it was for a considerable time doubted whether the latter was not the most important establishment. But the times have changed, the sea has been abandoned by the whalers for more profitable regions; countries at one time well known have become "*terra incognita*," and the great sea between Spitzbergen and Novaya Zemlya, the subject of this paper, has become the source of curious fables and fanciful imaginations. The nomenclature of those seas is so undecided, the names "Greenland Sea" and "Spitzbergen Sea" are so intermixed, that I cannot but think it would be desirable to give each of these names their due locality, especially as the sea between Spitzbergen and Novaya Zemlya has no name, and cannot be referred to, except by long parenthesis. I therefore propose, in the following remarks, to call the sea between Greenland and Spitzbergen the "Greenland Sea," as indeed it has generally been called, and that between Spitzbergen and Novaya Zemlya the "Spitzbergen Sea."

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The Spitzbergen Sea is by far the widest, indeed the only oceanic opening towards the North Pole and to the chief Polar regions. On a *prima facie* consideration of that reason alone, I consider it to be the easiest and most practicable of all openings for vessels into the Polar regions; it is likewise the nearest and most accessible of all the openings to Europe. Nevertheless, Arctic writers and geographers generally have assumed an impenetrable ice-barrier to stretch across that sea, and they have pronounced it to be altogether impracticable for navigation. This assumption I consider to be groundless, and as resting upon prejudice and imagination.

In supporting my views on this point, I need not call to my aid the elements of physical geography, nor shall I adduce important recent discoveries made by the Russians or others, as not generally known and appreciated, but I will simply draw attention to certain facts, contained in published works of the highest authority, by English authors, well known, and still living; facts which appeal to the common sense of every person, and can be easily understood.

Captain (now the Rev. Dr.) Scoresby, whose work on the Arctic regions is the most able and comprehensive we possess, seems evidently at a loss what to say, when referring to what I propose to call the "Spitzbergen Sea." He himself never visited it, not having extended his voyages to the east of Spitzbergen. His information, therefore, is not sufficiently precise; still, from what he says directly on the point under consideration, and repeats in one of the Parliamentary Papers of this year (p. 161), we must conclude that he assumes the Spitzbergen Sea to be locked up by an impenetrable ice-barrier. Diligently as I have gone over his work, I cannot find a tittle of evidence adduced to prove the correctness of such an assumption. On the contrary, we read the following in p. 180 of Vol. II. :—"Some adventurous persons sailed to the east side of Spitzbergen, where the current has a tendency, it is believed, to turn the ice against the shore; yet here finding the sea on some occasions open, they attempted to prosecute the [whale] fishery, and it seems with some success, a great whale fishery having been made near Stans Foreland in the year 1700." Surely, a sea where "a great whale fishery" was once carried on, cannot be locked up by an impenetrable ice-barrier, and cannot be more difficult to navigation than Baffin's Bay, or any other seat of whale fishery. As far, therefore, as the evidence from the high authority of Captain Scoresby goes, the Spitzbergen Sea is navigable.

Captain Beechey, the editor of the Narrative of the Voyage of Buchan and Franklin towards the North Pole, in like manner neither directly nor explicitly states his opinion on the subject, but simply records the results of voyages in that region in a conscientious and clear manner, which cannot be too much commended. This octavo volume contains altogether a greater body of information respecting the sea immediately round Spitzbergen, than any other work, and a careful perusal of which is indispensable to those interested in the subject under consideration. It must be a matter of great surprise, that the information contained in that important work has not led to an expedition being sent out in that direction long before this, quite irrespectively of the search after the missing vessels. On referring those interested in the matter to the work itself, I cannot, however, refrain from citing one passage from a communication of Mr. Crowe, British Consul at Hammerfest, and establisher and proprietor of a British settlement at Spitzbergen. He says (*see* p. 349)—"Mr. Sharostin, an intelligent Russian, with whom I have frequently conversed, actually passed 39 winters on Spitzbergen, and resided there for 15 years without having once left the island. He declares, that during his residence he invariably found the coasts free from ice for four, and sometimes for five, months in every year. I am enabled to add, that my own vessels have frequently navigated the coasts from Ryke Yse's Islands, the south-east extremity, and that four times out of six they might have circumnavigated Spitzbergen." Is it possible that a more favourable prospect for the success of an Arctic expedition can be offered than is contained in the preceding remarks? Where is there another portion of the Polar region which is so near to our country, and which could so easily be navigated? Spitzbergen reaches beyond 80° of latitude, and forms the highest country in latitude yet reached in either hemisphere. But where is there another group of islands which could be circumnavigated in a like manner? Compare it to the Parry group, though in latitude 75°, and the difference will be obvious.

In short, the assumed difficulties in the Spitzbergen Sea are groundless, and rest upon a prejudice, dating back to the voyage of Captain John Wood, in 1676. For this reason it is worth while to inquire a little into the circumstances

cumstances of that voyage. The question of the north-east passage had failed to occupy attention for upwards of 60 years, when it was revived by various reports and accounts, partly from Holland, but chiefly by the publication of a paper in the "Transactions of the Royal Society of London," in 1675, in which it was stated that a vessel had sailed several hundred leagues to the north-east of Novaya Zemlya, and that the sea there was found free from ice. It was also reported that some Dutch vessels had circumnavigated Spitzbergen, and that one had even reached the latitude of 89°, and found the sea there quite hollow, and free from any incumbrance. The subject found a zealous advocate in the person of Captain John Wood, who advanced many specious reasons in support of his opinion. The enterprise was now patronized by the Government, and Captain Wood was sent out in the "Speedwell." "The journal of Captain Wood," Sir J. Barrow observes, "is so meagre, that it is impossible to make out his track." He appears to have held for the coast of Nova Zembla, and had the misfortune, when in sight of it, to run upon a rock and lose his vessel. He was able, however, to return safely to England, when he discredits, in the lump, all the former instances of having reached high northern latitudes, in the following words: "So here the opinion of William Barentz was confuted, and all the Dutch relations, which certainly are all forged, and abusive pamphlets, as also the relations of our countrymen." This unjust way of dealing, however, has met with the reprobation it deserves, by every writer on the subject. The Honourable Daines Barrington says, "In justice to the memories of both English and Dutch navigators, I cannot but take notice of these very peremptory and ill-founded reflections made by Wood, and which seem to be dictated merely by his disappointment in not being able to effect his discovery." Captain Beechey says (*see p. 295*), "The failure of this expedition is attributed by Wood to the error in which he was led by following the opinion of poor Barentz, but in what way, we are not told, nor can we easily imagine; for, if that worthy navigator gave any opinion, it would certainly be against the probability of a passage by the route pursued by Wood. Indeed Wood seems to have been greatly at a loss for an excuse for his failure, as we find him accusing all the statements of both Dutch and English as false, and asserting, in the most unaccountable manner, that Nova Zembla was connected with Spitzbergen on the north, and with the coast of Tartary on the south, notwithstanding it was well known that both its extremities had been rounded on several occasions. In short, he seems to have been determined, that as he could not effect the passage himself, he would create an imaginary barrier which should deter any other person from renewing the attempt. We cannot suppose that these unfounded assertions had much weight in the minds of any sensible persons; but certain it is, that the ardour which the subject formerly excited, appeared from that period entirely to subside." Thus far Captain Beechey. Captain Wood was indeed not a trustworthy man; among other things, he asserts, in his endeavour to represent those regions as gloomy as possible, that Novaya Zemlya was covered with eternal snow and ice, and contradicts himself in another place by saying, that the soil was thawed two feet deep.

The object of Captain Wood's statement cannot, perhaps, be more properly and correctly interpreted than it has been by Captain Beechey, when he says that Wood was determined "to create an imaginary barrier, which should deter any other person from renewing the attempt." Will it be believed, that the interesting problem of the North-east passage was really given up, and has not been revived even in the eras of the most enthusiastic Arctic enterprise! Can it be for a moment credited, that the groundless and false assertions of that unsuccessful navigator, seem ever since 1676 to have influenced the minds of the most learned as well as the most practical men, in a degree so as to have led them to consider that opening the only oceanic opening leading into the Arctic Basin as impracticable! Can it be believed, that that "imaginary barrier" is even in these our enlightened days held up by some as a fact established beyond doubt!

If such assumption be credited, then really no progress can be said to have been made in our geography of those regions since Edrisi's times, when the sea to the north of Asia was pictured as "the sea of pitchy darkness," full of horrors, a fit companion picture to the ancient representation of the African desert, as teeming with monsters of a most terrible description, which was also believed in comparatively recent times. When it is considered, that no ice whatever in that

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region is met with till Bear Island is reached, a distance of 1,500 miles from Woolwich, and that thence to the 80th parallel, there is another distance of only 500 miles, and that such a distance could be performed by a steamer in less than a fortnight, and at a most trifling cost, if compared with the millions which have been spent in Arctic and Antarctic undertakings; and if at such trifling risk a problem can be solved, which, irrespectively of Franklin's expedition, is of the highest geographical interest, and discoveries would probably be made of great importance to the whale fishery;—then, indeed, it must be looked on as a disgrace in the history of Arctic navigation, that such a small undertaking has not long since been accomplished. The very fact that no suitable expedition has been sent out in that direction, and that never a fair attempt has been made in any vessel or by any nation, to proceed northwards in that sea, ought to have stimulated to such an expedition. If only one of the 11 vessels engaged in search of Sir John Franklin in the summer of 1850 in Baffin's Bay and Lancaster Sound alone, had been despatched in that direction, it would probably have eclipsed in geographical discovery alone, all Polar expeditions as yet undertaken; for the possibility of reaching the North Pole through the Spitzbergen Sea will not now long remain a matter of doubt, or a desideratum.

I have mentioned that an expedition to the Spitzbergen Sea would be likely to result in extending the whale fishery, and what I have already said on the authority of Captain Scoresby supports my views on this point. The Greenland Sea has been nearly what the whalers call "fished out;" but the whales in the Spitzbergen Sea have scarcely as yet been disturbed, and that they might there be found in numbers as great as they were formerly to be met with in the Greenland Sea is little doubtful. Even in the open water to the south of the Spitzbergen Sea, whales have been frequently seen in recent times, on board of British trading vessels on their route to Archangel. Directly opposite or beyond the Spitzbergen Sea, on the coasts of the New Siberian Islands, where the sea is very deep, we know that black and white whales occur, and that ribs of whales are frequently found on the land. Prodigious, indeed, must be the number of whales in the Polar Basin, when their appearance at some of the outlets is considered: in Wellington Channel the number seen was great; to the north of Behring's Straits, still greater. We learn, from a paper printed by the Admiralty, that there have been engaged in the American whale fishery about Behring's Straits, during the last three years, at the rate of 150 vessels every year. "All our commerce with what is called 'the east,'" says the Secretary of the United States' Navy in that paper, "is not so valuable as the Behring's Straits' whale fishery." "In the first two years, 1849 and 1850 (for which the statistics were returned), more American seamen were engaged in that small district of the ocean, than are employed in our whole navy at any one time. In these two years the hardy mariners fished up from the bottom of the sea, and by their own energy created and added to the national wealth, the value of more than 8,000,000 of dollars." Let the Americans only get the hint of another snug whaling corner in the Arctic Seas, and they will not be slow in treating with contempt the fables of the aforesaid "impenetrable ice-barrier." Will the English allow themselves to be anticipated, as they have been in the Behring's Straits whale fisheries, in the Spitzbergen Sea, which is only about half the distance from their ports as that between Woolwich and New York?

And, lastly, as to geographical discoveries. When Sir Edward Parry, in little boats, attained the latitude of nearly 83° to the north of Spitzbergen, and when only the current forced him to return, who will deny that that determined navigator would easily have reached the North Pole, and planted the English colours on that interesting spot, had he had the assistance of steam? The whole of that remarkable voyage only took six months from the River Thames to the latitude of 83° and back, and only cost 9,977*l.* How many 100,000*l.*, how many lives, how many years, how many vessels has it cost to attain only the latitude of 76° on the American side? Who will deny that an expedition now sent out towards the North Pole, through that wide opening, the Spitzbergen Sea, commanded by an experienced and determined navigator, would not easily reach the North Pole, and make other discoveries, important in the cause of humanity, commerce and geographical science, even in one single season? The distance from Woolwich to the North Pole is no further than from the same point to Disco Island, and the extent of the ice voyage is in both cases about equal.

I will not here enter into a discussion of the question which season would be
the

the best for such an expedition as I have proposed; and if there are any apprehensions that a better season than the summer could exist, let some other season be chosen; it does not materially affect my plan, inasmuch as greater success than Sir Edward Parry attained at that season in his boats can surely be obtained with steam. The expedition, in the event of finding a navigable sea, should strike across the Polar Basin, in a direction towards the North Pole or Behring's Straits. If once the Arctic lands on the opposite side, namely, that of America, were gained, great things would have already been achieved, and the expedition would then be in a most important position as respects the missing vessels.

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Enough has been said to show the desirableness and importance of drawing attention to the Spitzbergen Sea, as the great opening into the Polar Basin, in respect to the cause of humanity, as well as of commerce or geography. At all events, I cannot but think that, after what has been adduced in the preceding remarks, the investigation of that sea will be considered a great geographical desideratum; and as such, I have been desirous to bring this communication to the notice of the Royal Geographical Society.

In addition to the preceding remarks, I beg to refer, for further information, to my pamphlet, "The Search for Franklin," and letters on the subject of the whale fisheries in the Spitzbergen Sea, published in the "Times" of the 8th and 11th instant.* Since that time, I have received various interesting and important communications from whale-fishing masters and others in the principal whaling ports of the United Kingdom. In all these letters, a spirit of daring and undaunted courage on the part of the seamen engaged in that pursuit is apparent, which reflects most highly on the honour and glory of the great naval power of this country. I beg to submit a few extracts from some of these communications:—

No. 1.—"The enclosed circular will show you the rising importance of the Arctic fisheries. The value of the produce brought to Peterhead this and three preceding years is little less than 190,000*l.*, and next spring 27 vessels will sail from hence for those seas. The ports to the north of this, from 7 to 10 ships.

"We are proposing a memorial here to be signed by the shipowners, to be presented to the Board of Trade, or the Lords of the Admiralty, praying them to send out one or two vessels under the charge of competent officers, to survey those coasts geographically and commercially, and offering to send two or three experienced fishermen along with the vessels, to judge the prospects of a whale, seal, and walrus fishery in those seas. The masters of our vessels conclude that there must be a large ocean of open water to the north, as a strong current continually sets south at the time they were fishing, from end of March to end of August; and if such a current did not exist, they would not venture amongst the ice, and at times skirt the east coast of Greenland in case of being frozen in. If fixed, as some of them more than once have been, they were drifted out along with the ice in a S. and S. W. direction into open water.

"More whales were captured at Greenland this year than have been for some time past.

"We quite agree with you, that the seas between Spitzbergen and Nova Zembla have been too long neglected, both by our Government and those embarked in the Arctic fisheries; and now, when the matter has been so clearly brought into notice by you, surely in these rapidly progressing times such a promising and important field of operations will not longer remain in obscurity. It will be a disgrace to the British if they procrastinate, and allow the Americans to lead the way; it must not be. Personally we are ready to send one of our vessels next spring to the Nova Zembla shores, if we can get another vessel to go in company; but at the same time we expect the Government will despatch a couple of screw steamers to survey coasts, and on the return, to publish a chart of the same, for the guidance of future voyagers."

No. 2.—"In the year 1845, I had the misfortune to have my ship stove, and, in consequence, was obliged to seek a harbour of refuge in Spitzbergen to repair my ship. It was about the 10th of May, and I was in lat. 79° 53' N., long. 10° E.; it was an unsafe place, but I had no other alternative, and it answered my purpose. The weather was remarkably fine at the time; it was quite evident to the north of us there was a great deal of water, because there was a strong swell in that direction.

"I have

* Communications from Whaling Masters of Hull and Peterhead.

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Sir John Franklin.

"I have often thought the fish came from the sea between Spitzbergen and Nova Zembla, but dare not take the responsibility to clear up that point. I should be sorry indeed for another nation to take the cause up.

"I have found, by experience, that the current in the Greenland Seas sets to the southward at the rate of eight miles in 24 hours; in a hard gale from the N.E. I have drifted 20 miles in 24 hours. Drift-wood is repeatedly found as far north as 80°, some of it with the mark of the axe quite fresh upon it; indeed, on the coast of Spitzbergen large quantities are found."

No. 3.—"I think, sir, you have no occasion to be alarmed about the Americans trying that route, if we can only get encouragement from those in power. For my own part, I trust I have still the honourable spirit of an Englishman, and am not afraid of persevering to any part of the Polar Seas, although those seas may have been overlooked for years. I found the floes to the east of Spitzbergen quite different from the ice to the westward, it being only like Davis Straits floes, about four or five feet thick.

"The masters of the Hammerfest sea-horse vessels told me, that in September all the ice was away, and nothing but clear water on the east side of Spitzbergen. I believe we might stop in Greenland much longer than we do; I have been until the 9th September, but I do not see why we cannot continue as long as they do in the straits. The sea-horse vessels remain about the Thousand Islands until the latter part of September; and surely, with larger ships and more men, we might stop longer than we do; but I suppose it has become an habit to return early, and until that habit is broke, and full determination given to push north into the north water, there will be very little lasting good done. There is, and has been, for a number of years, a sea before us, offering us every success; all we masters want is, for those who may employ us to say, 'Go, do your utmost in the above seas in the search of whales, and above all, exert yourselves in endeavouring to find traces of our missing countrymen.' Most of us, I doubt not, you would find as determined as any American in existence."

No. 4.—"About 10 years ago, two or three of our fleet went to try the fishing between Spitzbergen and Nova Zembla, and when a short way to the N.E. of the south end of the former, the weather became misty, and the ice, as far as they went eastward, a solid pack; but, from all that we can learn, they did not go any distance eastward, and therefore we do not in the least conclude that there is no open sea passage can be found between the islands. The attempt was made in July or August, and two of the masters are dead since. The month of July is invariably misty at Greenland."

I beg further to remark, that the return of Captain Inglefield, and the results of his interesting voyage, have furnished many facts possessing an important bearing on any searching expedition that may be sent out. Of the suggestion which I ventured to express in my previous papers, the following seem to have been confirmed by that voyage:—

1. That Sir John Franklin has not been wrecked, and has not perished in the northern part of Baffin's Bay, or along its western shore.
2. That the Polar Seas, even in very high latitudes, are perfectly navigable during a certain period of the year.
3. That this period of navigableness in the comparatively high latitudes is not in the middle of summer (when the seas through which access is to be had are most incumbered with ice), but at the end of the summer season, or at its beginning, before the great ice-masses are dislodged from the coast, and drifted southward.
4. That certain animals, fit for food, are more or less abundant even in the highest latitudes.

Bearing the preceding points in mind, and assuming that Sir J. Franklin has gone up Wellington Channel, and there found before him a sea of considerable extent, and navigable like that to the north of Baffin's Bay, the question arises, how is it possible that nearly seven years have now passed without Sir John Franklin's having been able to pass out of that sea into the sea situated to the north of Behring's Straits, in the direction of either the American or the Siberian shores? The most feasible solution of this question that suggests itself to me, is, that a tract of land may have hitherto prevented his progress in that region.

There

There are reasons for conjecturing that such a tract of land may extend from the and seen by Captain Kellett, to the north of Behring's Straits, as far as the eastern coasts of Greenland, without a single opening. At all events it admits of scarcely any doubt, that the sea to the north of Baffin's Bay can have no connexion with the Polar Basin, nor even with the sea beyond Wellington Channel, but that it forms the true head of Baffin's Bay, and is, in fact, a mere *cul de sac* for those who would enter it in the hope of getting into the Polar Basin.

Proposals of
Search for
Sir John Franklin.

I venture to submit the following suggestions as to the mode in which an expedition to the Spitzbergen Sea, if decided on, may be carried out.

Plan of an Expedition through the Spitzbergen Sea.

One or two screw steamers should be despatched in the latter end of February, so as to arrive between Spitzbergen and Nova Zembla, not later than on the 1st March. In that month, there is reason to believe that the winds and currents would still favour the progress of vessels pushing on to the north or north-east, from that point. We find it recorded in the narrative of "Barents's Voyages," that after he had wintered on the north-eastern end of Nova Zembla, the state of the weather and the openness of the sea caused him to say, on the 10th March 1597, that if the ship had been loose, he would have ventured to set sail. With the month of April, easterly winds and currents begin to prevail, the land ice of the whole of the shores of Northern Asia then begins to break loose and drift away in that direction. If the vessels should not have effected an entrance into the Polar Basin (which is never entirely covered with a solid crust of ice) during March, no better chance, I think, would occur in the four succeeding months, April, May, June and July, as I believe the sea during those months to be most incumbered with the drifting masses of ice. August, September and October, would again be more favourable for navigation, the sea having then become clear of ice, and the weather upon the whole being, most probably, not so foggy, rainy or boisterous, as in the preceding months. If it were possible for a vessel to enter the Polar Basin early in the season, and arrive and secure a favourable position on its opposite side, in order to be in safety against the great masses of drift ice, in the early part of the summer, she would possess a great advantage over a vessel entering late in the season, in having the greater part of the summer before her for the search, because, as soon as the opposite shore of the Polar Basin were reached, the searching operations on land could be commenced. As to the direction to be pursued from the starting point, namely, midway in the Spitzbergen Sea (about 76° N. lat. and 40° E. long.), probably one direct towards Behring's Straits, if practicable, would be the best; on this route there is reason to suppose a large expanse of ocean would be found, perhaps as far as 82° N. lat. and 160° E. long., and it would be in the direction to the region where Sir John Franklin has most probably been arrested. Another route, if more practicable, would be to the New Siberian Islands, the larger one of which, Kotelnoi, has two excellent harbours, and the sea on their northern side is very deep, in one place 175 fathoms being found 10 miles from the land. The distance both ways, are only about 1,300 miles from the said starting point in a straight line.

The expedition should be in the Spitzbergen Sea, if necessary, from the 1st March to the 1st November, to watch for an opening.

Independently of the object which it is to be hoped might thus be attained, the exploration of the sea under consideration, and the survey of Spitzbergen and Novaya Zemlya, would be most important as a guidance to the whale-fishing community; and indeed the decision of the question, as to whether that sea is suitable for a whale, seal, or walrus fishery, would alone be worth such an expedition.

I have, &c.

(signed) *Augustus Petermann.*

Miscellaneous Correspondence.

No. 52.

LETTER from Captain Sir *E. Belcher*, c.B., to the Secretary of the Admiralty.

Dear Sir,

20 April 1852.

THE enclosed, from some anonymous writer, was sent to the Admiralty for me. It perfectly coincides with my oft repeated question, "What were the cairns erected for?"

Very faithfully your's,
(signed) *E. Belcher*.

Sir,

London, 14 April 1852.

You are probably aware, that a report appeared in one of the newspapers some months since, of Sir J. Franklin having mentioned his intention of not depositing his records or despatches in a cairn itself, but at a distance of some 10 or 12 feet from it, with the direction of the deposit indicated by a finger-post erected on the cairn; and further, that the officers of the late expedition were ignorant of this intention.

This report is certainly supported by the fact, that although the cairn discovered by the late expedition was thoroughly examined in itself, and underneath, no tidings or memorial of Sir J. Franklin were discovered. A cairn and finger-post were met with, but for what possible object could they have been erected, except in connexion with a deposit of despatches or other records. As a direction mark for any particular locality or route, one post alone would be useless, and it is in the highest degree improbable that so experienced and distinguished an officer as Sir J. Franklin, would depart from an anchorage so precipitately as to be prevented from leaving some documents behind him. There can be little doubt that records are still in existence at the first winter quarters of Sir J. Franklin's expedition, and a steamer should accompany you so far, to bring home the accounts of a further search for tidings.

Your obedient Servant,
(signed) *Inquirer*.

No. 53.

LETTER from Mr. *W. Penny* (late commanding Her Majesty's Discovery Vessels "Lady Franklin" and "Sophia") to the Secretary of the Admiralty.

Sir,

102, Great Russell-street,
30 October 1852.

WITH reference to my interview with his Grace the Duke of Northumberland, of whom I entreated that justice might be done to me, now that the despatches received from Sir Edward Belcher have attested the truth of my expressed opinion and oft-repeated assertion respecting the open water beyond the Wellington Channel, I feel sure that their Lordships will no longer withhold from me their testimony of their appreciations of my services; a testimonial having been addressed to Captain Austin, on the 6th December 1851, by the late Board of Admiralty, subsequent to the publication of the Report of the Arctic Committee, with which their Lordships' said letter was printed.

May I therefore request this act of justice at the hands of the Lords of the Admiralty, for which I left my home at Aberdeen, and sought my interview with his Grace.

I have, &c.
(signed) *Wm. Penny*.

No. 54.

LETTER from the Secretary of the Admiralty to Mr. *W. Penny*.

Sir,

Admiralty, 1 November 1852.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 30th ultimo, and, in reply, I am commanded by their Lordships to acquaint you, that they have great satisfaction in conveying to you their
entire

entire concurrence in the opinion expressed by the late Arctic Committee (in their Report, dated 20th November 1851) on your own conduct, and on that of the officers and men employed under your orders during your search for Sir John Franklin and the officers and crew of Her Majesty's ships "Erebus" and "Terror."

My Lords further desire to express to you their thanks for your humane and arduous exertions whilst engaged on that service.

I am, &c.
(signed) *A. Stafford.*

No. 55.

LETTER from Mr. *W. Penny* to the Secretary of the Admiralty.

102, Great Russell-street,
2 November 1852.

Sir,

I HAVE the honour to acknowledge the receipt of their Lordships' thanks of this day, and beg you will convey to his Grace the Duke of Northumberland and the present Board of Admiralty my sense of gratitude for that act of justice, which could alone set my mind at rest upon a point of honour.

I have, &c.
(signed) *Wm. Penny.*

No. 56.

LETTER from Mr. *W. Herschel de Griesbach* to the Secretary of the Admiralty.

Ottersberg, near Bremen,
22 November 1852.

Sir,

FEELING satisfied that any circumstance tending towards the elucidation of the fate or the present whereabouts of Sir John Franklin and his associates, will be received with interest by my Lords of the Admiralty, I cannot resist the impulse of acquainting them, through your medium, with the following:—

In a letter dated Tromsøe (in upwards of $69\frac{1}{2}^{\circ}$ N. lat.), in Finnland (properly Finmark), 18th September 1852, it is stated that our Spitzbergmen (vessels, not men) have returned, and all have had more or less success. It is a remarkable fact, that a great many of the reindeer skins which they have brought with them have cuts (slits) in their ears, although the reindeer of Spitzbergen live in a perfect wild state. Hence it is concluded that these animals (those with slit ears) may have separated from the tame deer of Nova Zembla, and proceeded to Spitzbergen across the ice.

How such a distance? This is barely possible, and altogether improbable. But how, provided these deer, with slits of long standing in their ears, and which have clearly been cut with knives, did not proceed from Nova Zembla across the ice to Spitzbergen?

The answer to this query might, I would humbly submit, be, "that precisely in the same manner as the commander of a late expedition in search of the missing ships caused a considerable number of Arctic foxes to be taken alive, and after fastening printed bills or cards to various parts of their bodies and limbs, set them again in freedom, for the obvious purpose of creating a chain of communication with the parties sought after, provided any one single fox were caught or shot by the party in question;" thus making local animals the vehicle of communication or correspondence; so might Sir John Franklin, or any member or members of his party, have availed themselves of the same local facility (merely substituting the reindeer for the fox, and being, of course, without the possibility of using printed cards or bills, or even written ones) of communicating to the world without, that within the dreary, and in all probability ice-bound and pent-up fastnesses of Spitzbergen, there existed men in possession of knives, and endowed with sufficient intelligence and means to catch or entrap the wildest animal of the region involuntarily inhabited by them, alive, and then trusting to Providence for the result, turning them loose in hope.

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Again, who shall say that Sir John Franklin, or one of his party, may not actually have caught or shot one of the foxes before alluded to, and thus have arrived at the very idea of making the animal creation a means of notice of their existence within to the world without?

However this may ultimately prove, I leave all further investigation to the wisdom of my Lords of the Admiralty, satisfied with having done my duty in calling their attention to the subject, and merely adding, that, if necessary, the authenticity of the fact communicated can be decidedly and satisfactorily established.

Permit me to claim the precedence of this respectful communication.

I have, &c.
(signed) *Wm. Herschel de Griesbach,*
Late of British Service.

No. 57.

LETTER from the Secretary of the Admiralty to Mr. *W. H. de Griesbach.*

Sir,

Admiralty, 26 November 1852.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 22d instant, reporting that reindeer had been found in Spitzbergen with their ears slit with knives, and the probability of the same having been done by some of the expedition under Sir J. Franklin.

I am, &c.
(signed) *A. Stafford.*

