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# ADDITIONAL PAPERS

RELATIVE TO

# THE ARCTIC EXPEDITION

UNDER THE ORDERS OF

CAPTAIN AUSTIN AND MR. WILLIAM PENNY.

*Andrew Taylor*



LONDON.

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.  
FOR HER MAJESTY'S STATIONERY OFFICE

1851. *J*



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The SECRETARY OF THE ADMIRALTY to CAPTAIN AUSTIN.

Sir,

22d October 1851.

I am commanded to acquaint you, by my Lords Commissioners of the Admiralty, that they have appointed a Committee to inquire into the conduct and result of the late Arctic expeditions.

My Lords are aware that on your first arrival you expressed your anxious desire to the First Lord to submit your conduct to the most searching investigation, and to meet the imputations circulated against you. Their Lordships are glad that this inquiry will give you an opportunity.

(Signed) JOHN PARKER.

---

The SECRETARY OF THE ADMIRALTY to Mr. PENNY.

Sir,

22d October 1851

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that they have appointed a Committee to inquire into the conduct and results of the late Arctic expeditions; and I am to state to you that you will have an opportunity of proving any of the allegations contained in your letter of the 10th October, and of giving any explanation of your own conduct.

(Signed) JOHN PARKER.

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LETTER from Captain AUSTIN to the SECRETARY OF THE ADMIRALTY,  
transmitting TRAVELLING PARTIES JOURNALS.

SIR,

Woolwich, 23d October 1851.

1.—IN order that the Lords Commissioners of the Admiralty may be aware of the part taken by each travelling party, in prosecuting the search for the missing expedition in the autumn of 1850 and spring of 1851, as also the amount of labour and privation each has undergone, I have the honour to transmit herewith, for their Lordships information, the Reports and Journals of Proceedings of Captain Ommanney and the officers employed therein, as specified on the other side hereof. Twenty-six.

I have, &c.

(Signed) HORATIO T. AUSTIN,  
Captain Royal Navy, late Her Majesty's Ship "Resolute,"  
and in charge of the Arctic Expedition.

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Enclosure 1 of No. 11 of 1851.

Captain AUSTIN to Lieutenant ALDRICH of Her Majesty's Ship "Resolute."

ORDER to LIEUTENANT ALDRICH.

By Horatio T. Austin, Esquire, C. B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

From the state this day of the ice newly formed, and the low range of the temperature for several days past, there is great reason to consider the expedition frozen in for the season, which admits of parties being detached for a limited period; and as it is most desirable that everything that is possible should be done in aid of the party to proceed to Cape Walker in the spring.

Looking to your seniority in the expedition, and earnest desire to be employed in the search on foot, and relying on your judgment, experience, and prudence, I have selected you upon this occasion.

You will be provided with one sledge, the six men hereafter named, provisions, and necessaries; and when perfectly ready proceed, accompanied by the party under Lieutenant M'Clintock, continuing together as long as the state of the ice may make it desirable to do so, your object being to reach Somerville Island, and there deposit as much of your three weeks provisions as you can spare (reserving sufficient for your return); carefully searching such parts as you pass for traces of the missing expedition; leaving notices stating the object of your mission, as also that of the expedition, at such places as it may be desirable to do so; looking carefully at the nature and state of the ice, so that you may have an idea of the best route to be taken hereafter; and keeping a record of your proceedings for my information.

In the event of your finding the ice in such a fixed state as to admit of your advancing towards Lowther Island, relying on your prudence, you will be at liberty to do so. However, I have to remind you that the season is fast closing, and that, should you find the temperature fall to any extent, or the weather become more inclement than is at present anticipated, you must without hesitation make the best of your way back; as, under the circumstances of your service, (it being as much in the way of pioneering as anything else,) your safe return will be a cause of much satisfaction to me.

Mr. Cheyne, mate, with a party of six men, will accompany you to any point within one day's march that may appear desirable, for the purpose of rendering assistance to your own and Lieutenant M'Clintock's party; after which you will direct him to make the best of his way back. He will be provided with three days provisions and a tent.

Be assured that you leave with very earnest prayer for your protection and guidance.

Given under my hand, on board Her Majesty's Ship "Resolute," at Winter Quarters between Cornwallis and Griffith Islands, the 30th of September 1850.

(Signed) HORATIO T. AUSTIN.

NAMES of the Six Men referred to.

Daniel Gough, Serjeant, R.M.,	} H.M. Ship "Resolute."
Robert Holly, A.B.,	
James Tullett, Captain F. Top,	} H.M. Ship "Assistance."
William Richards, A.B.,	
Joseph Ogan, Ice Quartermaster,	H.M. Steam Tender "Pioneer."
F. M'Kenzie, A.B.,	H.M. Steam Tender "Intrepid."

Lieutenant ALDRICH to Captain AUSTIN.

Sir,

Her Majesty's Ship "Resolute," between Griffith's and Cornwallis Islands, 6th October 1850.

In obedience to your memorandum of the 30th ultimo, I proceeded on the 2d instant with the party placed under my command, in company with the party under Lieutenant M'Clintock, accompanied by

a fatigue party under Mr. Cheyne; during that day we reached the unnamed cape west of Cape Martyr, from the ship N. W., true, distant from 10 to 13 miles, here we encamped for the night all together. The ice over which we had travelled appeared to be old and in some places much broken up and hummocky.

On the following morning after an early breakfast the parties separated in pursuance with our respective orders; finding the distance to Somerville Island to be as much as could be accomplished before dark, Mr Cheyne and party accompanied me, which enabled us to do so. At 6 P. M. we reached the shore and encamped for the night, having passed over many miles of broken up, hummocky ice, which made the journey a very fatiguing one.

On the next morning we proceeded on our way to Lowther Island, but on ascending the land to examine the ice in our course, it proved to have several separations with water, perhaps tidal, for many miles, much broken up with hummocks and numerous heavy nips, without any appearance of a floe fit for travelling upon; this, coupled with a considerable fall in the temperature, thermometer  $-17^{\circ}$ , rendered it my imperative duty to return, although a severe disappointment to me, and of much apparent regret to all the party.

After satisfying myself of there being no record or other trace of the missing expedition, I deposited the depôt of provisions specified on the other side hereof\*, together with the record I received from the ship, and then proceeded on our homeward journey, encamping for the night at 5h. 50m P. M., on the young ice between Somerville and Griffith's Islands, which was the first level piece we had come to. At 6 A. M. the next morning (Saturday) the thermometer  $-11^{\circ}$ , we again moved on, and reached the north point of Griffith's Island at 12h. 45m. So intensely cold was it that, although the wind was fortunately at our backs, the whole party preferred moving on, to waiting for the usual allowance of grog; we therefore continued along the shelving new ice near the shore, which enabled us to avoid a heavy nip and a quantity of hummocky ice, happily reaching the ship at 3h. 30m. P. M., none the worse for the trip, with the exception of a few sore heels, which I see no possibility of guarding against.

I have great pleasure in mentioning the excellent feeling, spirits, and conduct of the whole party, and feel it incumbent on me to especially notice the zeal and bodily exertion of Mr. Cheyne, who tracked with the men nearly the whole four days, and I found him also an agreeable companion.

I have, &c  
(Signed) ROBT. DAWES ALDRICH,  
Lieut. in charge of party.

\* Depôt at Somerville Island — Pemmican, 95lbs. Biscuit, 136lbs. Biscuit dust, 40lbs. Chocolate, Moore's, 11lbs. 2 bags containing 4 days provisions for 7 men Lignum Vitæ (fuel), 42lbs. Bag of sundries.

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Captain AUSTIN to Lieutenant ALDRICH of Her Majesty's Ship "Resolute."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,  
8th October 1850

Sir,

I beg leave to acknowledge the receipt of your report of the 6th instant, and to express my entire satisfaction of your proceedings in execution of the service intrusted to you, as also of your determination to return immediately you saw the ice in the strait separated.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

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Enclosure 2 of No. 11 of 1851.

Captain AUSTIN to Lieutenant M'CLINTOCK of Her Majesty's Ship  
"Assistance."

By Horatio T. Austin, C.B., Captain of Her Majesty's Ship "Resolute,"  
and in charge of an Expedition to the Arctic Seas.

Looking to the state of the ice this day, and the mean temperature for some days past, there is every reason to consider the expedition frozen in for the season; the time appears therefore to have arrived for advancing a depôt, in order to aid a party to reach Melville Island in the spring. And taking into consideration your experience in Arctic travelling, and (as stated to me by Captain Ommanney,) the zeal and labour you have bestowed in arranging the most efficient means for accomplishing a considerable distance, as also your earnestness to proceed at once, and the entire willingness of your Captain to give up the services of his senior lieutenant at the present important period, I have deemed it my duty to select you for this service accordingly; and as Mr. Bradford, the senior medical officer of the expedition, has been very desirous to accompany you, I have only to add, that it is a cause of much satisfaction to me to inform you, that you will have a gentleman of his ability and experience attached to you for this service.

You will have under your command the men hereafter named, and be provided with three sledges, provisions, and necessaries, in almost every particular, as proposed and prepared by yourself.

As soon, therefore, as you are in every respect ready, you will proceed in the direction you think best for the southern shore of Bathurst Island, and if en route you are able to examine if the coasts laid down as Cornwallis and Bathurst Islands are connected, it will be satisfactory; however, this is not the object of your mission; but it is to place as a depôt as large a quantity of provisions as possible for a party hereafter to proceed to Melville Island, as well as to examine such places as you reach for traces of the missing expedition.

You will leave notices at such places as may appear desirable, stating the object of your mission, as also that of the expedition, and keep a record of your proceedings for my information.

Relying on your experience, prudence, and zeal, I do not enter into further detail, and have only to remind you that the season is fast closing; and that if you find the ice in an uncertain state, or the weather more severe than there is reason to anticipate, your safe return (however limited the extent of your journey may prove) will be a source of great satisfaction to me.

Be assured that you leave with my earnest prayers for your protection and guidance.

Given under my hand on board Her Majesty's Ship "Resolute"  
at Winter Quarters, between Cornwallis and Griffith Islands,  
30th September 1850.

(Signed) HORATIO T. AUSTIN

\_\_\_\_\_  
NAMES of the Men referred to.

Benjamin Young, Captain Fore Top,	}	H.M. Ship "Resolute."
Moses Tew, A.B.,		
William Swaney, A.B.,		
Eli Bone, A.B.,		
John Davies, Bombardier, R.M.A.,	}	H.M. Ship "Assistance."
William Dore, Captain Main Top,		
Stephen Howe, A.B.,		
John Cunningham, A.B.,		
James Dawson, A.B.,	}	Tender "Pioneer."
Edward Spencer, A.B., H.M. Steam		
Charles Campbell, cooper,	}	H.M. Steam Tender "Intrepid."
John Salmon, A.B.,		

## Lieutenant M'CLINTOCK to Captain AUSTIN.

Her Majesty's Ship ' Assistance,' Winter Quarters of  
Griffith's Island, 10th October 1850.

Sir,

I beg to acquaint you that in accordance with your instruction, dated 30th ultimo, I proceeded from this ship at 7h. 0m A.M. of 2d October with the travelling party of twelve men placed under my orders, and accompanied by Mr. Bradford, Surgeon of Her Majesty's ship "Resolute," also by parties under the orders of Lieutenant Aldrich, and Mr. Cheyne, mate.

The weather being mild, clear, and calm, we proceeded direct for a cape bearing N.  $\frac{1}{2}$  W. true (nearly), and being assisted by two men from Mr. Cheyne's fatigue party, we were enabled to keep pace with that under Lieutenant Aldrich. At 30m. past noon we halted for an hour to lunch; and at 5h. 50m. P.M. encamped upon the grounded ice under the cape (first cape). Estimated distance from the ship, 13 geographical miles; by pedometer, 15  $\frac{3}{4}$  miles English statute. At 6h. 50m. P.M. fired a rocket. At 10h. 30m. P.M. the tide flowed up through the tide cracks in the ice, and obliged us to remove our tents to the land. Obtained compass bearings here. The ice travelled over this day was remarkably smooth, until opening the north point of Griffith's Island; it then became a mixture of old floe pieces and young ice, chiefly the latter, which was occasionally much pressed up, similar to that southward of the ships; the travelling, however, continued to be good. Young ice extended off this cape for about a mile. Nothing seen to-day except one duck, three seals, and a few fox tracks.

3d October.—At 7h 50m. A.M. parted company with Lieutenant Aldrich, Mr. Cheyne, and their parties, which proceeded direct for Somerville Island. Continued our journey northwards in as nearly a direct line for the next distant head land, as was compatible with an examination of the coast line for cairns or other conspicuous traces of the missing expedition. Halted to lunch at one o'clock, the weather clear and calm, temperature +7°. At 5h. 15m. P.M. encamped upon the extreme of a low prominent point, temperature, -10°. An island, supposed to be Brown's Island, lying W.N.W. true, distant 6' or 7'. Saw Bathurst Island distinctly to the N.W. Our estimated distance from first cape, about 13 miles. At 6h. 16m. P.M. some of the party reported a rocket fired to the eastward, whilst others thought it merely a shooting star. The ice travelled over to-day was generally rugged, and apparently some years old, the hollows were filled with snow.

4th October.—Started at 7h 50m. A.M.; a light air from the eastward; clear, cold, fine weather, temperature -11°. Skuted round a deep bay, and encamped one mile short of the extreme point visible of Cornwallis Island. Weather overcast, temperature +1°. The travelling good throughout the day. Some heavy hummocks were pressed up on this point, and young ice off it. Obtained the true bearing of eastern extreme of Griffith's Island, S.E. by S. Estimated distance from last encampment, 13  $\frac{1}{2}$  miles. A fox was seen to-day.

5th October.—A steady fresh breeze from N.E. all night, with snow-dust; but being anxious to observe the trending of the coastline northwards of this point, and the wind being off the land, we proceeded at 8h. 30m. A.M. Temperature, -8°. Off this point, at a distance of 5 or 6 miles, is an island about 2 miles in length, its longest diameter being towards this point, and terminating in a low spit; the opposite end is high and bluff; we supposed it to be Brown's Island. On rounding the point (Detention Point), the wind drew round to north, and land trended N.N.W. (true). At 10 h. 40 m. A.M., the wind having increased considerably, the drifting snow prevented our seeing for more than a few hundred yards; and several slight frost-bites having occurred, we pitched our tents under a ridge of limestone shingle which afforded some protection from the wind. The sky was clear, and sun out, but we found it impossible to face the wind for any length of time. Towards evening the weather became more windy, threatening, and overcast; secured our tents firmly, end on to the wind. During the afternoon the young ice dah broken

away and left a lane of water along shore, but the thick snow-drift prevented our seeing either its width or extent; temperature  $-8^{\circ}$ .

*6th October.*—Blew strongly all day with thick drifting snow, and weather overcast; we were confined to our tents. Temperature inside,  $+18^{\circ}$ ; but we found it sufficiently warm in our blanket bags. Temperature at noon,  $+3^{\circ}$ .

*7th October.*—Rather less wind; temperature at 9h. A.M.,  $2^{\circ}$ ; thick weather, with thick drifting snow. Observed a considerable swell upon the water and loose pieces of ice drifting rapidly to the southward. Unable to proceed upon our journey. Dug out two of our sledges which had been covered with three or four feet of drift snow during the night, cleared out the tents, and built a snow wall to shelter one of them from the wind. A few slight frost-bites occurred. A track, supposed to be that of a wolverine was seen. The wind moderated towards evening.

*8th October.*—The wind still from north, but more moderate: fog hanging over the water, and mist over the land limited our view to less than a mile. As there was so little improvement in the weather, and the party had suffered considerably from cold and three days confinement in the tents, I determined upon depositing the depôt of provisions at this place and returning at once to the ship, more particularly as this is the farthest point whose position I have been enabled approximately to ascertain. The depôt was placed upon a conspicuous ridge about forty feet above the sea, and a boarding pike placed in the ground, with a cylinder and record of our visit attached. Leaving the men to pack the sledges and commence our return journey, at 8h. 40m. A.M., Mr. Bradford accompanied me northwards to increase as much as possible our knowledge of the coast. We found that it became extremely low, with outlying shingle ridges, and large hummocks of ice pressed up, at short intervals. Near the beach were several shallow fresh-water ponds, now frozen hard to the bottom. Having walked three miles along the coast we found it to be nearly straight, and trending about N. by W., true. The open water continued no farther northwards, and appeared to turn off to the west. At ten o'clock we commenced our return, feeling deeply disappointed that the four days we had spent upon this interesting part of the coast had been so thick as to prevent our ever being able to see any object at more than one mile distant; it shortly afterwards blew strongly with thick drifting snow. Mr. Bradford wounded two bears near our old encampment. At 1h 20m. P.M. overtook the party, and proceeded direct for the first cape. The lane of water appeared to terminate near the north end of Brown's Island; its length coastwise was about six miles, but the fog hanging over it prevented our observing its width. By 4h. 0m. P.M. the wind had fallen light, and weather become clear; temperature,  $-2^{\circ}$ . Continued our journey with all speed until 8h. P.M., when we observed three rockets thrown up by the squadron. Encamped upon the ice about five miles from the first cape, having accomplished twenty-three miles.

*9th October.*—Morning clear; saw the squadron distant about 17 miles; started at seven o'clock. Passed two fresh cracks in the ice extending off from the first cape. At nine o'clock the weather became foggy; travelled by compass until noon, when we made Griffith's Island, and pitched our tents to lunch. At forty minutes past noon the fog lifted and we saw the ships distant about 5 miles; continued our journey. At 2 P.M. we were met by Mr. May, and a fatigue party from the "Resolute;" continued thick fog, heard several guns fired. At ten minutes before four o'clock, we arrived on board Her Majesty's Ship "Assistance," the party all well.

I feel it to be my duty, before concluding this report, to bring prominently before you the zealous and admirable conduct of the men placed under my orders, together with the unvarying cheerfulness and spirit with which they exerted themselves to overcome every difficulty, and to forward the object of our journey; displaying throughout a degree of enthusiasm alike honourable to themselves and highly satisfactory to me.

And I further beg to take this opportunity of expressing the gratification it afforded me in having so experienced and agreeable a companion

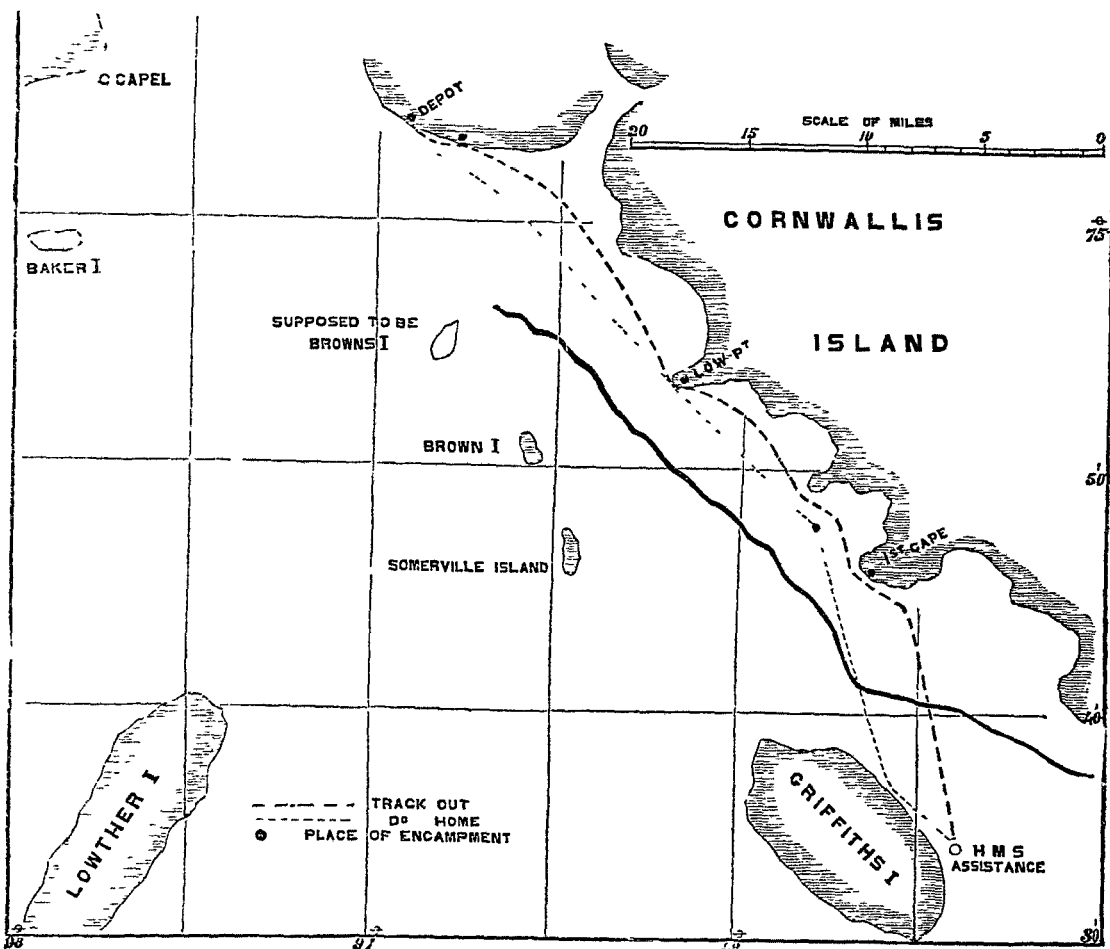
as Mr. Bradford; the solicitude with which he watched over the health of the men, and the friendly and unreserved manner with which he at all times aided me with his opinion or advice.

I have, &c.  
(Signed) F. L. M'CLINTOCK,  
Lieutenant.

The depôt consists of the following provisions, packed in metal cases :

- lbs.
- 256½ Pemmican.
- 240 Biscuit.
- 40 Pounded biscuit.
- 22 Moore's patent chocolate.

*A sketch showing the coastline as seen by travelling party.*  
[The thick coastline is that laid down by Sir Edward Parry.]



Captain AUSTIN to Lieutenant M'CLINTOCK of Her Majesty's Ship  
"Assistance."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,  
11th October 1850.

Sir,

I beg leave to acknowledge the receipt of your report of the 10th instant, and to express my entire approbation of your proceedings, and the satisfaction afforded me by the manner in which you have been able to speak of the assistance of Mr. Bradford, of the conduct and zealous cheerfulness of the men, and their return without any casualty, after exposure to such severe weather.

I have, &c.  
(Signed) HORATIO T. AUSTIN,  
Captain, &c.

## Enclosure 3 of No.11 of 1851.

Lieutenant OSBORN to Captain AUSTIN.

Sir,

Her Majesty's Ship "Pioneer,"  
13th October 1850.

I have the honour to report my return from examining the coast of Cornwallis Island, between Cape Martyr and an unnamed Cape, to the N.W. of our present position, without having found any traces of the missing expedition.

The breadth of the bay, seen to the northward of our present position, is about ten miles; and the land recedes to the distance of five miles.

Three good harbours are formed by projecting points in the said bay, a rough sketch of which I have annexed.

Two small islands and several shoals which I observed lead me to conjecture that water in the bay is generally shallow.

The only sign of the neighbourhood having been visited by human beings, was in the ruined remains of a conical shaped stone house, about sixteen feet in circumference; it must, however, have been of very ancient date, being much overgrown with moss, &c. This ruin lies about one mile and a half north of Cape Martyr.

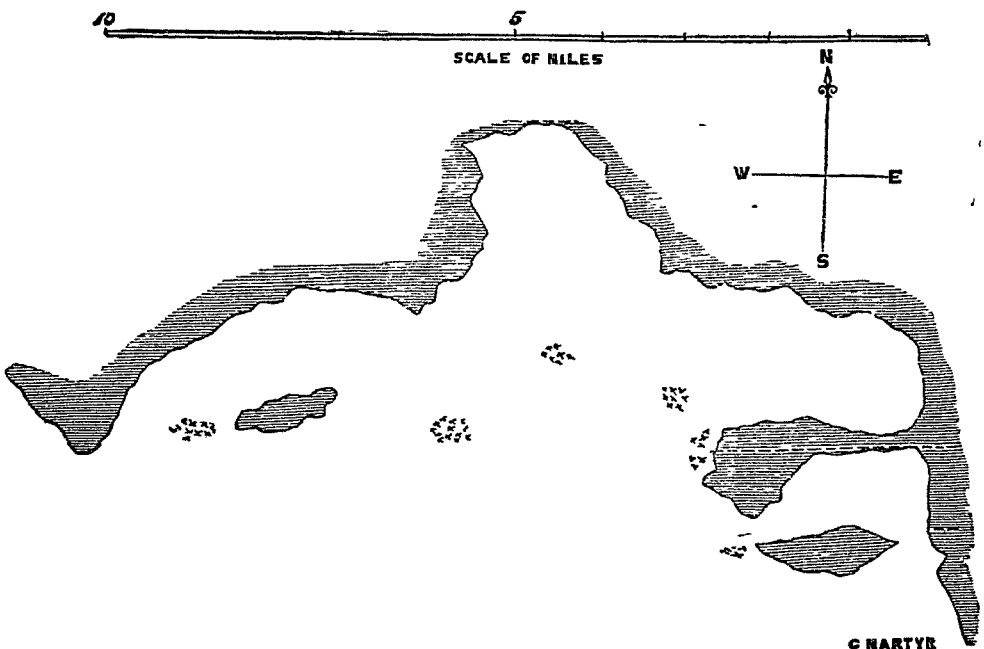
A solitary ptarmigan was the only living thing seen by us, and no traces of animals were observed. The land was a good deal covered with snow; but on flat and sheltered positions grass and moss was found in abundance. During the three days we have been absent the length of our daily journies have been as follows:—

Thursday, October 10th	- 10 miles	- temperature 6° +
Friday, " 11th	- 14 "	- temperature 3 -
Saturday, " 12th	- 13 "	- temperature 8 +

We found the equipment admirably adapted for the service, and the ration of food ample.

I am, &amp;c.

(Signed) SHERARD OSBORN, Lieut.



Captain AUSTIN to Lieutenant OSBORN, in charge of Her Majesty's  
Steam Tender "Pioneer."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,  
16th October 1850

Sir,

I beg leave to acknowledge the receipt of your report of the 13th instant, and to express my entire approbation of the manner in which you examined the coast from Cape Martyr westward to the unnamed point, bearing from the ship north-west (true).

I have, &c.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

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Enclosure 4 of No. 11 of 1851.

General Memorandum.

No. 3.

Captain AUSTIN to Captain OMMANNEY, Her Majesty's Ship "Assistance," the Lieutenants in charge, and the Officers, Seamen, and Marines composing the Expedition.

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,  
10th March 1851.

In making known the plan of operations shortly to be entered upon, I consider it a fitting occasion to observe,—

That hitherto the principal object has been to endeavour to preserve health, by careful attention to exercise in the open air, and, by instruction, amusement, and social intercourse, to pass the dreary period of an Arctic winter, and which, under the kindness of Providence, has brought us up to the present time in health and comfort. This of necessity has prevented the completion of some detail called for, so as to be in a state of readiness for commencing the important operations of search as soon in the month of April as the temperature will permit.

It therefore now behoves each and every one seriously to consider the task he has voluntarily undertaken in the noble mission of searching for our long absent countrymen, and is incumbent on all to attach themselves to the officers under whom they are placed, and be on terms of friendly association with each other, turning the period hitherto employed in exercise into that of healthful exertion as training for the labour before them.















The time hitherto set aside for instruction and amusement until 8 P.M., should now be given to the preparation of themselves, their party, and their sledge, until all is complete *in every detail*; the Saturday evening should also be given to the same purpose, as also the Thursday half-holiday, if found necessary.

With this, and every kind good feeling towards each other, joining "heart and hand" in the *great work* before us, and trusting all else to Him who has hitherto shown us great mercy and protection, (be our endeavours crowned with success or not,) we shall be able to look forward to our return to our country and homes with satisfaction, to receive that description of welcome that the "Endeavour to deserve" is sure to entitle us to.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.


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## PLAN of OPERATIONS for Search by Travelling Parties, determined upon 10th March 1851.


Officers' and Men's Names.	Name of Sledge.	Distinguishing Flag.	Motto.	Motto.	Distinguishing Flag.	Name of Sledge.	Officers and Men's Names.
<b>SOUTHERN DIVISION.</b>							
<b>CAPTAIN OMMANNEY.</b>							
<i>South-western Branch.</i>							
<i>Extended.</i> Capt. E. Ommanney William Dore James Brooke Charles Campbell Edward Privett George Davis Thomas Ward	Reliance		Domino dirige nos.	Sequor juvare.		Succour	<i>Limited.</i> Lt. Geo. F. Mecham. William Tullett. Robert Slessar. George Green. William Mitchell. John Bailey. William Beedling.
Lieut. W. H. Browne Joseph Beams William Harvey John Bettison William Lowrie Richard Binstead George Martin	Enterprize		Gazewhere some distant speck a sail implies; With all the thirsting gaze of enterprize.	Respico finem.		Inflexible	Mr. Charles Ede. George Drover. John Elliott. Francis Dow. Thomas Rumble. Thomas Coplands. William Colwill.
<i>Western Branch.</i>							
<i>Extended.</i> Lieut. Sherard Osborn Mr. H. P. Webb James Marshall Edward Spencer William M <sup>c</sup> Arthur Edward Thomas John Green John Harbourn	True Blue		Nil desperandum.	Nothing adventure nothing win.		Adventure	<i>Limited.</i> Mr. Vesey Hamilton. Peter Simpson. John Scarlett. John Cunningham. Geo. Francis. Stephen Howe. Francis Webber. William Manger.
<i>Auxiliary to the Southern Division.</i>							
Mr. Fred. J. Krabbé Thomas Armstrong Thomas Wilson John Heyden	Success		One and all	—	—	—	William White. Robert M <sup>c</sup> Clean. Geo. Custance. Thomas Northhouse.
<b>WESTERN DIVISION.</b>							
<i>Northern Branch.</i>							
<i>Extended.</i> Lieut. R. D. Aldrich Serjeant Gough William Coles Peter Finney Robert Holly Thomas Ransom William Huggett James Fox	Lady Franklin		Faithful and firm.	In Deo confido.		Hotspur	<i>Limited.</i> Mr. R. B. Pearse. James Robinson. William Ward. Henry Deller. James Shingleton. William Culver. William George. Henry Fussell.
<i>Western Branch.</i>							
<i>Extended.</i> Lieut. F. L. M <sup>c</sup> Clintock James Wilkie James Dawson William Richards John Salmon James Hoill James Rodgers	Perserverance		Perservere to the end.	Faithful and intrepid.		Dasher	<i>Limited.</i> Mr. W. B. Shellbear. James Fullarton. Robert Urquhart. Foster M <sup>c</sup> Kenzie. Thomas Hood. George Wood. Henry Morgan.
Mr. A. R. Bradford Benjamin Young Robert Hoill Moses Tew Eli Bone William Swaney Samuel Rogers	Resolute		St. George and merry England; onward to the rescue.	Prospice. Respice.		Excellent	Mr. W. Wm. May. Geo. S. Malcolm. Thomas Brown. John Davies. Benjamin Strutt. John Wright. John Heels.
<i>Auxiliary to the Western Branch.</i>							
Mr. Jno. P. Cheyne Joseph Organ William Elliott James Foley	Parry		Endeavour to deserve.	—	—	—	Thomas Record. Henry Cumber. Richard Bland. Nicholas Holton.

PLAN of OPERATIONS for Search by Travelling Parties, determined upon  
10th March 1851—*continued.*

To examine Depôts on Somerville and Cornwallis Islands, and make running Survey  
between Cornwallis and Bathurst Islands.

Officers' and Men's Names	Name of Sledge.	Distinguishing Flag.	Motto
Mr. Geo. F. M'Dougall - Mr. Clements F Markham Joseph Abbott James Beer - - - Alexander Thompson - Richard Ellis - - - Joseph Bacon - - -	} Endeavour		} Our trust is in God.

As soon as one of the foregoing parties returns, or otherwise, on the 24th of April 1851, the following to leave, to examine Lowther, Davy, and Garrett Islands; to look at the state of the ice to the westward, and advance a depôt to the south-west point of Lowther Island for the return of the limited party from the westward and southward

Officers' and Men's Names	Name of Sledge.	Distinguishing Flag.	Motto
Mr. Robert C. Allen - - Mr. Edward Langley - - Thomas Bond - - - Robert Mocr - - - George Murray - - - Michael Collins - - - John Cunningham - - - Simon Dix - - -	} Grinnell -		} The heart that can feel for another.

SCALE of PROVISIONS per day, established for each Person attached to the Spring  
Travelling Parties.

Biscuit	Peppercorn.	Biscuit Dust	Boiled Pork	Rum	Lime Juice	Sugr.	Alternately, or as each Party may desire				Tobacco	Spirits of wine for fuel	
							Tea	Sugar	Moore's Chocolate	Sugr.		Each Party of 7 persons.	Each Party of 8 persons.
<i>lbs</i> $\frac{3}{4}$	<i>lb</i> 1	<i>oz</i> 1	<i>oz</i> 6	<i>gills</i> 1	<i>oz</i> $\frac{1}{4}$	<i>oz</i> $\frac{1}{4}$	<i>oz</i> $\frac{1}{4}$	<i>oz</i> $\frac{1}{2}$	<i>oz</i> $1\frac{1}{2}$	<i>oz</i> $\frac{1}{4}$	<i>oz</i> $\frac{1}{2}$	<i>gills</i> $4\frac{1}{2}$	<i>gills</i> 5
												If not spirits of wine sufficient for all, then the limited parties to take concentrated rum	

*Notes.*—In addition to the above, each sledge will be furnished with a small quantity of pickles, and pepper and salt mixed.

The several parties are to understand, that they have the option of leaving behind any portion of their allowance of rum, and that a proper proportion of tea will be given in compensation for it.

EQUIPMENT FOR EACH SLEDGE.

- |   |  |
|---|--|
| 1 gutta percha or oiled canvas casing, considering if desirable a flat batten and canvas bottom, in lieu of present crosspiece and netting                  | 2 lbs. powder; percussion caps in proportion.  |
| 1 tent, and 5 pikes or poles; one fitted with a small ice chisel.   | 8 lbs. shot.   |
| 1 floorcloth, and 2 wolf skins.   | 8 lbs. ball each gun.  |
| 1 felt sleeping bag (each person).  | 1 bag of sundries, including a small line for getting soundings.                     |
| 1 shovel.   | 1 pannikin, 1 spoon, and 1 knife each person.  |
| 1 cooking apparatus, and for extended parties 1 additional apparatus for melting snow, to serve also as a spare cooking apparatus in the event of accident. | Instruments necessary for observations.  |
| 1 small kettle where required.  | 1 small tin case of medical stores.  |
| 1 haversack for luncheon.   | The prayer adapted for Arctic service, and a small bible.                            |
| 1 haversack (each officer)  | 2 or 3 kites.  |
| A few printed notices, and tin cases for depositing.  | 1 brush for clothes.   |
| 1 knapsack each man (for extended parties) for carrying clothes and provisions, in the event of accident to the sledge.                                     | 1 tinder box, and a bag for getting a light.   |
| 1 gun, in addition to officer's gun.  | A small number of wax candles.   |
|   | Cotton matches dipped in brimstone.  |
|   | 1 lantern.   |
|   | 1 pickaxe.   |
|   | N B—For Cape Walker parties, about 50 fathoms of lead line, and 2 of Hallet's boats. |



## A List of the Walking Dress and Spare Clothing established for each Person.

## WALKING DRESS.

1 inside flannel.  
 1 Guernsey frock.  
 1 serge frock.  
 1 duck jumper.  
 1 pair of drawers.  
 1 pair of breeches.  
 1 pair of overall duck pantaloons, tied above the calf.  
 1 waist belt.  
 1 pair of stockings.  
 1 pair of blanket feet wrappers.  
 1 pair of wadmill hose.  
 1 pair of canvass boots, leather soles, ship made.  
 1 Welsh wig.  
 1 southwester.  
 1 comforter.  
 1 pair of mitts, with lanyards.  
 1 eye shade.  
 1 bottle to carry inside frock, for water.

## SPARE CLOTHING.

1 inside flannel.  
 1 pair of drawers.  
 2 pairs of stockings.  
 2 pairs of blanket feet wrappers.  
 1 pair of canvas boots, leather soles, ship made, for extended parties; limited parties to take warm cloth boots in lieu.  
 1 cloth jacket (yet open to a question).  
 1 pair mitts.  
 1 towel and a piece of soap.  
 1 comb.

Note.—1 pair of stockings, and 1 pair of blanket feet wrappers only for limited parties.

The third pair of blanket feet wrappers not to be cut out until required.

(Signed) HORATIO T. AUSTIN,  
 Captain, &c.

## Enclosure 5 of No. 11 of 1851.

Captain AUSTIN to Mr. GEO. F. M'DOUGALL, Second Master to Her Majesty's Ship "Resolute" in charge of the Sledge "Endeavour."

By Horatio T. Austin, Esq., C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

It being of importance that the depôt placed in the autumn of last year by Lieutenant Aldrich on the N.W. point of Somerville Island should be examined, and advanced to the S.W. point of Lowther Island; and that that placed by Lieutenant M'Clintock on the extreme point of Cornwallis Island to the westward, visible from Browne Island, should be examined and increased before the spring travelling parties set out; as also that the nature of the unexplored part between Cornwallis and Bathurst Islands should be ascertained, with the view to a survey hereafter; and considering your knowledge in surveying, and desire to be so employed, I have selected you for that service.

You will therefore take under your command the officer and men hereafter named (provisioned and equipped for 20 days), who have all volunteered for this service, and who with their sledge have been under your control and responsibility for preparation and equipment since the 10th ultimo; and as soon as in every respect complete and ready, proceed to the N.W. point of Somerville Island, examine the depôt there, and then advance to Browne Island; from the summit of which, should the weather be favourable, it is probable that you will be able to obtain a good view of the unexplored part between Cornwallis and Bathurst Islands; but should the weather not prove propitious on arrival, I leave to your own judgment to consider whether it would be desirable to wait a day for the accomplishment of that object.

After which you will proceed to examine the depôt deposited by Lieutenant M'Clintock on the extreme visible point of Cornwallis Island to the westward before mentioned, leaving there in good security the 140 lbs. of provisions with which you are charged for the Melville Island party, with such portion of your own as you may be able to spare without crippling your resources; and from where, or from Browne Island before, should the unexplored part between the islands appear to be a channel, I should wish you to proceed to its entrance, look for traces of the missing expedition, and determine whether it is a likely opening for a ship to have passed up.

You will then return to Somerville Island, take the depôt from there, and carry it on to the S.W. point of Lowther Island, deposit it in good security, with a conspicuous mark to enable the party hereafter to cross the strait readily to perceive it, and make such search for traces as may appear satisfactory.

You will deposit a notice at each of the places you visit, and at the depôts on Somerville, Cornwallis, and Lowther Islands, brief accounts of your proceedings.

Having exerted your best efforts to carry out this service, you will return with all despatch to the ship.

You, and the officer with you, will keep journals of proceedings and a track of your route; which, with such observations, sketches of headlands, &c., that your acquirements may enable you to make (and that will be very satisfactory for me to receive), with the data connected with them, must be transmitted as soon as convenient after your return.

In the event of your meeting with any of the advancing parties on your return, I desire that you will endeavour to effect a communication, and make them acquainted with the results of your examinations; but should you not have anything of importance of which to apprise the party on the Northern Branch, it is not of moment that you should deviate much from your course for that purpose.

Given under my hand on board Her Majesty's Ship "Resolute," in Winter Quarters between Cornwallis and Griffith Islands, the 4th of April 1851.

(Signed) HORATIO T. AUSTIN.

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The OFFICER and MEN referred to

Mr. Markham, Midshipman, H.M. Ship "Assistance."	}	"H.M. Ship "Resolute."
Joseph Abbott, Captain Forecastle,		
James Beer, Corporal, R.M.A.,		
Richard Ellis, Stoker,		
Samuel Taylor, Stoker,		
Joseph Bacon, A.B.,		
Robert Graham, A.B.,		

Provisioned and equipped for 20 days, with one runner sledge.

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Captain AUSTIN to Mr. GEO. F. M'DOUGALL, Second Master, Her Majesty's Ship "Resolute," in charge of the Sledge "Endeavour."

By Horatio T. Austin, Esq., C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

With reference to your return from the examination of the depôt on Somerville Island, and report thereon, you are hereby directed to proceed again as soon as you are ready, with the 15 days provisions you have remaining, in execution of the orders of the 4th instant, under the following revision; viz.

- First, you will receive an additional quantity of provisions for the Melville Island party, making in all about 470 lbs., and proceed with it to the depôt on Cornwallis Island, which you will examine, and there deposit such provisions in good security; and,
- Second, you will neither visit Somerville Island nor Lowther Island.

The other parts of such orders will remain in full force.

You will receive another man in lieu of Mr. Markham, Midshipman.

I remind you that every precaution is necessary to preserve the men from snow blindness.

Given, &c., 10th April 1851.

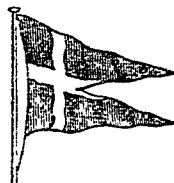
(Signed) HORATIO T. AUSTIN.

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## OFFICERS and MEN comprising Party.

Names	Rank or Rating.	Belonging to.
George F. McDougall	Second Master	Resolute.
Clements Markham	Midshipman	Assistance.
Joseph Abbot	Captain, Forecastle	Pioneer.
James Beer	Corporal, R. M. A.	Pioneer.
Joseph Bacon	A. B.	Resolute.
Robert Graham	A. B.	Resolute.
Richard Ellis	Stoker	Pioneer.
Samuel Taylor	Stoker	Pioneer.

H. M. Sledge "Endeavour."



Motto—"Our trust is in God"

## ABSTRACT OF ORDERS.

To ascertain state of depôts on Somerville and Cornwallis Islands, inspect unexplored space between Cornwallis and Bathurst Islands, and to search for traces of the missing expedition under Sir J. Franklin.

Sir,

Her Majesty's Ship "Resolute," Griffith's Island, Monday,  
28th April 1851, lat 74° 35' N., long 95° 10' W.

The equipment of the sledge "Endeavour" being completed in every respect, I proceeded, in compliance with your orders, at 2 P.M. on Friday the 4th instant, and at 7 h. 30 m. P.M. encamped for the night on the N.W. extremity of Griffith's Island, distant from the ship about 6 miles; weather during the day overcast, and gloomy; wind moderate from E.S.E.

*Saturday 5th.*—6h. 30m. A.M. temperature outside tent, 14° minus; inside tent 8° plus. 8h. 50m. proceeded on in the direction of Somerville Island; found the floe good for travelling; wind light from N.W.

6 P.M. encamped for the night on the floe, having travelled about 10 miles, party rather fatigued; temperature outside tent, 17° minus, inside 6° minus; weather during the day fine.

*Sunday 6th.*—5h. 30m. A.M. Temperature outside, 27° minus; inside 10° minus.—9 A.M. proceeded.

10 h. 30 m.—Left the sledge, and, accompanied by Mr. Markham, taking sextant and artificial horizon, went on in advance in order to obtain the latitude at noon.

## Abstract of Weights.

Standing weights - lbs 520½  
Provisions and depôt 531½

Total - 1,052

Weight per man - 175½

Provisions for 8 men for 20 days, for detail of above, vide report.

Encamped - 6½ hours

Proceeding - 5½ hours

Estimated distance 6 miles

Encamped - 15 hours

Proceeding - 8½ hours

Estimated distance 10 miles

Detained, luncheon - ½ hour

Encamped - 19 hours

Proceeding - 5 hours

Estimated distance - 6 miles.



SOMERVILLE ISL - N W (TRUE)

11h. 40m. A.M.—Arrived on shore at N.W. point of Somerville Island; Obtained mer. alt., which made the lat., 74° 43' 11" N.

Leaving the instruments at this point, we went on by the western shore to the S.W. extremity, where after a long search we discovered the remains of depôt deposited in the autumn of last year by Lieutenant Aldrich, whose paper I extracted from a bottle.

After a close inspection, we found the greater part of the provisions had been destroyed by bears and foxes, whose footprints were very numerous. One case of pemmican, several cases of chocolate, and a tin containing pea-soup were all that remained entire, although they all bore evident signs of having been bitten and clawed by bears.

The only traces of the remainder of the provisions, were the remnants of the iron potato cases (in which they had been stowed) found in the vicinity of the depôt crushed, and in several places literally torn.

The snow being deep, and having no materials for digging, we returned by the way of the hills to the N.W. point, where we found the sledge. Pitched tent for the night.

*Monday 7th.*—Temperature outside tent, 25° minus; wind strong from N.W., with thick misty weather. 7 A.M. Observed two bears close to the tent; went in pursuit, but did not overtake them. 9 A.M. Left tent, and accompanied by Mr. Markham and three men, with digging materials, pro-

Somerville Island - N W pt  
Mer O A H 42° 56' 10"  
Index error - + 2' 15"

Encamped - 21 hrs.

Detained by weather, and for purpose of searching depôt - 10 hrs

Estimated distance travelled to and from depôt twice } 12 miles

ceeded over the hills to the depôt, distant from our encampment about three miles. During the forenoon found only a few cases of chocolate.

1 P.M. Returned to the tent for luncheon; after which, again left for depôt, taking the only route unexplored, viz., the east and south shore. On our way, passed within a few hundred yards of two bears.

One ( $\frac{1}{2}$  lb.) case of chocolate was all we succeeded in obtaining, after two hours hard labour, which the inclemency of the weather rendered peculiarly severe and disagreeable.

Taking the whole of the cases, consisting of ten (1lb.) cases, and one ( $\frac{1}{2}$  lb.) case, but leaving the pemmican and pea-soup, we returned to the tent over the hills. Wind during the day strong and piercing. Several frost-bites occurred.

Somerville Island lies about N E. and S W.; is about  $3\frac{1}{2}$  miles in length, and  $2\frac{1}{2}$  broad; the highest point, which is near the centre of the island, is about 200 feet above the level of the sea. Towards this point the shore rises gradually in terraces of laminated limestone and shingle, of which the whole island is composed, save at the S.W. end, where we found large masses of limestone, forming terraces, terminating in a low cliff, on which the depôt had been placed.

In the hollows on the higher parts of the island were several frozen lakes of fresh water. All of them were of small extent, and very shallow, varying from 20 to 50 yards in length, and half these distances broad, and about 18 inches or 2 feet in depth. The ice was transparent, the shingle at the bottom being distinctly visible.

The water in our bottles, though secured close to our bodies, having become solid, each man laid in a good supply of ice, which lasted us whilst travelling for several days. No doubt, in the summer season, these pools are greatly enlarged by the melted snow, for which there are no channels of escape to the sea.

Wherever the ridges were bare of snow, small quantities of lichen were observed, which probably forms the principal food of hares, whose dung was distributed over the whole island.

On our first arrival at the Somerville Island depôt we observed Lowther Island. The floe in that direction appeared uneven and hummocky.

Feeling that the safety of the various travelling parties must depend in a great measure on the security of their depôts, I deemed it prudent, after mature consideration, to deviate from the orders I received, and return to the ship as speedily as possible, for the purpose of informing you of the little reliance to be placed on unburied provisions, however securely packed.

*Tuesday 8th* — Wind moderate from N.W.; clear weather; temperature of air,  $23^{\circ}$  minus. Observed two bears prowling about the tent.

8.30 A.M. Commenced moving towards Griffith's Island. Bears in company, about 200 yards distant. At 9 they passed ahead, faced round, and advanced towards us, apparently with the intention of attack. Stopped the sledge, and armed party with pikes.

Advancing with a single-barrelled fowling-piece, accompanied by Corporal Beer, R.M.A., armed with a similar weapon, I fortunately succeeded in shooting the smaller of the two animals through the back, which paralysed the hinder quarters.

Both animals now began to retreat, the wounded one, which proved to be a female, being assisted by the large bear (supposed to be the mother) in a very novel but interesting manner.

Placing herself in such a position as to enable the young bear to grasp with her fore paws her hinder quarters, she trotted on with her burden faster than we could walk, turning occasionally to watch our proceedings. Never before had I witnessed such an instance of devoted affection in an animal, which, though wounded severely by Corporal Beer and myself in the back and foot, continued at the post of danger until we had closed within 50 yards, when, maddened with rage and pain, she advanced rapidly towards us.

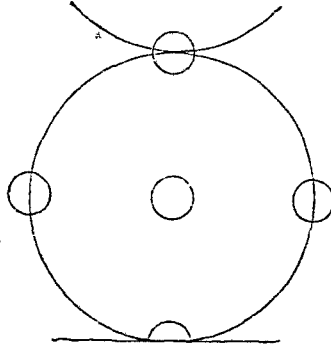
At this somewhat critical moment I fired, and struck the bear in the head, from which a considerable quantity of blood flowed. Shaking her head, and rubbing the wounded side occasionally in the snow, she made off, and left the young bear to her fate, which was soon decided by a bullet.

Encamped	-	-	15½ hrs
Detained shooting a	}	-	2 hrs
bear			
Proceeding	-	-	6¼ hrs
Estimated distance	-	-	7 miles

On skinning this animal, whose extreme length was about we found the flesh in very bad condition, obtaining only about twenty pounds of fat, which answered admirably for fuel, when mixed with tallow.

On examining the stomach and intestines, we found a thin white fluid, but not a particle of solid substance; taking the skin, we returned to the sledge at 11 A.M., and proceeded.

Noon.—Weather became misty; observed a remarkably brilliant halo around the sun, with 4 parhelia; the upper parhelion being bisected by an inverted halo passing through it (as in the above sketch), the centre of the lower one being in line with the horizon. Diameter of halo about  $40^\circ$ .



Steered by sun till 5.30 P.M., when the men being fatigued and cold, encamped for the night on the floe, having travelled during the day about six miles; temperature  $20^\circ$  minus; wind fresh from N.W. with drift; thick misty weather.

*Wednesday 9th.*—Wind moderate from W.S.W.; weather gloomy. At 9 A.M. I left the sledge to proceed on, in charge of Mr. Markham, about 16 miles from the ship, on board which I arrived at 3.30 P.M.

4 P.M. A party of men was despatched to assist in bringing in sledge, which did not reach the ship till 11 P.M.

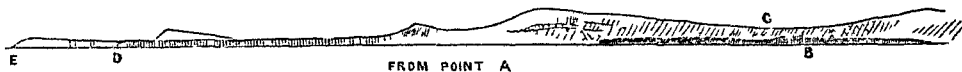
*Friday 11th.*—Wind moderate from N.W.; weather fine; temperature  $24^\circ$  minus. Having received a quantity of provisions amounting to 470 lbs. to increase the Melville Island depôt on Cornwallis Island, and an additional man, Corporal Morgan, R.M.A., for the sledge, I proceeded at 8 A.M. with party, the sledge being drawn by excursion parties till 10.15.

On parting company we received three hearty cheers, which we returned, and then made direct for the point marked A (*vide* rough plan), where we arrived at 4 P.M. and pitched the tent.

Here we observed the remains of Esquimaux huts which appeared to be of very ancient date; from this point the coast runs back irregularly about 5 miles, forming a bay, terminating in a low point D, about 10 miles N.W. (true) of point A.

At the N.W. end of the bay I discovered a small inlet C, and near the centre of the bay I discovered a low islet B, about one mile long and half a mile broad. Took a round of angles and bearings.\*

*Saturday 12th.*—Wind moderate from E.S.E.; weather fine. 8 A.M., wind being fair, made sail and proceeded; floe good for travelling. 5 P.M. arrived at and pitched tent on point D, which is a long narrow tongue of shingle.



*Sunday 13th.*—Wind fresh from S.E., with thick weather, drift, and snow. 8.30, ready to proceed, but remained stationary till 10, when there being no appearance of clearing, struck tent, made sail, and proceeded.

6 P.M. Pitched tent for the night on the floe about 5 miles S.E. of (depôt) point E, and about the same distance S.W. of the entrance of a deep inlet F, running N.E. and S.W., about  $1\frac{1}{2}$  miles broad, and apparently about 9' deep. Observed a bear approaching; prepared to receive him; but when within 300 yards he turned and made off.

During the night the wind increased to a heavy gale from S.E., with very heavy snow drift.

*Monday 14th.*—A strong gale from the S.E. with heavy snow drift until 6 P.M., when it began to moderate, and a heavy fall of snow took place, which continued all night; weather during the day too bad to travel.

*Tuesday 15th.*—Wind light from S.E. with thick foggy weather, and a fall of snow. 9, made sail and proceeded. Floe bad for travelling, its surface being covered with newly fallen snow a foot in depth.

Encamped	- -	10½ hrs.
Proceeding	- -	13½ hrs.
Estimated distance	- -	15 miles

Temperature at Ship	
Max	- - - $11^\circ$ -
Min	- - - $26^\circ$ -
Mean	- - - $18\frac{1}{2}^\circ$ -

Abstract of Weights	
Standing weights	- 520½
Provisions	- 420
Ditto for depôt	- 470

Total -- by 7	-	1,410½
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Weight per man	-	201 4
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*Vide* detailed report.  
Provisioned for 15 days for 8 men,

Or 13 days for 9	
Encamped	- - 8 hrs
Proceeding	- - 8 hrs
Distance estimated	- 14 miles

\* To be delivered with rest of data.

Temp. at Ship	
Max	- - - $10^\circ$ -
Min	- - - $25^\circ$ -
Mean	- - - $17\frac{1}{2}^\circ$ -
Encamped	- - 15½ hrs
Proceeding	- - 8½ hrs
Estimated distance	- 10 miles

Max	- - - $1^\circ$ -
Min	- - - $11^\circ$ -
Mean	- - - $6^\circ$ -
Encamped	- - 17 hrs
Detained by weather	- 1½ hrs
Proceeding	- 7 hrs
Estimated distance	- 9 miles

Max.	- - - $7^\circ$ +
Min	- - - $1^\circ$ -
Mean	- - - $4^\circ$ +
Encamped	- 24 hrs.
Detained by weather	- 10 hrs
Max	- - - $18^\circ$ +
Min.	- - - $5^\circ$ +
Mean	- - - $11\frac{1}{2}^\circ$ +

Encamped - 20 hrs  
 Proceeding - 4 hrs  
 Encamped at depôt - 6 hrs  
 Estimated distance - 5 miles

1 P.M. Arrived at depôt, point E, left by Lieutenant McClintock in October last, of which only three cases of pemmican and 12 cases of chocolate were uninjured, all the bread and bread dust being destroyed, two of the preserved potato cases in which it had been stowed being found much crushed, and the contents extracted.

Employed during the afternoon digging a pit, which, from the hard nature of the ground, occupied three hours; deposited therein the 470 lbs. of provisions for the Melville Island parties. Covered the whole with large stones, filling in the interstices with loose earth. On the top placed the pemmican, erected pike with a handkerchief secured to the top to indicate position, and left the pickaxe as directed.

Placed in tin case attached to pike a paper, with a copy of printed notices, as well as a brief outline of our movements since leaving the ship, with all necessary information respecting depôt.

6.30. retired to tent. Weather during the day thick, cold, and miserable, snow falling; a bad day for the eyes.

Temp of Ship  
 Max - - - 17° +  
 Min - - - 14½° +  
 Mean - - - 15½° +  
 Encamped - - 24 hrs  
 Weather too boisterous to travel

\* Found on board on return

*Wednesday 16th.*—Wind strong from S.E., with heavy snow drift; dark and gloomy overhead. 8.30. wind shifted to south, but did not moderate. Observed occasionally a point of land to the N.W. Weather too boisterous to travel. Missed the spirit lamp\* belonging to apparatus; made one from a soup and bouilli tin, which on trial was found to answer the purpose.

During the evening Richard Ellis complained of snow blindness; dropped some opiate of wine into each eye, which caused almost immediate relief. Held a musical festival this evening, which lasted till past midnight.

Temp of Ship  
 Max - - - 25° +  
 Min - - - 16° +  
 Mean - - - 20½° +  
 Encamped - - 17 hrs  
 Proceeding - 7 hrs  
 Estimated distance 14 miles

*Thursday 17th.*—Wind strong from south, with moderate drift. 9, proceeded under sail along the coast of Cornwallis Island, keeping within 200 yards of beach.

1.30. P.M. Could trace the low land to the northward, which appeared to take a westerly direction. Following the line of beach on which Mr. Markham and myself occasionally walked, we found the point G seen from the depôt to be merely the western horn of a bay; but, from the fact of its being higher than any other land in its immediate neighbourhood, it makes like an island at any distance.

This bay is about 6 miles broad; the land all round is low, but particularly so in the depth of the bay, where the beach, 15 or 20 feet above the sea level, extends to the northward, apparently for several miles, without a single rise.

This plain, if such it may be called, is, however, bounded on the eastern side by a range of hills, being a continuation of the coast line from point E, and, with various undulations, apparently terminates about 15 miles to the northward in a sloping bluff.

5 P.M.—Arrived at peninsula G, which is about 3 miles in length from neck to south point, and 2 miles broad. Accompanied by Mr. Markham, I walked across to the western shore of the peninsula, which is much steeper than that to the eastward.

The misty weather prevented our having a very extensive view, the only land we saw being a continuation of that on which we stood. This appeared to take a N.W. direction, but after a few miles it became too indistinct to form an idea whether or not it joined Bathurst Island, which I did not see.

On the point G, which is composed of shingle, we observed a great quantity of lichen of the most brilliant colours, varying from a deep crimson to the most delicate straw colour. During the night the wind increased, with heavy drift.

Perceiving no chance of the weather moderating, I deemed it imprudent to proceed any further west, as our provisions were now getting short. I therefore resolved on retracing my steps as soon as the weather would permit.

*Friday 18th.*—Wind strong from south, with drift; sun obscured, weather unfit for travelling head to wind.

2 P.M. Wind shifted to S.W. Shifted tent end on, an operation at all times unpleasant, but especially so in a strong gale, with heavy snow drift.

Temp of Ship  
 Max - - - 27° +  
 Min - - - 19° +  
 Mean - - - 23° +  
 Encamped - - 24 hrs  
 Weather too boisterous to travel head to wind

*Saturday 19th.*—Wind light from south ; weather overcast and gloomy, with snow and thick mist. Waited till noon for meridian altitude, but was disappointed.

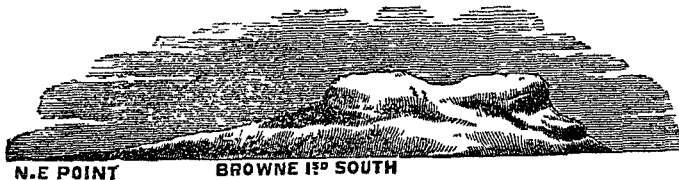
1 P.M. Wind light from N.W., with snow ; weather overcast and gloomy. Proceeded for point E. 3. Stopped and melted snow to fill water bottles, for which purpose expended one gill of spirits of wine.

Observed a snow bunting flying to the westward. 3.30. Proceeded ; floe fair for travelling. 4. Observed depôt through telescope, and two bears in its vicinity. Felt great uneasiness respecting the safety of provisions.

5 P.M. Arrived at depôt, and was much relieved on finding Lieutenant M'Clintock's paper, on which he states the provisions were all safe. Extracting the paper, I put in its place one of my own, with a copy of the printed notice. Pitched tent for the night.

*Sunday 20th.*—Our tea this morning was cooked over a fire made of an old painted canvas bag and some turf, gathered at peninsula G. Some little time elapsed before the turf caught, but when it became dry it threw out a considerable heat. I am inclined to think, from the success of this experiment, that when the season becomes more advanced, the turf, when well dried, will form an excellent article for fuel. Weather very gloomy ; calm.

8.30. A.M. Proceeded on in the direction of Browne Island, bearing south (true).



10 A.M. A breeze sprung up from east, and a fall of snow took place which obscured all objects ; floe bad for the eyes.

2.15 P.M. Arrived at N.E. extremity of Browne Island ; pitched tent ; weather very misty ; breeze fresh from north.

During the night the wind veered to N.W. by N., and increased to a heavy gale, with much drift ; passed a cold and comfortless night ; tent shaking.

*Monday 21st.*—A fresh gale from N.W. with heavy drift ; clear overhead. 11. Shifted the tent. By sitting within the tent, I succeeded in getting the meridian altitude, which made the latitude  $74^{\circ} 49' 10''$  N.

During the evening, the weather being somewhat clearer, I took a round of angles and bearings.\*

*Tuesday 22d.*—Wind moderate from N.W. ; weather fine. On rising this morning, discovered the fresh track of a bear within ten yards of the tent.

Browne Island is about six miles in circumference, is steep too at the south end ; its highest point is about 500 feet above the level of the sea. On the N.E. side, the land gradually declines in height, and terminates in a long narrow tongue of shingle ; the appearance of this island bears a striking resemblance to Beechey Island ; like all the land we have visited, it is composed of limestone, the bluffs to the S.E. being stratified.

9 A.M. Made sail and proceeded ; floe good for travelling. 6 P.M. Pitched tent on the floe, having travelled during the day about 15 miles.

*Wednesday 23d.*—Wind moderate from N.W. ; weather overcast with mist. 8.30 A.M. Proceeded. 10.30. Observed the ships. 1 P.M. Observed ships to hoist their ensigns. 2.30. Arrived alongside "Resolute."

In conclusion, I have only to add that Mr. Markham proved an agreeable companion and useful assistant, and I feel great pleasure in stating that although the cold at times was intense, being  $30^{\circ}$ —, and the privations great, the party of men attached to the sledge were zealous and active in carrying out the laborious work in which we were engaged.

During the whole period of our absence I remarked nothing approaching discontent ; on the contrary, the duty was performed with cheerfulness.

		Temp. at Ship
Max	-	25° +
Min.	-	19° +
Mean	-	22° +
Encamped	-	20 hrs.
Detained to get mer	⊙	} 4 hrs. ⚡
Proceeding	-	
Estimated distance	-	9 miles.

		Temp of Ship
Max	-	28° +
Min.	-	15° +
Mean	-	21½° +
Encamped	-	19½ hrs.
Proceeding	-	4½ hrs
Estimated distance	-	7 miles.

		Temp at Ship
Max.	-	10° +
Min.	-	13° -
Mean	-	1½° -
Encamped	-	24 hrs.
Weather too boisterous to travel		
Browne Island, N E point		
Mer	⊙ by A H.	53° 31' 0''
Index error	-	+ 2' 13''
* To be delivered with rest of data		
Max.	-	9° -
Min	-	16° -
Mean	-	12½° -
Encamped	-	15½ hrs
Proceeding	-	8½ hrs
Estimated distance	-	16 miles

		Temp at Ship.
Max.	-	20° -
Min	-	26° -
Mean	-	23° -
Encamped	-	18 hrs
Proceeding	-	6 hrs
Estimated distance	-	12 miles

Blessed with health, the whole party was contented and happy, and returned on board after eighteen days travelling in as good health and spirits as when they left.

During our absence I never lost sight of the great object of the expedition, but I regret to state no traces were discovered of the missing ships.

The object of the rough plan annexed is to make the reading more intelligible. Browne and Somerville Islands are placed in their proper latitudes, but the coast line is merely sketched in by the eye. I have data, however, which, in accordance with your directions, shall be laid before you at the earliest opportunity.

I have, &c.  
(Signed) GEO. F. M'DOUGALL, Second Master,  
commanding Sledge " Endeavour."

*Note* — All the bearings in the foregoing remarks are *true*.

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#### GENERAL REMARKS connected with Travelling.

Sir,

In accordance with your wishes, I beg to subjoin the following remarks.

On first leaving the ship, the sledge appeared to drag very heavily, but I attribute as much to the unusual nature of the work as to the weights, for on leaving the ship a second time, with a considerable increase per man, I observed that we not only progressed faster than before, but the men at the end of the day's work appeared less fatigued.

I cannot say too much in favour of the tent with which I was supplied (made, I understand, from a plan of Mr. Abernethy's). The comfort which the breadth of a cloth of canvass at the top made must be experienced to be properly appreciated.

We found the arrangements for sleeping perfect in every respect, the only unpleasant part connected with it was getting up in the mornings, when, in addition to frozen boots, we were annoyed with the condensed breath falling from the top and sides of the tent; this, I think, might be obviated by having holes for ventilating in the top.

The scale of provisions was found to be more than sufficient for our wants. The pemmican was made more palatable when mixed with soup. The only alteration we could have wished, was the substitution of an additional quarter pound of bread for the same quantity of pemmican, which could easily have been dispensed with, and chocolate *every morning* for breakfast, instead of tea, which makes but a light meal to travel on.

Neither the allowance of tallow or spirits of wine, for fuel, was sufficient to cook our provisions with comfort, with such a low temperature as that to which we were exposed.

When, however, fresh water can be obtained from the floe, or gullies on shore, it will probably be sufficient.

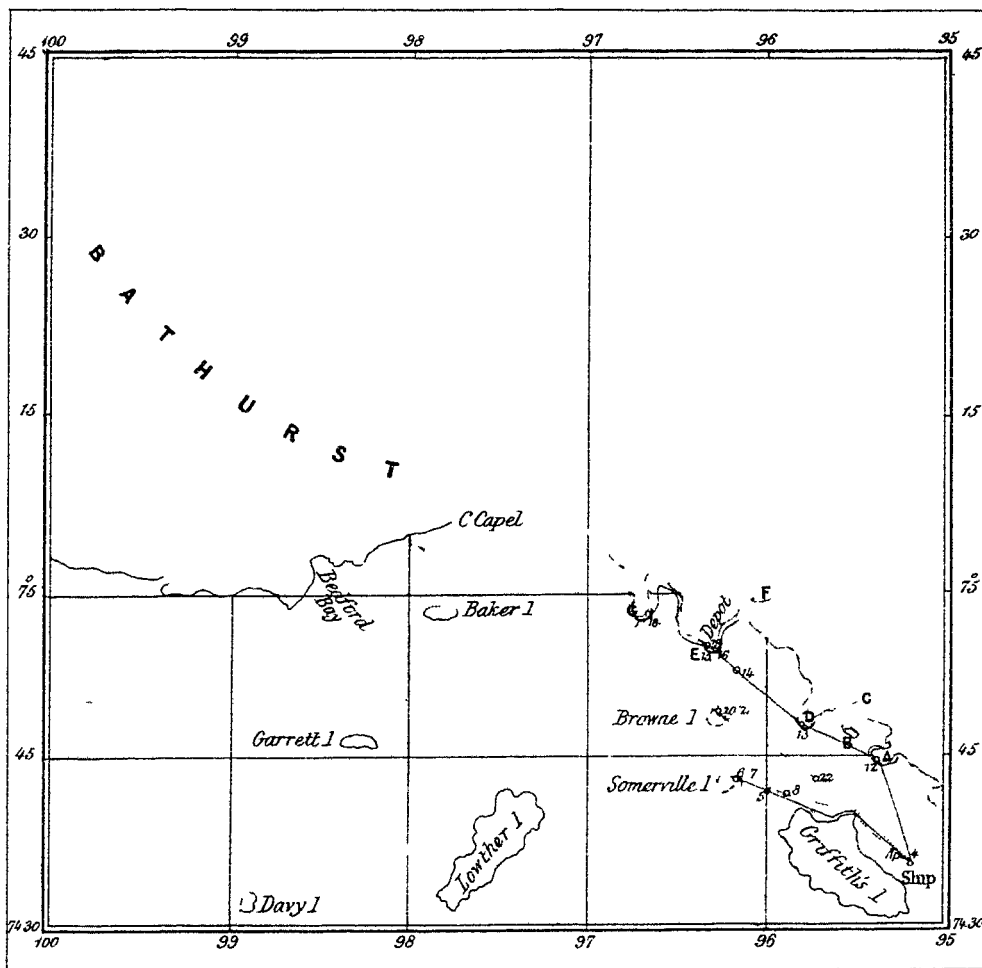
The apparatus supplied is not strong enough to stand the wear and tear it must necessarily receive; and I consider the travelling parties being supplied with an additional one, of stronger materials, one of the most important items in their equipment.

I have, &c.  
(Signed) GEO. F. M'DOUGALL,  
Second Master.

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### PLAN OF REFERENCE.



DEPÔT—POINT E

Sledge "Endeavour," April 1851.

ABSTRACT of Hours actually proceeding, Estimated Distances travelled, with Periods and Causes of Detention.

Date.	No of hours proceeding.	Estimated distance travelled.	Periods of detention	Causes of detention	Remarks, &c
		Miles			
Friday, 4th -	5½	6	—	—	
Saturday, 5th -	8½	10	—	—	
Sunday, 6th -	5	6	—	—	
Monday, 7th -	Employed during the day searching for remains of depôt.				
Tuesday, 8th -	6½	7	2 hours.	{ Killing and skinning a bear.	Returned to ship. Left the ship.
Wednesday, 9th	13½	15	- -	- -	
Friday, 11th -	8	14	- -	- -	
Saturday, 12th -	8½	10	—	—	
Sunday, 13th -	7	9	1½	{ Boisterous state of weather.	
Monday, 14th -	- -	- -	{ The whole day.	{ Heavy S E. gale.	
Tuesday, 15th -	4	5	- -	- -	{ 1 p.m. arrived at Lieut. M'Clintock's depôt.
Wednesday, 16th	- -	- -	{ The whole day.	{ S.E. gale.	
Thursday, 17th	7	14	—	—	
Friday, 18th -	- -	- -	{ The whole day.	{ S.E. gale.	
Saturday, 19th -	4	9	4 Hours.	To obtain mer.○	
Sunday, 20th -	4¾	7	- -	- -	{ 2 15 arrived Brown Island.
Monday, 21st -	- -	- -	{ The whole day.	{ Heavy N.W. gale	
Tuesday, 22d -	8½	16	—	—	
Wednesday, 23d	6	12	- -	- -	{ 2.30 arrived on board

Totals.—Number of days absent from ship - - 19.  
 Number of hours actually proceeding - 96¾.  
 Estimated number of miles travelled - - 140  
 Periods of detention - - - - 4 days, 7½ hours.

GEO. F. M'DOUGALL

Captain AUSTIN to Mr. GEO. F. M'DOUGALL, Second Master of Her Majesty's Ship "Resolute," late in charge of the sledge "Endeavour."

Her Majesty's Ship "Resolute," in Winter Quarters  
 between Cornwallis and Griffith Islands,  
 7th May 1851.

Sir,

I have had much pleasure in the perusal of your report of proceedings from the 4th to the 9th and from the 11th to the 23d of last month, which I consider to be very intelligibly drawn up.

You have carried out the interesting service that was assigned to you, under the circumstances of low temperature and considerable privation, in such a manner as to entitle you to my best thanks.

I am, &amp;c.

(Signed) HORATIO T. AUSTIN,  
 Captain, &c.

Enclosure 6 of No. 11 of 1851.

Captain AUSTIN to Captain OMMANNEY.

Her Majesty's Ship "Resolute," in Winter Quarters  
between Cornwallis and Griffith Islands,  
5th April 1851.

Memo

Having, at your recommendation, appointed the officers under your command, hereafter named, to take charge of the limited and auxiliary sledges provided by Her Majesty's Ship "Assistance," and whom I have considered responsible for the equipment of their sledges since the 10th ultimo, I now desire that you will give them, from under your hand, authority to command them accordingly, and to place themselves and parties under the orders of the officers in command of the extended parties to whom they are to be attached.

(Signed) HORATIO T. AUSTIN.

Lieutenant George F. Meham  
Mr. Vesey Hamilton, Mate.  
Mr. Charles Ede, Assistant Surgeon  
Mr. Frederick J. Krabbé, Second Master.  
Mr. W. B. Shellabear, Second Master.

H T. A

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Enclosure 7 of No. 11 of 1851.

Captain AUSTIN to ERASMUS OMMANNEY Esq., Captain of Her Majesty's Ship "Assistance," in command of the Southern Branch, Southern Division.

By Horatio T. Austin, Esq., C B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

In accordance with the instructions governing every effort of this expedition, having determined to make as complete a search as possible to the southward and westward of Cape Walker, by parties on foot, during the same period that searches are being prosecuted towards Melville Island, along the north shore of the strait, to the northward between the Parry group, and of Wellington Strait by the expedition under Captain Penny,—

I most happily avail myself of your earnest desire to undertake the important search to the southward and westward from Cape Walker, with a full reliance on your ability, judgment, and devotion to the object of our mission; and shall have much satisfaction in knowing that so large a body of men as the southern division will cross the strait under your direction.

You will, therefore, now take under your immediate command the officers and men named in the Appendix hereunto attached, who, one and all, have volunteered, and been chiefly selected by yourself for this service, and who, with their sledges, have been under your control and responsibility for preparation and equipment since the 10th ultimo, and as soon as in every respect complete and ready proceed to cross the strait in the best direction for reaching Cape Walker that the state of the ice may render desirable.

Having reached that locality, the nature of the coast must then govern the direction of yourself, and of the separate party under Lieutenant Osborn.

The object being to search to the southward and westward between Cape Walker and Banks' Land, in such directions as may appear likely for the missing expedition to have taken, should the coast be found to present bays or inlets, one party will examine those, whilst the other is advancing to the westward, looking for traces.

The object of a double party being attached to yourself, with an officer of Arctic experience, is to ensure,—

*First*, that in the event of casualty there may be increased resources from which to preserve efficient one party, so that some considerable amount of search in one direction may be accomplished; and,

*Second*, that, after sufficient proof, should you find all fully equal, to advance, and circumstances arise to admit of more than one line of search being entered upon, the parties might act separately; in which case you would give Lieutenant Browne such directions as might appear most desirable for carrying out the object of our mission and the spirit of these orders.

Further, when considering the large number of men that will cross the strait, I have deemed it advisable to attach a medical officer to the southern division; and, at your recommendation, have appointed the assistant surgeon of the "Assistance" to the charge of one of the limited parties.

You having reached such points beyond which your resources would not be aided by the auxiliary or limited parties, you will direct their return, first completing the extended parties from them, at which period there is reason to hope that sufficient will be known of the strength and capability of every one to leave little in doubt on that head, taking care that the resources of the returning sledges are adequate to insure their reaching the ships in safety, and acquainting me, or, (if more convenient,) stating verbally, but carefully, to the officer, for my information, your anticipations of the extent of search you may be able to accomplish, and the probable date of your return.

From our frequent conversations upon the subject of your mission, and the satisfaction I feel that our views so fully coincide, I shall now proceed to add,—

That I wish one of the printed notices with which you are supplied deposited each day near your encampment.

You will keep a journal of your proceedings, and a track of your route, and direct the officers immediately attached to you to do the same, for transmission to me.

Should you come upon land (now a blank upon our charts) between Cape Walker and Banks' Land, you are to take possession of it in the name of the Sovereign of our country, giving it and its prominent points letters or numbers for distinction, but reserving all names for consideration hereafter; fixing the several positions, and making such observations as your intelligence in such pursuits may deem desirable and of interest to the public in general, or to any particular branch of science; all of which, with the data from which the results will have been deduced, you will transmit to me as soon as convenient after your return. You must, however, consider discoveries and observations wholly secondary to the great object of our mission,—*the most active, earnest, and persevering search for our missing countrymen*, any of whom, should you be so favoured as to meet, and they be unable to return with you, must be impressed with the assurance that no human effort shall be wanting to give them succour and relief.

In the event of casualty arising to yourself or to any of the officers accompanying you before separation, you are referred to the provision made in the Appendix before mentioned.

There remains but to advise with reference to your return,—

*First*, that the people having undergone the privations consequent upon a winter passed in these regions may not be equal to so lengthened a period of labour and further privation as if fresh from a more genial climate;

*Second*, of the increased labour and difficulty of travelling after thawing has commenced; and,

*Third*, of the uncertainty of the time at which a disruption of the ice in the strait may take place.

All of which must guide you in the extent of your journey out.

Believing that all has now been done that the resources of the expedition will allow, and human foresight can devise, I commend you and those with you to the care of the Mighty Disposer of all events; and be assured that you leave with my kindest regards and best wishes.

Given under my hand, on board Her Majesty's ship "Resolute," at Winter quarters, Cornwallis and Griffith Islands, the 7th of April 1851.

(Signed) HORATIO T. AUSTIN.

## THE APPENDIX REFERRED TO.

*First Part.*

Extended Party. Provisioned and equipped for 40 days, with one runner sledge.	Capt. Ommanney	-	-	-	} Her Majesty's Ship "Assistance."
	William Dore	-	-	Capt. main top	
	James Brooke	-	-	Captain's coxs.	
	Charles Campbell	-	-	Cooper.	
	Edward Privett	-	-	A.B.	
	George Davis	-	-	A.B.	
Limited Party. Provisioned for 42 days, and equipped for 28 days, with one runner sledge.	Thomas Ward	-	-	A.B.	} Her Majesty's Ship "Assistance."
	Lieutenant Meham	-	-	-	
	William Tullett	-	-	Capt. fore top	
	Robert Slessar	-	-	A.B.	
	George Green	-	-	Private, R.M.	
	William Mitchell	-	-	A.B.	
	John Bailey	-	-	Private R.M.	
William Beedling	-	-	A.B.		

*Second Part.*

Extended Party Provisioned and equipped for 40 days, with one runner sledge.	Lieutenant Browne	-	-	-	} Her Majesty's Ship "Resolute."
	James Beams	-	-	Boatsw. mate	
	William Harvey	-	-	Boatsw. mate	
	John Bettison	-	-	Carpts. mate	
	William Lowrie	-	-	A.B.	
	Richard Binstead	-	-	A.B.	
Limited Party. Provisioned for 42 days, and equipped for 28 days, with one runner sledge.	George Martin	-	-	Private R.M.	} Her Majesty's Ship "Assistance."
	Mr. Charles Ede	-	-	Assist.-surgeon	
	George Drover	-	-	Capt. fore-castle	
	John Elliott	-	-	Bomb. R.M.A.	
	Francis Dow	-	-	A.B.	
	Thomas Rumble	-	-	A.B.	
	Thomas Coplands	-	-	A.B.	
William Colwill	-	-	Blacksmith		

*Auxiliary Part.*

Provisioned for 40 days, and equipped for 20 days, with one runner sledge, and two gutta percha boats	Mr Fred J. Krabbé	-	-	Second master	} Her Majesty's Ship "Assistance"
	Thomas Armstrong	-	-	Gunner's mate	
	Thomas Wilson	-	-	A.B.	
	John Heydon	-	-	A.B.	
	William White	-	-	A.B.	
	Robert M'Clean	-	-	Officer's cook	
	George Custance	-	-	Stoker	
	Thomas Northhouse	-	-	A.B.	

In the event of casualty arising to yourself during the period you are accompanied by Lieutenant Osborn, it is then my intention that he should carry out the instructions guiding you, Lieutenant Browne taking the second part, that of Lieutenant Osborn, and Lieutenant Meham that of Lieutenant Browne, for which you would be good enough to direct the necessary transfer of instructions. But in the event of Lieutenant Osborn's separation, then Lieutenant Browne would become responsible, aided by Lieutenant Meham, for the part assigned to you.

With reference to casualties amongst the men, a fair proportion should be provided of those from each ship for the extended parties so long as efficiency will admit thereof.

(Signed) H. T. A.

Captain OMMANNEY to Captain AUSTIN.

Her Majesty's Ship "Assistance," Winter Quarters,  
June 30, 1851.

Sir,

I have the honour to acquaint you of my return to this ship on the 14th June, with the sledge under my command, having accomplished a search over a considerable extent of new coast to the southward and westward of Cape Walker, though, to my great regret, without finding any traces of the missing expedition.

After parting with you off Griffith's Island, on the 15th April, I proceeded with the division of sledges (named in the margin) placed under

my command for Cape Walker, at which place we encamped on the beach, under the high cliff, at midnight of the 21st. No traces to be seen. On approaching the land a most unfavourable change took place in the weather, the temperature falling to 15° below zero before we were tented. At this time William Marshall (captain of Lieutenant Osborn's sledge) sustained such a severe injury by frostbite that he could proceed no further. For three days our operations were delayed in consequence of the heavy gale, which continued to blow, with severe frost. The sufferings of the whole party were very great during this unavoidable detention. The interior of the tent was generally at a temperature of 10° below zero.

Reliance  
True Blue  
Enterprize.  
Succour  
Adventure.  
Inflexible.  
Success (Aux)

My first object was to ascertain the direction of the coast. Accordingly, Lieutenants Browne and Mecham were despatched (although the weather was most inclement) to the eastward and westward. The former reported a deep bay to the southward, with high land to the S.S.E. The latter crossed a bay to the westward, from whence he saw a low continuous coast. Under these circumstances, and with a broad channel lying between Capes Walker and Bunny, I considered it incumbent upon me to provide at once for the search of its western shores, from whence Sir John Franklin might have attempted to find a passage to the continent of America, in the event of his having failed to the westward of the 98th meridian. Lieutenant W. H. Browne was selected for this service, and his sledge completed to forty-one days provisions, deeming it sufficient to accomplish this object, and ensure his safe return.

Cape Walker

Availing myself of a temporary lull on the 23d, Marshall was placed on the auxiliary sledge under the charge of Mr. Krabbé, to be conveyed to the ship with all despatch, the division having previously been replenished with the provisions brought over by that officer's sledge.

We were enabled to proceed again on the 24th of April, and after rounding the N.W. cape the coast trended S W. by W., and the land became low, with old fixed ice along the shore. The severe cold rendered it impossible to travel by night, as several men had already received severe frostbites in consequence, we therefore changed the time of travelling to-day. At this period the mercury congealed in the thermometer.

On the 28th, the medical officer recommended that those who had suffered should be sent back. Mr. Ede was therefore selected for this service. Having previously exchanged the sufferers for his efficient men, and supplied the extended sledges with all his disposable provisions, he returned to the ship with the disabled. The division was now reduced to four sledges, and during the day we had been involved in a barrier of very old ice, covered with immense hillocks of fresh water ice, so that in some places the sledges could only be advanced by a standing pull, suffering under a most intense glare of the sun.

On the 29th, with great labour, we reached the land, and were compelled to halt for the recovery of several of the party suffering from "snow blindness," "frostbites," &c.

Lieutenant Osborn was perfectly blind. Thus the sun proved as great an obstacle to our progress as the frost. Under all these circumstances you may easily conceive how painful this delay was to my mind.

From the hills I discovered that we were near the entrance of an inlet; and in order to profit by the delay I despatched Lieutenant Mecham with a lightened sledge to examine it, selecting from each tent the most efficient men to replace his invalids. This being a favourable position, and 100 miles from the ships, a ten days depôt was buried for the extended sledges on their return.

Lat 72° 53' N  
Long 99° 26' W

A violent gale with drift confined us to the tents from the 1st to the 4th May, when most of the party were recovered, except Thomas Armstrong, captain of Lieutenant Osborn's sledge, and who was too ill to proceed; so it became necessary for another sledge to return with this man and the other invalids to the ship, which duty devolved upon Mr. Hamilton, his being the only limited sledge remaining. Lieutenant Osborn's sledge was completed up from the limited, and we proceeded in company on the 4th May to the westward.

Whilst crossing the inlet, Lieutenant Mecham rejoined from his examination, which was satisfactory. After he had traced the inlet

for 13 miles, it trended to the E.N.E. (A copy of his report is herewith enclosed.)

On May the 6th the time had arrived for the return of my limited sledge; so, after completing my provisions, Lieutenant Mecham was ordered to return from this position, in latitude  $73^{\circ} 59' N.$  and long.  $100^{\circ} 15' W.$  Lieutenant Osborn and myself had each thirty-six days provisions for our search. We had now been deprived of eight days valuable time, by delays from severity of climate and sickness.

The coast continued to be very low, with a succession of low shingle points and spits extending from the land, to which the ice was fixed and grounded for some distance. The ice was generally of old formation, over which dragging continued to be very laborious.

After passing the 101st meridian, the coast trended more southerly and very low. We were in hourly expectation of finding it assume a more westerly direction, but on the 13th we came upon a point in lat  $73^{\circ} 30' N.$  and long.  $101^{\circ} 30' W.,$  where it suddenly trended away S.S.E., with a mount ten miles distant. This was ascended on the 14th, and we found the coast still running away S.S.E., as far as we could see, and distant land was seen S.W. by S, 25 miles, but unable to define whether it was a gulf or channel.

Having found a convenient place for a depôt under this mount, we crossed over to the land, and arrived at a bay\* from whence the coast extended away W. by N. and to the southward. I resolved to trace its shores in the latter direction, leaving Lieutenant Osborn to pursue his search to the westward. We parted company on the 17th May.

After leaving this bay the coast became very low, consisting of extensive plains covered with snow as far as could be seen. The absence of any tide-mark rendered it difficult to define the coast line. I again experienced a delay for several days by gales of wind and the indisposition of one man.

On the 24th May I found we had reached the bottom of a gulf.\* Its eastern shores were seen stretching away to the northward. The land here assumed a more elevated character, from whence I obtained a clear and distant view. A vast plain bordered the south and western shores of this gulf, which were lined with numerous shoals and banks of shingle. The water must be shallow, as it is frozen to the bottom, and the surface of the ice covered with fresh-water ridges.

My only course now of proceeding was to trace the eastern shores. These were thoroughly examined, and I reached the third depôt again on the 29th of May, where I found Lieutenant Osborn encamped, having returned from his search to the westward,

The distance round the shores of this gulf comprise 80 miles. The land was deeply covered with snow; its appearance altogether was of the most dreary and desolate description; not an animal was seen, though traces is a proof of deer having visited the locality at a former season. The only vestige of human life having ever existed in these parts was a very old Esquimaux provision depôt found on the eastern shores. The extent of my search over new ground here terminated, after traversing 200 geographical miles of newly-discovered coast-line, without finding any place where a ship could approach the shore.

Having erected a very conspicuous cairn, in which the official expedition record was deposited, it now only remained for me to retrace my steps, and carry my crew back to the ships in good health, who, though somewhat weaker after their labour and privations, were as well as could be expected.

On the 29th of May I left the third depôt, in company with Lieutenant Osborn, and reached the first depôt again on the 5th June, where I was joined by Lieutenant Mecham, who brought your letters and some refreshments which had been considerably forwarded. The improvement of the climate and the surface of the ice for travelling enabled us to return together at a more rapid rate than on the outward passage.

Leaving Lieutenant Mecham to proceed in the execution of your orders, we set out again from the first depôt on the 6th instant; and as I was desirous of returning by Cape Walker, to obtain observations, Lieutenant Osborn parted company to proceed direct across the ice to the ships.

\* In Lat  $73^{\circ} 05' N$   
Long  $101^{\circ} 55' W.$

\* Lat  $72^{\circ} 45' N$   
Long  $100^{\circ} 25' W.$

After stopping twenty-four hours at Cape Walker (which refreshed my crew), I left there on the 9th. The ice along the beach was then thawing for the first time. At a short distance from the land we fell in with a crack eight feet wide, extending towards Lowther Island, and after a favourable passage across we encamped under the S.W. bluff of Griffith's Island.

On the 13th, whilst rounding the south end of the island, we passed through pools of water making along the land ice, and I arrived on board on the 14th instant, with the whole party well, after an absence of sixty days.

The coast which I have searched lying exactly in the route where Sir John Franklin was instructed to seek a passage to the American continent, much importance must necessarily be attached to the nature of the shores, and the chances of it being practicable for ships to navigate in that direction. The character of the land is very low. The nature of the ice along its shores is mostly of old formation, and in some places must have been fixed for a considerable period. There was but little indication of tide or piled-up ice, such as we see along these shores, caused by the action of current and an open sea. Shoals abound along the coast, and there was no place where a ship could obtain shelter. On that part most exposed to the north there were masses of grounded floe pieces, quite forty feet in thickness. After giving my best attention to the subject, and from all that passed under my observation, it is my opinion that the coast is unnavigable for ships.

The distance travelled over by my party amounts to 480 miles, of which I have traversed 200 of newly-discovered coast. Out of sixty days, which my journey occupied, ten were most painfully passed within the narrow limits of a tent, during violent gales, with heavy snow-drifts, when travelling was impossible; five more were delayed by casualties, and in examination of the land. We encamped on dry land but eight times. These uncontrollable circumstances will, I trust, receive due consideration; but it has been my satisfaction to leave no part of the coast unsearched which came within my reach, nor an opening unexplored. Throughout this search, not a vestige of any European having ever previously visited these shores could be found.

On my return I was glad to find that Lieutenant Browne had arrived back in safety; at the same time I regret that he has been equally unsuccessful in the object of his search. It was a source of great satisfaction for me afterwards to know that I had detached him when I did, since no other opportunity has presented itself where his services could have been made available for searching an unexplored coast.

In conformity with your instructions, the newly-discovered land was taken possession of in the name of our gracious Sovereign, and cairns were erected whenever an opportunity offered, in which were deposited the usual expedition record.

I herewith transmit my chart and journal, together with those of Lieutenant Browne and of the other officers comprising the Southern Division.

My chart is projected from positions determined by astronomical observations; and fortunately I was provided with a good chronometer, which retained a good rate through the low temperature. All these observations will be laid before you when finished.

It is my pleasing duty to bear testimony to the good conduct of the officers and men placed under my orders. Their zeal, activity, and perseverance to overcome difficulties on this particular service reflects the greatest credit upon them; and those men who suffered from the severity of the climate I beg to recommend to your particular notice.

For the crew of my own sledge, I can speak in terms of the highest praise of their good conduct under all circumstances, also of their patient endurance of the fatigue and toil consequent on such a novel service.

In justice to Lieutenant S. Osborn, who kept company with me for so long a period, I have the pleasure of stating that he evinced much zeal and devotion for the cause he had in view; nor can I help expressing my admiration at the perseverance of Mr. Webb, who so disinterestedly dragged to the sledge as a volunteer through this arduous service.



With feelings of deep gratitude to Almighty God for many mercies vouchsafed to us, particularly for the blessing of health throughout the past journey,

I have, &c.  
(Signed) ERASMUS OMMANNEY.  
Captain, &c.

SCHEDULE OF ENCLOSURES.

- No. 1.—Orders for Lieutenant Browne to proceed to southward  
No. 2.—Report of Proceedings of Lieut. Mecham up Inlet.  
No. 3.—Report of Proceedings of Lieut. Browne to the southward.  
No. 4.—Journal of Proceedings of Captain Ommanney.  
No. 5.—Ditto Ditto Lieut. Browne.  
No. 6.—Ditto Ditto Lieut. Mecham.  
No. 7.—Ditto Ditto Mr. Hamilton.  
No. 8.—Ditto Ditto Mr. Ede.  
No. 9.—Ditto Ditto Mr Krabbé (Auxiliary).

NAMES OF SLEDGES, &c. AT STARTING.

Name of Sledge.	Officers	Ships.
Reliance - -	Captain E Ommanney - -	Assistance
True Blue - -	Lieut S Osborn - -	Pioneer
Enterprize - -	Lieut W H Browne - -	Resolute
Succour - -	Lieut G F Mecham - -	Assistance
Adventure - -	Mr Hamilton (Mate) - -	"
Inflexible - -	Mr Ede (Asst.-Surg) - -	"
Success (Aux.) - -	Mr. Krabbé (Second Master) - -	"

Enclosure No. 1.

Lieutenant Browne's Orders from Cape Walker.

To Lieutenant W. H. BROWNE, Commanding Her Majesty's Sledge  
"Enterprize."

By Erasmus Ommanney, Esq., Captain of Her Majesty's Ship "Assistance," and in charge of a Division searching to the southward and westward of Cape Walker.

Whereas it appears that the coast is continuous to the westward, that it is uncertain where an opening may be found trending to the southward, and that we have seen a large bay, with a coast trending to the southward of Cape Walker, with high land to the S.E., it is most desirable that a party should be detached from this point to search in that direction for the missing expedition.

You are hereby required and directed to proceed, with the men and sledge under your command, now completed with provisions, in the direction of the land already seen, and avail yourself of the first opportunity of gaining a more southerly and westerly direction, to prosecute a close search for the missing expedition.

As you have already received verbally from me my views respecting the line of search now intrusted to your charge, I must rely on your ability and discretion in carrying out this important service.

It remains for me to caution you to provide for your safe return to the ships, taking care to retrace your steps in due time, or by another coast, should you be able to find one; also to provide for the safety of yourself and crew.

With earnest prayers for your success, and for the protection of the Almighty, I leave you to proceed.

Given under my hand, near Cape Walker, this 23d April 1851.

(Signed) ERASMUS OMMANNEY,  
Captain.

## Enclosure No. 2.

Lieutenant MECHAM'S Report on Examination of Inlet, to Captain ERASMUS OMMANNEY.

Sir,

Her Majesty's Sledge "Succour," Encampment, 5th May 1851.

According to your directions, I proceeded with the "Succour" sledge on the first instant, to examine an opening in the coast which was thought might probably lead into a channel to the southward and westward. The wind on the morning of the 2d freshened to a gale from S. E., and the snow-drift became so heavy that we pushed across for the west shore of the inlet, and encamped at 3 h. A. M. The gale blew hard all day, and moderating a little in the evening, decamped, and made for a low point, which we found on landing was but a small flat island separated from the main by a quarter of a mile. We crossed it, and made for a point about two miles farther, which we found also an island.

The wind increasing, and the drift preventing our observing the shape or direction of the inlet, encamped at 10 h. P. M. On the evening of the 3d the weather cleared, and enabled me to proceed with two men to examine the land, which appeared to terminate in a point. In crossing to it we passed over three more low islands just above the level ice, and with a high tide ridge round each. We ascended to the highest part of the main land, but a thick fog prevented our gaining a satisfactory view, but through the haze the land appeared continuous and to trend more to the eastward. Upon this eminence, which was about 250 feet above the ice, we found the jawbone of a whale and a number of shells. Tracks of hares and foxes were very numerous, but none were seen. There being no appearance of the weather clearing we returned to our encampment.

In recrossing the island several remains of Esquimaux encampments were found, with bones and feathers under the stones. The land was principally of limestone with a little granite. On the 4th, at 6 h. A. M., built a cairn, and deposited a cylinder containing information respecting our search, routes of travelling parties, and positions of provision depôts, and from the top of the island gained a view of the surrounding country, which was clearly traced nearly all round the inlet, and turning in its direction to E. by N. The extremes of land seen were E. by N. of the west shore and N. E. by E. of the east shore. The E. N. E. being directly under the sun, its glare, I fancy, prevented our joining the land in that direction. During our cruize nothing was seen to give any trace of our missing countrymen, or induce me to believe it had ever been visited before by any Europeans. At 6 h. A. M. decamped, steered for the depôt, encamping again at 9 h., and resuming our march at 6 h., to rejoin your encampment. The ice over which we travelled appeared of several years formation, being mostly covered with hillocks formed by the thaws of several summers.

Before closing this, I feel it my duty to point out to you the good behaviour of the men, who were of a mixed crew from the "Reliance" and "Adventure."

I have, &c.

(Signed) G. F. MECHAM,  
Lieutenant in command of the party.

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 Enclosure No. 3.

LETTER from Lieutenant BROWNE to Captain OMMANNEY, enclosing JOURNAL OF PROCEEDINGS.

Sir,

Her Majesty's Ship "Resolute," off Griffith Island,  
28th June 1851.

I have the honour to transmit to you the journal of the proceedings of the sledge "Enterprize" under my command, between the 15th day of April and the 29th of May 1851, together with a chart of the coast travelled over, in which I have denoted the newly explored land by red, and the track dotted in, in the same colour; the adjacent coast of North

Somerset, Cornwallis, and Griffith Islands being shaded black. There are also a few sketches of the outlines of the most remarkable points, &c. seen.

With the above I enclose extracts of the original order received from Captain Austin, and also an extract of the orders received from yourself at Cape Walker.

I am grieved to state, that having searched the coast denoted in those orders as far to the southward as  $72^{\circ} 52'$  north latitude, and finding no traces of the missing expedition, and taking into consideration the quantity of provisions remaining, and the safety of the crew, as impressed on me in your orders, I considered it expedient to commence my return to the ship, taking advantage of the eastern coast of the islands not previously explored on my outward journey, also in pursuance of your orders. Here I again experienced the disappointment of an unsuccessful search; and taking into consideration the state and appearance of the ice in the strait, and in the bays along the coast, I think it unlikely that any ship could penetrate to the southward through this channel. My only hope in the search was, that retreating parties from the ships might (as a last resource) have availed themselves of the smoothness of the floe in reaching the coast of America, such being, in my opinion, much preferable to attempting a passage over land. But no traces of any such parties have been found.

On the outward journey I deposited four of the printed notices supplied, and the same number on my return; more of these would have been deposited, had we encamped more frequently on the land; in addition to which, the extreme hardness of the soil and stones rendered it nearly impossible to collect stones sufficient to build a cairn likely to attract the attention of any future travellers.

In conclusion, I have much pleasure in stating, for Captain Austin's information, that the conduct of the crew during the whole journey was most satisfactory to me, and creditable to themselves, and that they all returned in good health.

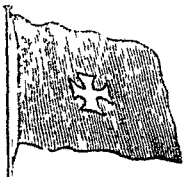
I have, &c.  
(Signed) WILL. H. BROWNE,  
Lieutenant.

P. S.—I have much regret that the sameness in the appearance of the land has not afforded me that opportunity of using my pencil which I so earnestly desired and indeed expected, for, with the exception of a view of "Cape Walker" and No. 1 Cape, I have no illustrations worth notice. These, should they prove fit for finished drawings, will be forwarded when completed, and the angles, &c. when copied.

JOURNAL of Her Majesty's Sledge "RELIANCE," Captain Erasmus Ommanney, searching to the south-west of Cape Walker, for the missing expedition under the command of Sir John Franklin.

SLEDGE CREW.

H M Sledge "Reliance"



Мotto — "Domine dirige nos"

Names	Rating	—
William Dole - - -	Captain maintop.	
Frederick Brooke - - -	Captain's coxswain	
Charles Campbell - - -	Cooper.	
*Edward Privett - - -	A.B.	Returned frostbitten, received *Dow in heu
Thomas Ward - - -	A.B.	
George Davis - - -	A.B.	
*Francis Dow - - -	A.B.	

## Departure.

## FIRST MARCH.

*Tuesday, 15th April 1851.*—At 6h. 30m. P.M. the whole of the travelling parties appointed for the prosecution of a search for the missing expedition set out from their respective ships for the north point of Griffith Island, where their sledges had been previously advanced, amidst the cheers of those remaining, accompanied by Captain Austin and the officers. The weather was gloomy and still; the temperature above zero, a circumstance to which we had been strangers for six months. On approaching the sledges, a gale set in suddenly with heavy squalls and falling snow. At 10 P.M., having reached the sledges, each party prepared for departure, when an allowance of grog and tea, prepared by the party in charge of the sledges, was served out. Captain Austin then read an appropriate prayer, made a final address, and took an affectionate leave of us. After three hearty cheers, each party took its departure for the route assigned to it, and we soon lost sight of each other in thick snow. I proceeded with the division of sledges (named in the margin) under my command for Cape Walker, making a westerly course to clear Griffith Island, which was scarcely visible through the storm

Wind - - - S.E.  
Therm - - - + 11°

Reliance  
True Blue.  
Enterprise  
Succour  
Inflexible.  
Adventure  
Success, auxiliary.

*Wednesday, 16th April*—The strength of wind with falling snow in our faces, the weight of the sledges, together with the uneven hard ridges of snow, rendered the work of dragging very laborious. 2h. A.M. division encamped near broken hummocky ice; wind S.S.E., thick weather with snow; after partaking of some tea, got into blanket bags by 4 A.M. Did not sleep, owing to novelty of situation; throughout the day the gale continued to blow with squalls, with drift and snow. The same weather continued through the journey. At 3h. P.M. aroused the cook to prepare breakfast; gale moderating; heard the floe crack several times. 5h read prayers, and breakfasted on tea and cold pemmican. Received the medical officer's report, "all well," and a satisfactory one from each officer of the efficiency of each party; none appear to have slept sound.

Hours travelled - - 7½  
Course and dis- } West 5', 11'  
tance made } from Ship  
Encamped for rest - 14 hours  
Halt, luncheon  
Wind - - - S.E.  
Weather - - - 0 g  
Therm { Air - + 14°  
Tent

## SECOND MARCH

Packed up by 6 h P.M., when the division proceeded in a S.W. course; weather thick and misty, unable to see any distance. Strong S.E. wind; floe deeply furrowed with hard ridges of snow, making the dragging heavy work. At 9 h. our progress was checked by a formidable range of hummocks, thickly piled together, with an accumulation of deep snow, extending from Griffith towards Somerville Island. After some labour rousing the sledges over awkward masses of ice, and clearing projections with pickaxes, the division cleared the hummocks by 10 h P.M.; the surface of ice then became more uniform, snow acquiring a greasy and sludgy tendency from the late increase of temperature. 11 h. 30 m. pitched tents for luncheon; found the water produced from the snow brackish.

*Thursday, 17th April.*—12 h. 45 m. A.M. packed the sledges, and proceeded, blowing strong from S.S.E., with dark thick weather; the snow being deep and of a sludgy nature, the dragging was heavy work, and progress slow. 3 h. 30 m., wind increasing, and the men being very much fatigued, I ordered the division to encamp near some hummocks, where some fresh snow could be procured; very tired myself, and the men complaining of fatigue, after a laborious march. At 6 h. supper; a fresh gale set in from S.E. with thick snow-drift, which lasted through the day. All slept soundly.

Hours travelled - - 6½  
Encamped for rest - 6½  
Halt, luncheon - - 1½  
Distance accomplished - 8'  
Wind - - - S.E.  
Weather - - - 0 g sq.  
Temp - - - + 14°

## THIRD MARCH.

At 6 h. P.M. breakfast; prayers; gale moderated and sky cleared; got a good sight of the land, "Griffith," "Lowther," "Somerville," and "Blowne" Islands, being very distinct; N.W. extreme of Griffith bearing N. 60° E. 3 or 10 miles. Received reports from officers, "all well." Packed; and at 7 h. division proceeded in a S.W. course; moderate and clear; floe more favourable for dragging, being generally level; occasionally a small ridge of hummocks and some deep snow checked us. At 9 h. sunset, Jupiter very distinct to the southward, near the meridian. Measured rate of

sledge's progress ; found it to be one and a half miles per hour. The order of proceeding was in one line, each sledge following in wake of next ahead. A "spell O" was made every half hour, when the leader was changed, a precaution to prevent the eyes being overstained, the leader having nothing to relieve the glare of surrounding floe ; two officers half a mile in advance, to lead the way ; midnight, pitched tent for luncheon.

## GOOD FRIDAY

Hour travelled	-	-	8½
Encamped for rest	-	-	14
Halt, luncheon	-	-	1
Dist accomplished	9'	S W W	
Wind	-	-	S S W
Weather	-	-	0 s
Temp	-	-	+ 16° to 25°

*Friday, 18th April.*—A.M. wind moderate from the southward, and clear. 1 h. division proceeded again ; floe favourable, good travelling ; 3 h. sun rose clear ; 4 h. wind freshened up, keen and cutting to our faces ; 4 h. 15 m. men fatigued ; blowing strong ; division encamped ; no hummocks to take shelter under. Made about 11 miles this march ; men all eager to advance, and using their best exertions ; dragging is a laborious and heavy task. 6 h. supper. Directed morning prayers to be read daily in tents.

## FOURTH MARCH.

4 h. P.M. turned out ; read portion of the service appropriated for the day. 6 h. breakfasted, officers and crews "all well." Directed medical officer to go round the tents every morning to see if any required his treatment. "Griffith," "Lowther," and "Browne" Islands visible.

7 h. division proceeded ; it came on to blow very strong right in our faces, with heavy snow ; shaped a S S.W. course. 10 h. observed loom of land to the S.S.W. ; floe level and uniform, with snow from 6 to 8 inches deep on its surface, into which the sledges sank deeply. The scene around us one of peculiar solitude and gloom ; nothing but a snowy desert encircled by the horizon, without a speck for the eye to rest on ; human life appears intrusive and unwelcome in such a region of desolation. On its clearing "Lowther Island" was visible on our right. 11 h. 45 m. pitched tents for luncheon, which consists of cold salt pork, biscuit, and half allowance of grog ; water was to be procured as usual, by dissolving snow or ice in the cooking apparatus for drinking.

*Saturday, 19th April.*—1 h. A.M. proceeded in a S.S.W. course ; wind in our faces ; thick weather ; floe perfectly level, not a hummock to be seen ; a most monotonous and dreary aspect. Snow on surface of ice deep ; heavy work dragging. 3 h. 45 m. availed myself of a few hummocks, and encamped near them, for the advantage of procuring good snow for water, which on the level snow is found brackish. Observed Cape Walker bearing N. 6° E. by Kater's compass (S.W. by W. true). 5 h. 30 m. supper ; snow falling ; obtained the sun's meridian altitude, which gave the lat. 74° 24' N. Got sight for time at 3 h. P.M. Much snow fell during the period of rest.

Lat observed	-	74° 24' N
Long chron	-	96° 3' W
Var per azimuth	159°	0' W
Distance accomplished	-	9'
Hours travelled	-	7½
Encamped for rest	-	14½
Halt luncheon	-	14
Wind	-	S S W
Weather	-	0 s
Temp	-	+ 16° to 21°

## FIFTH MARCH.

6 h. P.M. breakfasted. Prayers. Packed. Officers and crews "all well." 7 h. proceeded again ; light wind from N.W. ; cloudy ; temperature mild. Shaped course for Cape Walker. S.E. points of Lowther Island W. by N. ½ N. Crews cheerful and working well, all very anxious to reach the land ; travelling over a uniform level floe, the formation of last season ; not a crack or hummock to be seen ; snow varying from 4 to 6 inches deep. 9 h. some seals were seen lying on the ice. Officers went in pursuit, but on their approach the animals escaped down their holes. Passed the dung of a bear, and a fox track. Midnight, pitched tents for luncheon.

## EASTER SUNDAY

Hours travelled	-	-	9
Encamped for rest	-	-	14
Halt, luncheon	-	-	1
Distance accomplished	-	-	10'
Wind, calm	-	-	N W
Weather	-	-	0
Temp	-	-	+ 20° to 10°

*Sunday, 20th April.*—Packed immediately each party was ready, and water bottles supplied. 1 h. 20 m. A.M. proceeded ; calm, with thick mist, unable to see land, or an object to steer by. Sent officers a considerable distance ahead to keep as direct a course as possible by compass. Experienced a sudden rise of temperature, thermometer stood at + 30° ; not a breath of air ; men thirsty ; glad to relieve ourselves of extra wrappers ; snow sludgy, sledges sinking deep ; men working merrily. Enabled to travel longer this march, owing to mild weather and uniform level of floe. 5 h. encamped ; thermometer falling again ; misty weather. Supper, and bagged by 7 P.M. The pipe enjoyed at every meal. Men full of antici-

pated pleasures on reaching the land, and full of hope for the missing Expedition. Snow soft; wolf skins saturated with moisture.

#### SIXTH MARCH.

4h. P.M.—Turned out; found it blowing strong, with squalls and snow from the northward; after reading the service appropriated for this festival, breakfasted at 6h.; officers and men “all well.” 6h. 40m., division proceeded, Cape Walker, bearing N. by E. by compass, looming through the mist; fully expecting to reach it this march. 9h., blowing strong, wind on starboard quarter. Made sail on sledges with “floor cloths,” which answered admirably, and relieved the men, some requiring but two men to drag. Kites were used, but found useless, the speed of the sledges slackening the line, which caused them to fall. Blowing very hard; sledges scudding along looking like a fleet of junks. Snow lying deep, walking at increased speed very fatiguing. Men pushing forward with energy. Midnight, pitched tents for luncheon. Very cold; temperature falling.

*Monday, 21st April.*—1h. A.M. division proceeded again; under sail, and dragging. Snow very deep. Steering for the land, which was visible at intervals through the mist. At 5h., finding ourselves deceived in the distance from the land, the men much fatigued with their day's exertions, ordered the division to encamp; still blowing very hard from the northward, with snow. Indistinct view of land, which appeared to be high, with a bold coast. Well satisfied with the day's work, every one having used their utmost exertions. Men complaining of the canvas boots, which had shrunk with the wet, caused by the heat of the foot walking through the snow. Blew hard during the day. Temperature falling. Cold penetrating through blanket bag; could not sleep in consequence.

Hours travelled	-	-	9
Encamped for rest	-	-	14
Halt for luncheon	-	-	1
Distance accomplished	-	-	11'
Wind	-	-	N.W.
Weather	-	-	s m. c.
Temp	-	-	+12° to 5°

#### SEVENTH MARCH.

P.M.—Breakfasted by 6h. 30m., the cold having prolonged the time occupied in boiling the kettle. Read prayers. Packed sledges, and by 7h. 30m. the division proceeded for the land in a painfully cold wind from N.W. cutting across our faces. A very brilliant parhelia was visible for some time, consisting of three concentric arcs, a horizontal line intersecting them, and a white column ascending from the horizon opposite the sun. Distant land visible to the southward. Men frequently frostbitten in their faces; obliged to halt for those having leather boots to change them. Closing the land; bold cliffs intersected by deep ravines; coast trending north-westerly and south-easterly. Proceeded to the land to select a spot for encampment; found a very heavy range of hummocks lining the coast, pressed up with great force. Got wet foot in tide crack. Midnight, planted the “union jack” on the beach.

Hours travelled	-	-	4½
Encamped for rest	-	-	14
Halt for luncheon	-	-	
Distance accomplished	-	-	5'
Wind	-	-	N.W.
Weather	-	-	sq o m
Temp	-	-	-5° to 12°

*Tuesday, 22d April.*—Heavy work to rouse the sledges over the hummocks; effected it by double manning, lightening, and clearing projections with pickaxes. Found a sloping beach between the cliffs, and then formed by the accumulated debris. Rather unfavourable ground for tenting; very uneven, and frozen so hard we had no means of levelling it. Cold intense; temperature being  $-15^{\circ}$ , with a severe cutting wind. Ordered men into their bags; all too glad to do so, when tents were pitched, weather being impracticable for any operations at present. Ordered Lieutenants Browne and Meham to hold themselves in readiness to proceed at 6h. A.M. to search the coast; when the time arrived I deferred their departure in consequence of inclement weather. Medical officer reported Marshall, of “True Blue,” severely frostbitten in the foot, depriving him of its use, and recommending his immediate return to the ship; severely others suffered in the march of yesterday. It was a miserable day; the intense cold, with the tent rattling about our ears in the violent gusts of wind, prevented our repose. Temperature of tent nearly the same as external temperature; wind penetrating the thin canvas, 6 h. read prayers; breakfasted; gale moderated. Despatched Lieutenant Browne to examine the coast to southward, and Lieutenant Meham to the northward, for the same purpose. Made arrangement for sending “Marshall”

CAPE WALKER.			
Detained by weather			
Therm	-	-	-15°
Wind	-	-	N.W.

back to ship by auxiliary sledge; replaced him by "Armstrong," and supplied each sledge with its portion of provisions from auxiliary.

At 10h. p.m. Lieutenant Browne returned, with several of his party frostbitten, not having been able to proceed further than four miles in consequence; when he rounded the high land of the cape, he found the coast trending southerly, and an extensive low plain; saw high to S.E.; too thick to trace its connexion; saw some very old traces of Esquimaux huts; some "hares," and "snow buntings." At midnight the gale increased to its former violence. Lieutenant Mecham returned; after rounding a cape N.N.W. of camp, crossed a bay to a point W.S. six miles; from this position he saw the coast trending W.S.W., but unable to see any distance, the land becoming low. No traces were seen in either direction of any one having visited the coast. Dare and Campbell, of my sledge, who accompanied him, came in greatly fatigued, complaining much of the painful cold experienced. To our great regret no traces could be seen.

Midnight Ther { Air - 22°—  
Tent - 10°—  
Lieut Mecham's party travelled 12 miles  
Lieut Browne's 8 miles

Detained by severity of weather

*Wednesday, 23d April.*—At 2h. a.m. partook of hot soup, which all found refreshing. Stowed closely in our bags for warmth. Obtained some sleep.

Noon. Found the gale not abated; thermometer - 18°; miserable in tent; ran about on beach ice to get warm. After a report of a continuous coast to the westward, I determined upon detaching a sledge to take up the examination of the coast southward of Cape Walker, considering it equally probable that Sir John Franklin, being unsuccessful in finding a passage to the American Continent, near the 98th meridian, would seek for one down the channel lying between Capes Walker and Bunny. After due deliberation I became the more convinced of the necessity of providing for the examination of this coast, and directed Lieutenant Browne to hold himself in readiness for the service. With forty-one days provisions from this date, I considered he would have sufficient to accomplish this search, and by retaining Mr. Ede with the main body of the division, derive the advantage of having a medical officer's advice in case of any further disaster, especially as several men were then frostbitten.

4h. p.m. Sky clearing and wind moderating. Issued orders to Lieutenant Browne. Wrote to Captain Austin, and directed Mr. Krabbé to prepare for starting. 5h. 30m. prayers, and breakfast. Ordered "Inflexible" to supply "Success" with two days provisions, to ensure their safe return to ship.

9h. Took formal possession of the land in the name of our gracious Sovereign, and planted the "British flag" in the ground, with three cheers. "Marshall" being laid on the sledge, and wrapped in the blankets, Mr. Krabbé set off with three cheers; aided them over the hummocks with a party, also in dragging them clear of land. Although the cold was great, the wind was favourable, and as every hour was of importance to the sufferer, I was happy to see him on his way towards the ship. A cairn was built, in which the proper official document was deposited, also some coins, and the two Halkett's boats buried close to it, under a remarkable portion of the cliff, which was detached at the entrance of a ravine, and forms a prominent feature.

Bitterly cold wind, too strong to move, and in the direction of course; could not think of leaving, although most anxious to do so, all being knocked up with hard work. Blew again at midnight with the same violence; took refuge in the bags, and lunched; still bitterly cold, wind penetrating the tent. All anxiously waiting for an improvement, so as to be on the move again; thoughts were constantly about the poor man "Marshall" lying on a sledge, unable to move, in such a climate; but there was a consolation in knowing that the wind was fair for Mr. Krabbé's progress.

*Thursday, 24th April.*—The gale continued; the gusts off the high cliff rattling the tent about our ears. Cramped and tired with the confinement of tent; went out occasionally to run about and obtain warmth; all equally miserable in the other tents. At 10h. enjoyed some hot soup, afterwards got some rest.

p.m. 5 h. 30 m. thermometer rose to -7°, and +4° in tent.

Mr Krabbé returns with wounded man to ships.

Therm - - -26° to 10°

## EIGHTH MARCH.

Gale moderating. 6 h. 30 m. prayers. Breakfast. Prepared for departure. Lieutenant Browne's sledge was completed to 41 days provisions from Mr. Ede, and at 8 h. p.m. he parted company, with three cheers, to proceed in the execution of his orders.

Lieut Browne parts company  
for the southward.

At 9 h. 55 m the division, now consisting of five sledges, quitted the beach; and, after getting them safely over the ridge of hummocks, we proceeded to round the northern part of the Cape Walker coast, where we found it much broken, through which we threaded our course to gain the beach along a bay to the westward, in hopes of finding better travelling. Midnight, falling snow, and the light very deceiving.

*Friday, 25th April.*—Proceeding to the westward from Cape Walker the land lowers, and a point bears W. by S. from the N.W. Cape, a very gradual slope to the beach, all covered with deep hard snow. Found it very bad travelling between the beach and grounded ice, there being very deep snow underneath the ice, and so uneven that the men could not tread firmly.

1 h. a.m. pitched tents for luncheon; extremely cold. 2 h. 10 m. packed, and proceeded; quitted the line of beach, and struck outside the grounded ridge of ice. Found the floe better travelling.

A sharp cutting wind in our faces. 5 h. 30 m. reached some heavy masses of grounded ice, off a rounded point, beyond which the coast line trended to S.W. by W. Slipped through a tide crack, and wet my legs. Therm. — 10°. Wind west. Encamped near massive grounded hummocks, about one mile from coast, after a heavy drag; all cold and tired. On changing boots, Pivett's great toe found severely frostbitten; examined by medical officer. Many others suffered partially, during the march, in face and in extremities. Clear weather, very cold, with light westerly wind. Sun striking through the tent during the day produced considerable warmth. Although dragging is very laborious work, we are still glad to be again making progress. Men suffered much in their feet, their strength being affected by severity of weather and confinement to tent. The bay crossed over in this march appeared shoal; heavy ice was aground at a considerable distance from the land. 4 h. p.m. turned out to obtain sights; weather clear, but very cold. A very singular parhelia was visible; an arc of the brightest prismatic colours encircled the zenith; a white column arose vertically from the horizon, in opposition to the sun; two halos, one of 22° semi-diameter, with segments of inverted arcs, extended from the sun parallel with horizon, at the distance of 110°; a white mock sun appeared at the intersection of another vertical column; the effect was peculiarly beautiful, the colours were so clear and bright, and described with such mathematical precision, that the mind could scarcely associate it as being the result of natural causes.

N W Cape bore E by N  
6 miles.

These phenomena are the more brilliant as the cold is more intense, and as an observant seaman justly remarked, that "when them 'ere sun dogs " shows themselves we always gets double allowance from Jack Frost."

Hours travelled	-	-	74
Encamped for rest	-	-	15
Halt for luncheon	-	-	1
Distance accomplished	-	-	8'
Wind	-	-	westerly
Weather	-	-	o m c
Temp.	-	-	-10° to 25°

## NINTH MARCH.

6 h. breakfasted; read prayers; packed. Several complaining of frost-bites, ordered every precaution to be taken in wrapping up the feet. 7 h. division proceeded, shaping a course parallel with coast, which here became low and continuous, S.W. by W. Despatched Messrs. Hamilton and Ede to examine the land. Cold intense, travelling heavy, over hard ridges of snow; halted whilst a man put on more wrappers, foot being frostbitten. At 9 h. 30 m. the thermometer fell — 22°. The men suffering so much, I would no longer expose them to the risk of frostbites. Encamped; when tents were pitched, thermometer — 26°. Messrs. Hamilton and Ede reported the land to be low, covered with deep hard snow; sloping so gradually that it was difficult to define the beach, a most uninteresting dreary coast. No traces. Brilliant parhelion at sunset. Calm. Bagged as warm as we could; unable to sleep. After grog, singing was commenced; example followed in the other tents. Determined upon travelling during the middle of the day whilst severe cold lasted.

Hours travelled	-	-	2
Encamped for rest	-	-	13
Halt for luncheon	-	-	-
Distance accomplished	-	-	2'
Wind	-	-	calm
Temp.	-	-	-10° to 26°
Detained 6 travelling hours by severe cold			



## TENTH MARCH.

*Saturday, 26th April.*—6 h. A.M.; therm. — 4°; breakfast; read prayers 7 h. division proceeded parallel with coast line, one mile and a half, outside grounded hummocks. Floe appeared to be old, and covered with hard ridges of snow. Men working well. Sledges very heavy, the labour great. Despatched Lieutenant Osborn to examine the coast. Noon, clear weather. Lat. observed 74° 05' N. Therm. in shade — 6°, in sun + 16°. Variation by O's azimuth gave 161° west; coast running S.W. by W. 1 h. 15 m. P.M. division proceeded. Walked to the land with Lieutenant Mecham; very laborious work. Passed over a considerable quantity of old grounded ice, with deep hollows of snow. Apparently very shoal along this coast, with old fixed ice attached to the shore. Land deeply covered with snow; no chance of improved travelling along the coast. Ascended an eminence of about 80 feet; coast appeared continuous of the same low monotonous character, without any remarkable feature. Discovered a small low island, bearing W.N.W. (true). Struck off again to sledges, from a low gravel point. Observed a line of hummocks to N.E., apparently edge of land ice. Reached sledges at 5 h. 30 m., when we encamped. Men had a good day's work, but with every exertion could only drag one mile per hour. Bagged as quick as possible. Thermometer falling rapidly, as sun declined. Supper at 8 P.M. Therm. — 20°.

Lat. observed - - 74° 05'  
Var per noon azimth 161° west.

5 P.M.  
Lat - - - 74° 02' N  
Long - - - 96° 25' W  
Var - - - 166° 00' W  
Hours travelled - - 9½  
Encamped for rest - - 13  
Halt for luncheon - - 1  
Distance accomplished - 10'  
Wind - - - calm  
Weather - - - c  
T<sub>2</sub>mp - - - -6° to 30°

## ELEVENTH MARCH.

*Sunday, 27th April.*—Calm, extremely cold. At 3 h. A.M. the mercury in thermometer was found congealed, and contracted to — 44°. No sleep; everything frozen in interior of tent, and covered with frost. 5 h. 30 m. breakfast; read morning service. Fearing to expose the men before the sun gained more influence, did not proceed until 8 h. A.M., when the temperature was — 34° in shade, and — 16° in sun; very clear weather, with a great deal of refraction. "Lowther Island" visible. Continued along the coast, S.W. by W., one mile and a half distant, outside the grounded hummocks, over old ice deeply furrowed with hard snow; so uneven and such uncertain footing made the work very hard for the men.

Therm - - - -39°

Noon, calm and cloudless sky. Therm. — 14°; air piercing to the feelings. 12 h. 30 m. halted for lunch; proceeded again at 2, immediately a sufficient quantity of water had been procured for the men. Passed close by a massive grounded piece of ice, which must have measured thirty feet in thickness, travelling over the same kind of ice as in the forenoon. Coast low, and apparently very shoal water. Therm. — 16°.

Hours travelled - - 8½  
Encamped for rest - - 14½  
Hove to luncheon - - 1½  
Distance accomplished 10'  
Wind - - - calm  
Weather - - - cm  
Therm - - - -16°

5 h. 30 m. sun declining; temperature falling rapidly. Ordered division to encamp. 7 h. supper. Therm. — 22°, in tent — 2°. Read evening service. Added a kettle of hot coffee to our meal; a most enjoyable and warming drink under such circumstances. Several men suffering from frostbites and glare of sun.

Midnight; light wind from N.W. Therm. — 34°.

## TWELFTH MARCH.

*Monday, 28th April.*—3 h. A.M. therm. — 24°. 6 h. 40 m. prayers and breakfast. Intensity of cold obliged me to wait for increase of temperature before proceeding. Medical officer advised that Edward Privett (A.B.), of my sledge, should immediately return to ship, his toe having assumed the appearance of mortification. Exchanged him for Francis Dow (A.B.) of "Inflexible"; also exchanged George Francis of "Adventure" for William Colvil. Completed up provisions from "Inflexible," leaving ten days for their return to ship. Arrangements being completed, gave orders to Mr. Ede, and parted company at 10 h. A.M. We proceeded along the coast S.W. by W. 11 h. 30 m. entered a barrier of very rough ice, extending from the land as far as could be seen, towards the low island seen to the northward. Noon, obtained latitude by meridian altitude. Clear weather; wind southerly; therm. — 2°. 1 h. halted for lunch. 2 h. proceeded, despatched two officers to the coast to seek a better lead. Travelling between large rounded hillocks of fresh-water ice, some of which rose to an elevation of twenty feet above the level surface of the ice; we

Despatched Mr. Ede back to ships with the sufferers from frost-bites.

Lat observed - - 74° 01' N  
Var - - - 161° 0' W  
Azimuth - - - 162° 0' W

had to thread our path between them where the best lead offered, consequently our progress was slow. The labour here was very great; the men were actually obliged to come to a standing pull with the sledges, rousing them through deep hollows of snow and rough ridges of ice. The sky was clear, and the sun's rays were scorching, which produced a most painful glare of the snow; at the same time in the shade the cold was intense. Encamped at 6 h. 30m., having gained but two miles in the afternoon's work. Men suffering much from the glare of sun, and much shaken by the strain of the drag rope. Lieutenant Meham reported a better lead in shore. Discovered a distant point bearing W. by N., which led me to hope that the coast would be continuous to the westward. Bearings, by Kater H. 47, a point 20°, another 25°, extreme point to westward 55°, an island 158°, eastern extreme 229°. At 8 h. P.M. therm.—24°; passed several foxtracks along the coast.

Hours travelled	-	-	7½
Encamped for rest	-	-	13
Halt for luncheon	-	-	1
Distance accomplished	-	-	6
Wind	-	-	calm
Weather	-	-	c.m.
Temp	-	-	20° to 30°

Detained 2 hours arranging for exchanging men and provisions from Inflexible.

### THIRTEENTH MARCH.

*Tuesday, 29th April.*—3 h. A.M. calm; therm.—39°. 6 h. prayers and breakfast. Cold most acute in taking sights. 7 h. 30m. proceeded; shaped a course to gain the shore, seeing no prospect of clearing this labyrinth. Ice of the same nature as yesterday, but hillocks less numerous on approaching the coast. Cold piercing wind and scorching sun, glare painful; all wearing some protection for eyes. Lieutenant Osborn and several others suffering. Very slow progress; men persevering to overcome the difficulties of our road with good will, gained about four miles. 12 h. 30m. halted for lunch. Wind from southward. Therm.—2°. Enjoyed my lunch outside the tent, under influence of sun's rays. 1 h. 20m. proceeded direct for land, which proved to be nearer than appearances led me to suppose, for at 1 h. 45m. we came suddenly upon the land, the beach being concealed from view by a range of pressed-up ice along the tide crack. My only course now was to take one along the beach, and was still mortified to find we could not obtain much increase of speed, owing to the depth of snow, with a very uncertain footing, causing the people to slip about. The land here was gentle undulating hills, receding from the coast with a gradual slope; low beach, the hard snow encrusted over land ice, and shore chiefly of limestone, which could only be discovered in distinct patches, where the projections of the terraces protruded above the snow. The weather set in very thick, with southerly wind; crossed two small indentations; off the projecting points heavy masses of ice were forced up.

Therm ' : - - - 39°

Lat observed 73° 56' 50" N.  
Long chron 99° 09' 00" W

Although the labour had been excessive, I felt constrained to test the strength of my men to the utmost effort; it was painful to see them suffering from fatigue and effects of the climate. Did not encamp until 6 h. 30 m. on the eastern side of a projecting point; the mist and snow obstructed further view beyond. The whole division much fatigued, suffering from glare of sun, and several frost-bites. Pitched tents on the land covered with deep hard snow, therefore no advantage derived. Dogs got entangled some distance off, and dropped a case of pemmican; Dore went back for it, returned tired and snowblind. Men complaining of pains in the shoulders. Lieutenant Osborn snowblind, unable to see. 8 h. P.M. wind south, hazy; halo and parhelion round ☉.

Hours travelled	-	-	10
Encamped for rest	-	-	13
Halt for luncheon	-	-	1
Distance accomplished	-	-	8
Wind	-	-	southerly
Weather	-	-	c.m.s.
Temp	-	-	39° to 10°

Thermometer 10°. Having received a very unfavourable report, which combined with my own observations, of the general debility of the division, decided in making to-morrow a day of rest.

*Wednesday, 30th April.*—On rising proceeded round the tents and found the number of sufferers as follows:

Detained in consequence of snow-blindness and sickness.

(Treated each case according to medical instruction.)

*Sledge "Reliance."* W<sup>m</sup> Dore snowblind in both eyes; one man slightly in one eye; two with sore faces from sun and frost.

*Sledge "True Blue."* Lieutenant Osborn snowblind in both eyes; one bad diarrhoea and debilitated; four snowblind in left eye.

*Sledge "Succour."* Four affected with snow-blindness; one bad frost-bite on big toe.

*Sledge "Adventure."* Two, snow-blindness in both eyes; one, frost-bite.

Under these circumstances it was impossible for the division to move. As we had attained 100 miles from the ships, or ten days march, I availed

Lat.	-	-	73° 55' N.
Long	-	-	99° 25' W.
Var.	-	-	167° 00' W.

1st depot buried

myself of the delay to deposit our ten days depôt. 6 h. 30 m. breakfast and prayers. Formed a depôt; buried the cases; ground too hard to dig deeper than eighteen inches, covered them well with heavy stones; built a cairn over it, another one in the rear of it 100 yards on the slope of hill; found considerable soil. Obtained observations; aired tent gear; ordered men to be kept in tent out of glare.

After luncheon, accompanied by Lieutenant Meham and Mr. Hamilton, I ascended the hill to obtain a view of coast and examine the land.

Discovered an inlet trending to S E.

Found the land, from the depôt point B, trend suddenly due south for 5 miles, when I discovered an inlet running to the S.E.; could see up it for 13 miles, but could not define its termination, owing to points of land overlocking and great mirage; at its entrance it was about 5 miles wide. On western side the hills were higher, and very low land stretched away to N.W., forming a deep bay to the northward of the inlet. Directed Lieutenant Meham and Mr. Hamilton to proceed and make a further examination of coast. I returned to tents at 4 h. P.M. to obtain sights.

Passed traces of hares and foxes. A great deal of snow on the ground. Limestone with occasional pieces of granite. Patches of moss and grass to be seen. The position of our depôt was good, being close to this inlet. Hitherto the coast had been destitute of any distinguishing feature. The appearance of the ice was unfavourable for navigation along the coast, generally of old formation, that of several seasons, and fixed along the land; that barrier striking off to the low island reminded me of the floes met with by "Parry" to the westward, and I saw masses which measured 30 or 40 feet in thickness. 5 h. 30 m. Lieutenant Meham returned; could discover nothing beyond what we had seen from the hill. Found the inlet more favourable for travelling.

Detained by snow-blindness

and sickness

Therm - - -21°

*Thursday, 1st May.*—Calm and clear; thermometer  $-21^{\circ}$ , at 6 h. A.M. Passed a very cold night. A flock of ptarmigan had visited the tents whilst we slept, by their traces being close to the door. Unfavourable report of sick. Lieutenant Osborn suffering great pain, unable to see; Dore likewise. Thos. Armstrong, severe attack of diarrhœa; during the night passed blood; was low and debilitated; the other could not bear exposure to sun; there was no alternative but patience to await their recovery. Resolved to despatch Lieutenant Meham with a light sledge, picking out a crew of able hands for the trip. 8 h. P.M. thermometer  $-10^{\circ}$ ; set out with all the hands that were able to aid in running out his sledge as fast as possible; at 10 h. parted with him at entrance of inlet; ordered Lieutenant Meham to return on the 3d. Blowing hard from S.E. with snow; returned to the camp at midnight.

Despatched Lieut. Meham to search inlet

Detained by stress of weather

*Friday, 2d May.*—Continued gale throughout the day from S.E. with thick drift; unable to leave the tent. Temperature improving. People recovering from snow-blindness. The wine of opium found an efficient cure; the pain from it excruciating.

Detained by stress of weather

*Saturday, 3d May.*—Gale continued with great violence, drift very thick; unable to show out of tent, discomfort great; the limited space of tent being more confined from the side having been pressed in by an accumulation of snow. No room to move; limbs aching from lying so long cramped up. Cooking in the tent is increasing the darkness of complexions, being already well coloured with dirt; made but two meals during the 24 hours.

*Sunday, 4th May.*—1 h. A.M. thermometer  $-2^{\circ}$ ; gale abating 4 h. calm. Cleared away the accumulation of snow from the tent. All turned out of tent; set it in order, and restowed sledge. Found Lieutenant Osborn and the sufferers recovered from snow-blindness. 8 h. supper. Fine morning, and our spirits raised at the prospect of spring weather, and the release from our confinement. Being the anniversary of our departure from England, we displayed our colours. Enjoyed a wash for the first time since leaving ship. 11 h. assembled the sledge crews, and read divine service. Obtained sights for time, latitude, and variation.

The debilitated state of Thomas Armstrong's health, and mortification being apparent on the frost-bitten toe of John Bailey (royal marine), their immediate return to the ships was advisable; the period also having

Depot  
Lat -  $73^{\circ} 53' 00''$  W  
Long -  $99^{\circ} 26' 00''$  W  
Var -  $165^{\circ} 0'$  W  
Therm -  $-2^{\circ}$  to  $+10^{\circ}$

arrived for the return of Lieutenant Osborn's limited sledge, I ordered Mr. Hamilton to prepare for his return, according to Captain Austin's order, exchanging two efficient men for the above. Noon, wind N.W.; thermometer  $+10^{\circ}$ . Writing to Captain Austin and working up sights. Lieutenant Osborn completed provisions off Mr. Hamilton's sledge. 5 h. breakfasted. Deposited an official document in cairn; prepared for departure, taking in my sledge the stores, &c. belonging to "Succour."

## FOURTEENTH MARCH.

7 h. Set out from depôt in company with "True Blue," parting with Mr. Hamilton and their sledge "Adventure;" highly satisfied with his conduct. Proceeding along the coast for the inlet. Wind fresh from S.E.; hazy; thermometer  $+6^{\circ}$ . 8 h. "Succour" joined company, Lieutenant Mechem having been 13 miles up the inlet in a S.E. direction, where he found it trending to E.N.E., and saw the remains of an Esquimaux settlement (*vide* his report). Struck across the inlet for opposite coast, picking out the best lead, over old ice with rounded projections.

Midnight, halted for luncheon; the rounded masses formed on surface of floe afford excellent fresh water.

*Monday, 5th May.*—Westerly winds, sharp; thermometer  $-5^{\circ}$ ; glad to be moving. 1 h. proceeded to cross a bay for a point to the N.W.; travelling improved, snow being hardened by late gale. Shoal along the coast, with grounded hummocks. 5 h. A.M. encamped, "True Blue" and "Succour" in company. Thermometer  $-10^{\circ}$ . Men cold and tired. 6 h. A.M. thermometer  $-14^{\circ}$ .

Proceed to the westward  
Mr. Hamilton returns to ship

Lieut. Mechem rejoins

"Reliance," "Succour," and  
"True Blue."

Hours travelled	-	11
Encamped, rest	-	13½
Halt, luncheon	-	1
Distance accomplished	-	11½
Wind	-	westerly
Weather	-	c g g
Temp	-	-14°

## FIFTEENTH MARCH.

5 h. P.M. Prayers and breakfast. 6 h. 30 m. proceeded; wind strong from northward; thermometer  $+2^{\circ}$ ; making for a point bearing N.W. from inlet, crossing a bay. Land higher, with some ravines at western extremity of inlet. 10 h. 15 m. reached a very low point, and found coast trend away to W. by N.; much grounded ice with hummocks along coast, and extending a considerable distance from point, apparently very shoal. No indication of tide; point nearly level with floe covered with hard snow; cut it off by taking sledge across the land. Granite boulders seen occasionally above snow. 11 h. 45 m. halted for lunch; bright clear weather; saw the sun above the horizon for the first time at midnight this season; its azimuth by compass bearing gave  $169^{\circ}$  westerly variation.

Therm - - -12°

*Tuesday, 6th May.*—Calm; temperature  $-12^{\circ}$ . 1 h. proceeded along the beach W. by N. through deep snow; large hummocks pressed up along the coast. Low land sloping gradually to beach. Ice as far as the horizon had every appearance of being very old; enormous masses were grounded along the coast; stood upon one which must have been 40 feet thick. 4 h. A.M. encamped after a good day's work.

The time having arrived for the return of the limited sledge, completed up to 36 days from the "Succour," and stowed it before supper. Broke the thermometer.

P.M. strong S.W. wind, and hazy. Wrote to Captain Austin. 5 h. breakfasted and prayers. A hare seen. Gave final orders to Lieutenant Mechem, whose conduct has been highly satisfactory.

Hours travelled	-	9
Encamped, rest	-	19½
Halt for luncheon	-	1½
Distance accomplished	-	12½
Wind	-	N.W.
Weather	-	c
Temp	-	-12°

## SIXTEENTH MARCH.

P.M. 6 h. 30 m. parted company from "Succour" with three cheers, and proceeded; "True Blue" in company. I deposited the dipping needle here, being desirous to relieve the men of every pound of unnecessary weight; anxious to press forward with all despatch. Built a cairn, and left a record. Tried the travelling outside the range of hummocks, but finding it so uneven made but slow progress, so returned to pursue our course along the beach. Strong S.W. wind and snow. Land of same nature, gently undulating, sloping to beach with regular terraces, composed of limestone and granite boulders. Midnight, clearing up; thermometer  $-4^{\circ}$ . Halted for lunch.

Lieut. Mechem returns to  
ship  
"Reliance" and "True Blue"  
in company.

Therm. - - -4°

*Wednesday, 7th May.*—1h. proceeded. Thick weather; wind N.W. Dragging very heavy, passing along very low shingle beach pressed up in successive ridges. After rounding a point where the grounded ice extended a great way off, the coast went away to the S.S.W. Passed several enormous masses of grounded ice. 4h. encamped near a large hummock; camp reduced to two tents. A point bearing west six miles, eastern extreme N.N.E. P.M. strong wind from westward; thermometer +9°.

Hours travelled	-	-	8½
Encamped, rest	-	-	14½
Halt for luncheon	-	-	1
Distance accomplished	-	-	9'
Wind	-	-	S.W.
Weather	-	-	o m s
Temp	-	-	+7°

## SEVENTEENTH MARCH.

6h. 30m P.M. proceeded for a point (west), crossing a bay. Wind freshening, with snow, in old and rugged ice the footing is uncertain, had frequent falls. Land of a higher character, receding from coast.

At 11h. it blew so hard, right in our faces, with snowdrift, that it was impossible for the men to make progress against it. Encamped; wind westerly; thermometer in tent +15°.

*Thursday, 8th May.*—Strong gale from the westward, and thick snowdrift; confined in our blanket bags.

6h. 30m. P.M. prayers and breakfast.

Midnight, thermometer -2° in tent. Blowing too hard to expose the men.

*Friday, 9th May.*—A.M. fresh gale with drift; occasional gleams of sunshine. Cramped with the confined space of tent.

Noon, moderating, with a clear sky. Obtained sun's meridian altitude. 5h. 30m. thermometer -4°.

Prayers and breakfast.

## EIGHTEENTH MARCH.

7 P.M. proceeded, "True Blue" in company. Walked to the land, which was precisely of the same nature as all we had passed along. Beyond another indentation of the coast a point bore W. by S.; rounded a low spit of shingle extending out from the coast. 11h. rounded another point, low land of limestone shingle. Found better travelling; ice apparently grounded in these indentations, being what is termed haycock ice, or rounded projections of fresh water ice.

*Saturday, 10th May.*—Wind S.W.; cloudy; thermometer -5°. 1h. proceeded; crossed another small bay; reached its western point at 3 A.M., rounded low shingle limestone. After crossing another small bay, over grounded ice and hummocky, with snow very deep in places (dragging is heavy work), clapped on with track belt occasionally, and encamped at 5h. near some very massive hummocks, near a conical point; the only one lately seen with any distinguishing feature. Ice to seaward appeared to be of old formation and immoveably fixed along coast. No indications of current. Finding this an eligible position and easy to be recognized, determined upon making up five days provisions from each sledge, instead of going forward for 10 days, thus relieving the men earlier of some weight, they being much fatigued. Thermometer -7°.

## NINETEENTH MARCH.

5h. 30m. P.M. breakfast and prayers. Deposited five days provisions for each sledge on a cone of ground at the point. Erected a cairn, left a record, and suspended a pair of cloth cork sole boots (which had done good service) to the staff.

Proceeded at 7h. 45m.; thick weather with snow; wind S.W. Found the coast trending more southerly. Slight indentations; low spits of shingle projecting out; apparently very shoal along the coast.

10h. rounded another point.

Midnight, halted to lunch; cloudy weather; wind S.W.; thermometer +15°.

*Sunday, 11th May.*—1 h. A.M. proceeded; thick weather; 2 h. rounded another point, and struck across a bay, on a S.S.W. course, travelling over grounded ice in shallow water.

Found the coast trending more southerly, consisting of limestone shingle, with low spit running out and forming slight indentations along

Detained by stress of weather

Hours travelled	-	-	4
Encamped, rest	-	-	14
Halt for luncheon	-	-	1
Distance accomplished	-	-	4'
Wind	-	-	westerly
Weather	-	-	o m s
Temp	-	-	-4° 2'

Midnight, halted for lunch

Hours travelled	-	-	9
Encamped, rest	-	-	14½
Halt, luncheon	-	-	1
Distance accomplished	-	-	9'
Wind	-	-	S.W.
Weather	-	-	c m s
Temp	-	-	-7° to +5°

2d depot buried

Lat	-	-	73° 59' N
Long	-	-	161° 14' W
Var	-	-	180° 00' W

the land. A most monotonous and dreary coast. A dark coloured fox approached us; we saw many traces of these animals, but this was the only one actually seen. 4 h. 15 m. encamped, S.W. of a point half a mile distant. Thick weather. Wind S.W. Therm. +5°

Hours travelled	-	9½
Encamped, rest	-	14
Halt, luncheon	-	1
Distance accomplished	-	10'
Wind	-	S.W.
Weather	-	o m. s
Temp	-	-7° to 5°

#### TWENTIETH MARCH.

5 h. 30 m. P.M. Therm. +13°. Breakfast and prayers; proceeded at 6 h. 30 m. Light wind from N.E. 7 h. P.M. passed another low point of shingle limestone coast bearing in a continuous direction to the S.S.W.; travelling over level ice with deep hard snow on the surface, apparently fixed land ice.

Midnight, halted for luncheon. Compass very sensitive, from the position of the sun through the clouds, indicates being near the magnetic meridian.

*Monday, 12th May.*—1 h. A.M. proceeded, travelling over tolerably level ice parallel with coast line, one mile distant. S.S.W. course. Sky cleared, sun shone out. 4 h. A.M. came to more uneven ice with deep furrows of hard snow. 4 h. 15 m. encamped, a point bearing S.S.W. 3 miles. Wind westerly; therm. +4°; obtained sights. Noon, thick weather; 4 h. P.M. strong wind from westward. 5 h. 45. m. breakfast and prayers.

Hours travelled	-	9
Encamped, rest	-	14
Halt, luncheon	-	1
Distance accomplished	-	10'
Wind	-	west <sup>y</sup>
Weather	-	g
Temp.	-	-3°

#### TWENTY-FIRST MARCH.

7h. proceeded on a S.S.W. course for the extreme of land. 8 h. walked to the coast; landed on some gravel shoals, forced up above surface ice. No appearance of tide or current along the coast, ice being fixed and motionless; found some shells on surface of ice. Cloudless sky; very cold westerly wind, fine icy particles falling; a bright parhelion; travelling over grounded ice parallel to coast, S.S.W. course. 11 h. 45 m. halted for luncheon; obtained meridian altitude of ☉ by ice horizon, which gave lat. 73° 29' N., and bearing of ☉ showed 177° easterly variation.

*Tuesday, 13th May.*—12 h. 30 m. A.M. proceeded, travelling over deep furrowed hard snow. Wind freshening from westward, very cold; therm. —7°. 2 h. reached a rounded low point with grounded hummocks, extending off from it. Walking round the coast, we found we had reached a cape, the land trended away to S.S.E.; discovered high land in that direction; some low islands off the coast within two or three miles of us; grounded ice and hummocks in shallow water extending to the westward, but no land in that direction. Wind increasing, with snow. Made for the low island bearing south from us; heavy drag through deep snow. 4 h. encamped; blowing very hard with snow. Two ptarmigan came near the sledge. Very cold, therm. —5°

Both Lieutenant Osborn and myself had been indulging in the hope of finding the coast take a more westerly direction towards Banks' Land; it was a great disappointment on finding it now take an easterly turn. Determined upon making for the high lands to gain a view; and in case of no land being visible to the westward, one of us must strike at a westerly course in search of it.

Hours travelled	-	8½
Encamped, rest	-	14
Halt, luncheon	-	1½
Distance accomplished	-	9'
Wind	-	west <sup>y</sup>
Weather	-	m s
Temp	-	-7°

#### TWENTY-SECOND MARCH.

Blew hard all day; 6 h. P.M. more moderate. After prayers and breakfast, proceeded at 6 h. 30 m.; cleared the island, and made for the high promontory bearing S.S.E. 10 miles distant; walked across the island. As far as the eye could reach ice was level, and no appearance of tide or current; it looked as tranquil and firm as if it was never in motion, the furrows of snow running north and south. Set off with Lieutenant Osborn for the high hill, but finding it to be further than it looked, returned to sledges.

Midnight, halted for luncheon. Therm. —5°; very cold. Appearance of land to the S.S.W.

*Wednesday, 14th May.*—1 h. A.M. accompanied by Lieutenant Osborn, I proceeded to the land; after a gradual ascent for a mile, reached a succession of undulations in the ground, to the foot of the mount; then gained the top of it, elevated about 500 feet from the level of the sea, which commanded an extensive view, favoured by clear weather; discovered land S.W. by S. (the nearest part) upwards of 20 miles distant; the extremes

Land discovered to westward.

from south to S.W.  $\frac{1}{2}$  W.; the coast line ran S.E. by S. with many bays and indentations, low points and shoals extending from them. Distant low land was visible to the southward, but I could not connect it with the west land, consequently unable to determine whether this vast opening was a channel or gulf.

The mount on which we stood was the highest elevation on the coast, and which was a series of undulating hills, becoming lower towards the south; the most exposed part of this height was clear of snow, smoothed apparently by the action of the atmosphere; not a vestige of anything moving was to be seen, the cry of ptarmigan was the only indication of life in this scene of desolation. The ice was one vast field, without a hummock to break its monotony; along the coast it looked as tranquil as if permanently fixed, nor could I perceive any marks of rise or fall. The wind blew intensely cold. The pain of holding the compass is very great; having obtained bearings, we descended. The prints of feet resembling that of a good-sized ox\* was seen in several places, the impression of last season. Hard, deep snow covered the land, the walking was laborious. The level of a terraced piece of land was bared; it consisted of smooth limestone gravel, with portions of granite and gneiss. We also passed several detached masses of granite. Saxifrage and moss were seen protruding through the snow, but the whole country still bore the cold garb of winter.

Returned to our tents by 5h. 30m.; the sledges were dragged close to the point during our absence. Much fatigued by walk, which could not be less than 10 miles. Wind N.W.; hazy; thermometer + 3°.

Noon, obtained a good meridian altitude; calm and clear. From what had now been discovered, I determined to go to the land seen to the westward, and take up the examination of the coast to the southward, leaving Lieutenant Osborn to prosecute his search to the westward. We had made four days march from last depôt; so allowing three days to reach the opposite land, it was incumbent to make another depôt here, especially as this mount could easily be recognized at a long distance. 5h. 30m. prayers and breakfast. Employed all hands of both sledges to make the depôt on a terrace near the beach; found the ground too hard to dig deeper than one foot; there was a considerable quantity of alluvial soil on clearing the surface. Deposited five days provisions for each sledge, securing it well with all the large stones we could collect; built a good cairn, placed a record on it, and erected a staff over it.

As we had found our guns so useless along this desolate coast, and being anxious to prosecute the search as far as our resources and the nature of the coast would permit, I left the ship's gun here, with all other weights I could possibly dispense with for pushing forward with despatch. All these arrangements being completed,

#### TWENTY-THIRD MARCH.

Started at 8 P.M., "True Blue" in company, for the opposite bearing S. 35° W. (true). Reduction of weights was a great relief to the men; the weather fine; all in good spirits and condition for work; travelling, favourable; ice, level; surface, hard snow, deeply furrowed, in ridges running north and south, nearly all right angles with our course.

Towards midnight, land much refracted. Full moon at a low altitude to southward. Midnight, halted for lunch; calm, clear, cold. Thermometer - 5°.

*Thursday, 15th May.*—A.M. Anything below zero was always most painfully cold; at luncheon, therefore, every one always glad to be on the move again. 1h. proceeded, making good progress; nature of ice as before. 5h. encamped, having made good 11 miles.

#### TWENTY-FOURTH MARCH.

P.M.—Prayers and breakfast by 6. At 6h. 40m. proceeded again for the nearest point of land, bearing S. 31° W. (true). Very fair travelling; ice uniform level, without an inequality; hard snow was deeply furrowed, rendering footing rather unsteady. Fine clear weather, cold wind from

\* Experienced travellers state that the prints of the musk ox and reindeer's foot are very similar.

Third depot buried,	
Lat	- 78° 23' N
Long	- 101° 15' W.
Walked	- 10'
Hours travelled	- 8
Encamped for rest	- 14
Halt for luncheon	- 1
Distance accomplished	9'
Wind	- N W
Weather	- C
Temp.	- + 3°

Set out from third depot

Hours travelled	-	8
Encamped for rest	-	14
Halt for luncheon	-	1
Distance accomplished	-	11'
Wind	-	S E
Weather	-	C.
Temp	-	-5°

S.E. Four ptarmigan passed near us. Midnight, halted for lunch; light wind from S.E. Thermometer  $-6^{\circ}$ .

Sun's azimuth by compass,  $172^{\circ}$  E. variation.

*Friday 16th May.*—A.M. 12h. 45m. proceeded; thermometer  $-5^{\circ}$ .

Approaching the land, which appears to be of a more diversified character, making for a bight with two remarkable peaks (or paps); wind freshened from S.S.E., bringing a thick mist. 5h. encamped; land apparently 5 or 6 miles distant; blowing strong, with hazy weather, and very cold. At 7h. thermometer  $+6^{\circ}$ . Made two very good marches across.

Hours travelled	-	9
Encamped for rest	-	14
Halt for luncheon	-	1
Distance accomplished	-	12'
Wind	-	S E
Weather	-	c.b
Temp.	-	$-5^{\circ}$ to $+6^{\circ}$

#### TWENTY-FIFTH MARCH.

P.M. 5h. 30m. prayers and breakfast; strong southerly wind. Thermometer  $+6^{\circ}$ . 6h. 30. proceeded towards the land for two peaks rising in the background from the centre of a bay; passed some grounded hummocks, getting shallow as we neared the land. 8h. reached some low gravel banks or islets lying two miles off the approach to bay, the northern side of which is formed by a prominent terraced cape. 9h. 30m. ordered tents to be pitched, and, accompanied by Lieutenant Osborn, went to the cape to survey the coast, and determine on future operations. Landed at 10h. on a bold point, elevated 100 feet, on which was a flat terrace of fine gravel free of snow; from this the coast was seen trending along W. by N. very low; to the southward a rounded promontory excluded the view beyond the distance of four miles; the point on which we stood formed the north side of a bay, two miles wide open to the N.W., the approach to it was surrounded by gravel islets and banks with grounded hummocks, apparently inaccessible for a ship. As far as I could see, it was shallow water along the coast. Determined on proceeding to the southward and leave Lieutenant Osborn to proceed with his search to the westward. There was no tide mark round the bay, the ice and land connected by a hard coating of snow. The land at the back of bay was broken into hills, receding some distance into interior, distinguished by three remarkable peaks; was of a more diversified character than any part of the coast yet seen, composed of same material, limestone prevailing. Saw a beautiful covey of nine white grouse; the first appearance of snow dissolving was on this terrace.

Crossing the entrance of a gulf

Reach western extreme  
Land to examine coast.

Lat.	-	$73^{\circ} 06' N$
Long	-	$101^{\circ} 55' W$

Returned to tents at 11h.; ordered luncheon; prepared for separation from Lieutenant Osborn. On overhauling the provisions, found that each party had the same quantity remaining; agreed that we could prosecute the search until midnight of 22d, at which time we were to retrace unless there should be some object for incurring the risk of prolonged search on reduced allowance.

Midnight, showed colours, took possession of newly-discovered land in the name of Her Majesty Queen Victoria, with three cheers.

Took possession of newly discovered land

*Saturday, 17th May.*—A.M. Took leave of Lieutenant Osborn and his crew; parted company, when he proceeded along coast to westward. 12h. 30m. proceeded; passed the low point S.E. side of Separation Bay; several shingle banks and grounded hummocks along the coast; calm; thermometer  $+3^{\circ}$ ; steered S.E. b. S.; at 4h. crossed a low shingle spit, land dipping low. 4h. 50m. encamped; calm, clear weather; thermometer  $+6^{\circ}$ ; sun's rays powerful. Whilst in tent, heard ice crack several times; obtained sights.

Part company with Lieut Osborn

Hours travelled	-	7
Encamped for rest	-	14
Halt for luncheon	-	1
Distance accomplished	-	9'
Wind	-	Calm
Weather	-	b c
Temp	-	$+3^{\circ}$ to $25^{\circ}$
Lat.	-	$73^{\circ} 01' N$
Long	-	$101^{\circ} 43' W$
Var	-	$168^{\circ} 00' E$

#### TWENTY-SIXTH MARCH.

P.M. 5h. 30m.—Prayers, and breakfast; thermometer  $+25^{\circ}$ ; calm; thick falling snow.

7h. proceeded; unable to see any distance from falling snow; shaped course by occasional glimpses of low coast and the furrows of snow running parallel to coast, trending S.S.E. William Dore taken very ill, severe pain in head and limbs; heavy falling snow, particles of stellar shape; bad travelling; snow deep; bad light; falling about on the uneven surface. 11h. passed a low spit of shingle.

Proceed with the examinations of shores on west coast of gulf.

Midnight, calm; heavy fall of snow; thermometer  $+15^{\circ}$ ; mild to feelings; Kilby's boots wet through.



*Sunday, 18th May.*—William Dore unable to move; remained encamped.

Detained by the sickness of one man 5 hours.

6 A.M. snow cleared off; thermometer + 19°. After supper, read morning service.

Distance accomplished -	6'
Hours travelled -	5
Encamped for rest -	13
Halt for luncheon -	1
Wind - - -	South
Weather - - -	0° S
Temp - - -	+ 15°

P.M. 2h. turned out to look round; found a very low coast almost concealed by snow. Along shingle bank to the eastward (sun came out with power, thermometer + 26°), apparently very shallow; no tide mark or pressure of ice; coast so low that it was difficult to define coastline. 5h. washed.

#### TWENTY-SEVENTH MARCH.

Halted to examine the coast, and allow sick man to recover

Send out walking parties, which travel 20 miles

5h. 30m. P.M. breakfasted, and prayers; obscure and cloudy weather; light westerly wind. 7h. packed and proceeded; from seeing a few stones above the surface of the snow, found we were actually on the land, and that the coast now took a sudden turn to the eastward; this led me to suppose that we had now reached the bottom of a gulf. "Dore" being unable to work, and still suffering from pain, I again encamped, and sent out walking parties to examine the land and coast. Set out with Brooke for a hill to the westward for the purpose of obtaining a commanding view, but after two hours walking over a plain, through deep snow, found it was still too long a distance to reach; could see nothing but an extensive dreary plain covered with snow; a few patches of moss and a boulder of granite were occasionally visible. Returned to the tent at midnight, fatigued; the other parties found the same plain in all directions, and reported the coast to be continuous to the eastward; they met with some patches of moss and the dung of deer.

Midnight, thick weather with falling snow, blowing strong from the westward. Thermometer + 19°.

Hours travelled -	} Obligated to encamp
Encamped for rest -	
Halt, luncheon -	
Dist. accomplished -	
Wind - - -	West
Weather - - -	s m
Temp - - -	+ 6° to 16°
Detained by a gale	
Lat - - -	72° 57' N
Long - - -	101° 36' W

*Monday, 19th May.*—Blowing hard, very cold wind from N.W. Enjoyed the luxury of a drink of tea with Moore's milk; nothing more refreshing under such circumstances. Bagged. Did not move on account of Dore's sufferings. 3 A.M. thermometer + 12° in tent. 9h. obtained sights; cold wind, most painful to hands and eyes. Noon, fresh gales.

#### TWENTY-EIGHTH MARCH.

6 P.M. Prayers and breakfast. Wind N.W., moderate clear weather; erected a cairn, deposited a record and a coin. 8h. proceeded along coast E. by N.; after making 3 miles found ourselves on a low spit. Coast trended again to south land, nothing but a flat plain, a few feet above level of sea; struck across a bay for a point bearing S. 60° E. (true); good travelling, snow hard.

Midnight, distant land looming around the horizon, except at E.S.E. and E.N.E. Clear weather; light wind from N.W.

*Tuesday, 20th May.*—A.M. 12h. 15m. halted for lunch. Thermometer—4°, wind N.W., fine weather. 1h. proceeded; good travelling; on the surface patches of freshwater ice; 5h. 20m. encamped. Point bearing S. 30° E. (true.) All the men complain of weakness and pains in shoulders. Sky became suddenly overcast; wind increased; very cold, + 6°.

Hours travelled -	8½
Encamped for rest -	14
Halt for luncheon -	1
Distance accomplished -	11'
Wind - - -	N W
Weather - - -	s m
Temp. - - -	4° to 6°

P.M.—Fresh gale with snow drift. 6h. breakfast and prayers. 7h. same weather; thermometer + 10. P.M. 9h. gale abated. 9h. 30m. proceeded, steering for a point S.E. by E.; coast low.

#### TWENTY-NINTH MARCH.

Therm - - - -1°

*Wednesday, 21st May.*—A.M. 12h. 20m. halted for lunch. Wind N.W.; thermometer—1°. 1h. proceeded. 3h. reaching the point found the coast sweeping round to the eastward. Land so low as to be scarcely distinguishable from ice on which we were travelling; ice of old formation, and apparently grounded in shoal water; shingle banks above surface of ice, visible to the northward of us.

5h. 40m. encamped. Fresh breeze from westward, cold hazy weather; thermometer + 3°. 8h. supped. Wind freshening, drift rising. Noon, fresh gale; squally with snow drift. Continued to blow throughout the day. 6h. prayers and breakfast; unable to move. Midnight, strong gales, thick drift. Wind N.W.; thermometer + 2°.

*Thursday, 22d May.*—Camped, and confined in our blanket bags; gale blew with great violence. All being particularly miserable, issued an

extra allowance of grog at-luncheon. Narrow limits of tent became more confined by the accumulation of drift outside; limbs became very painful from the cramped position in which we are stowed; tried to kill time by an odd number or two of Chambers's Journal and smoking.

Midnight.—Gale continued, and snow drift thick as ever. Wind N.N.W. Thermometer +3°.

*Wednesday, 23d May.*—Weather the same; all of us cramped and wearied with our imprisonment. Wind penetrating the tent, and very cold.

4 P.M. gale moderated. Thermometer +15°. 6h. breakfast and prayers. Deep embankment of snow all round the tent; cleared sledge of snow.

Being anxious to obtain some idea of our position, &c., I despatched two men to the land to build a cairn and deposit a record; the distance being greater than it appeared to me, they did not return till 10h. 30m. They could see nothing but the same level plain, coast very low, abounding with banks and spits of shingle. 11h. lunched.

### THIRTIETH MARCH.

11h. 30m. P.M. proceeded; wind N.W., blowing fresh and cold; thermometer +3°; steering due east, parallel to coast.

*Saturday, 24th May.*—A.M. Strong cold wind from N.W.; snow drift along surface of ice; air filled with minute icy particles. Thermometer zero. Halo round the sun, and an ordinary parhelion. Observed land from N.E. to S.E., apparently distant. At 2h. 30m. I was enabled to determine the connexion of the low plain to the south and west of me with the eastern land, and thus it appeared we had reached the bottom of a deep gulf; the ice we were travelling over was of old formation; and from the low nature of the coast, together with shingle banks and shoals to the northward of us, have every reason to believe it was aground; the surface was covered with inequalities of fresh water ice. 2h. 30m. Shaped a course N.E. for a point, travelling over deep-furrowed snow at right angles to course. Very keen cutting wind, men's faces suffering.

5h. encamped under the lee of a ridge of snow accumulated at the extremity of a shingle spit half a mile from the beach. Walked to the land, ascended its summit, from whence I obtained a most satisfactory view of the bottom of this gulf, and now ascertained that I was on its eastern shores; the land was of a more elevated character, diversified with vallies and ravines; the coast is indented with numerous small bays. To the south and west one vast plain. Extended to the line of the bottom of the gulf was a series of banks and shoals. Whilst obtaining sights, a brace of ptarmigan alighted beside me. 7h. P.M. supper. In commemoration of Her Majesty's birthday an extra allowance of grog was issued, colours and royal standard flying.

P.M. Hazy; calm; therm. +30°.

### THIRTY-FIRST MARCH.

5h. 30m. P.M. prayers; breakfast. Went on shore with a party to build a cairn, and deposit an official record, with a coin; the weather being clear confirmed all I had seen on the previous morning. The land consisted of limestone abounding in fossils, but still thickly coated with snow, as in its winter month. Having thus perfectly satisfied my mind that we had thoroughly searched the bottom of this gulf, my only course was to return by its eastern shores. 8h. proceeding along the land, leaving the sledge to cut off the indentations of the coast. The dog dropped a bag of stores off its sledge; on retracing its tract, discovered an old cairn of stones, which, on examination, proved to be an old native cache of provisions; when the stones were removed, the bones of seals and birds were found buried; this delayed us two hours, having to bring the pickaxe and implements from the sledge.

*Sunday, 25th May.*—12h. 30m. A.M. returned to tent. Thermometer zero; clear weather; light air, northerly. 1h. 15m. proceeded. 2h. passed a point with a spit; observed shoals to the westward. 4h. passed another point. 5h. encamped; wind N.N.W.; clear weather; thermometer +6°. Noon, cloudy; wind, north; thermometer +16°.

Detained by a gale of wind.  
Therm. - - +3° to +11°  
Wind - - N.N.W

Detained by a gale of wind  
Therm. - - +2° to +11°  
Wind - - N.N.W  
Lat - - 72° 45' N.  
Long - - 100° 40' W.  
Send parties to examine coast  
and build a cairn  
Hours travelled - 8  
Encamped for rest - 14  
Halt for luncheon - ½  
Distance accomplished - 12'  
Wind - - West  
Weather - - 0.5  
Temp - - 1° to 40°

Reach the bottom of a gulf.

Men walked 8 miles.

Hours travelled - - 5½  
Encamped for rest - 14  
Halt for luncheon - 1½  
Distance accomplished - 8'  
Wind - - N.W  
Weather - - c m s  
Temp - - +4°  
Lat. - - 72° 49' N  
Long - - 100° 24' W.  
Var - - 177° 00' E.

Return by eastern shore of gulf.

Hours travelled - 8  
Encamped for rest - 12  
Halt for luncheon - 1  
Distance accomplished - 9'  
Wind - - N.W  
Weather - - b.  
Temp - - +4° to 16°.

## THIRTY-SECOND MARCH.

6h P.M. breakfast and prayers; read morning service. 7h. proceeded, crossing a bay to a point bearing N. by W. 9h. passed some shoals, and a bed of limestone rocks; thick weather with falling snow set in; land bolder; two remarkable peaks in the middle of the bay. 11h. 30m. reached a point of low shingle; encamped for lunch; thick weather; therm. +16°. Enjoyed lunch without being benumbed with cold.

Hours travelled	-	9	Monday, 26th May.—A.M. 12h. 30m. proceeded for another point N.W., wind blowing from northward, with snow in our faces; the late rise of temperature was accompanied with a degree of moisture. 4h. passed another point. 4h. 15m. encamped; very thick weather, blowing hard from northward, with drift.
Encamped for rest	-	13	
Halt for luncheon	-	1	
Distance accomplished	-	11'	
Wind	-	N.	
Weather	-	qm	
Temp	-	16° to 25°	

Noon, fresh gales, squally, with thick drift; thermometer +25°. 6h. same weather; prayers; breakfast. Boisterous weather compelled us to remain in tent.

Midnight, strong gale from the northward; heavy drift; thick, dark weather; thermometer +20°.

Tuesday, 27th May.—Gale continued; very heavy squalls; the snow-drift thicker than any I have ever seen before; wind N.N.W. 6h. had tea for supper, instead of pemmican, a food requiring powerful exercise to appreciate its merits.

Detained by a heavy gale

Noon, weather the same; thermometer +28°. Great accumulation of snow round the tent; cramped and wearied by the confinement. 4h. moderating. 6h. breakfast and prayers; cleared and restowed sledge.

## THIRTY-THIRD MARCH.

7h. proceeded, crossing a deep bay, extreme point bearing N.W., leaving the sledge to make a direct course. I skirted the shores to examine the coast. Land now varied with hills. First really mild day. Thermometer +20°; travelling favourable. Reached the tent at midnight, which had encamped near the shore. The first gull seen for the last eight months hovered over me.

Hours travelled	-	9	Wednesday, 28th May.—A.M. 12h. 30m. proceeded; a thick mist set in. Passed over a very low point covered with snow; observed a spit extending off the land. Very old fixed ice grounded along the shore; dragging became heavy. Winged a ptarmigan, but it ran so fast could not overtake it. Traces of hares very numerous. 4h. 30m. encamped; too thick to see far; supposed to be within ten miles of depôt. The whole party excessively tired. Foggy weather and chilly; wind N.W.; thermometer +22°.
Encamped for rest	-	13	
Halt for luncheon	-	1	
Distance accomplished	-	12'	
Wind	-	N.W.	
Weather	-	fm	
Temp	-	+22°	

## THIRTY-FOURTH MARCH.

P.M. 5h. breakfast; prayers. 5h. 30m. proceeded along the coast, travelling over old fixed ice. Thick hazy weather; wind N.W. Thermometer +20°. 10h. rounded the point running out from the base of Mount Prospect. Shoals extending a long way off the land. 11h. rounded Terrace Point; sighted depôt; found Lieutenant Osborn's party encamped there. Exchanged colours. 11h. 30m. encamped alongside "True Blue," off depôt. Lieutenant Osborn's party all well, but like ourselves unsuccessful; met with an equally uninteresting coast, and detained by gales, like ourselves; they had proceeded along the coast until it took a south-easterly direction. Midnight, thick weather, falling snow.

Return to third depot; met			
Lieut Osborn			
Hours travelled	-	5½	
Encamped for rest	-	12	
Halt for luncheon	-		
Distance accomplished	-	9'	
Wind	-	N.W.	
Weather	-	mcs	
Temp	-	E.s.	

Thursday, 29th May.—1 A.M. luncheon; bagged; two men went out to shoot. 6h. supper, then dug out the depôt; found it quite secure; part of gun cover eaten by foxes. The interest of the journey was now at an end; success was not our reward. We have accomplished a most satisfactory search, and completed the examination of all the coast within my reach, without meeting a vestige of any European having ever set foot on these shores; and at the same time I am thoroughly convinced that the expedition never approached these shores; there is not a spot to shelter a ship; and from the shoals along the coast, with the old ice adhering to the land, it is a sea seldom, if ever, navigable for ships.

Lat	-	73° 23' N
Long	-	101° 20' W
Var.	-	166° 00' E.
By noon azimuth,		165° E

Noon, overcast; wind northerly; thermometer +28°. P.M. 5h. 30m. breakfast and prayers. Took the crew to a conspicuous elevation and built a substantial cairn, surmounted with a potato case; placed in it the official record and a coin. Falling snow, fresh breeze. We had now to return over former steps; it is therefore my chief object to bring my party back in good condition. Halted 6 hours to refresh crew

## THIRTY-FIFTH MARCH.

8h. 30m. P.M. proceeded. Turned our backs on this miserable gulf, probably the first and last Europeans ever destined to sight its dreary shores. Passed a fresh seal hole. Sounded in 6½ fathoms, one mile from beach. Midnight, halted for lunch off a low point. Ice pressed up and grounded for some distance. Return.

Friday, 30th May.—A.M. 12h. 30m. proceeded. Thermometer +21°; sky clearing. 3h. passed between the group of islands off the "Land's End" and former encampment. 5h. encamped on point (Land's End). Calm and fine; thermometer +18°.

Hours travelled	-	7½
Encamped for rest	-	14
Halt for luncheon	-	½
Distance accomplished	-	10'
Wind	-	N.W.
Weather	-	s.m.b.
Temp.	-	18°

## THIRTY-SIXTH MARCH.

P.M. 6h. prayers and breakfast; washed. 7h. 30m. proceeded. Masses of pressed-up ice off the point; wind aft; made sail; course along the coast N.N.E. (true). Ice greatly improved for travelling, depth of snow decreased. Sledges came on rapidly, at about two miles per hour. Passed some gravel banks to the westward of us, and a low spit running out from coast.

Lat.	-	73° 30' N.
Long	-	101° 39' W.

Midnight, halted for lunch; light wind from S.W.; therm. +26°.

Saturday, 31st May.—A.M. 1h. proceeded. Ridges of snow very slippery; continually falling. Sky obscure; atmosphere filled with evaporation now in progress from surface of snow.

4h. 15m. encamped one mile short of a point bearing N.E. by N. Noon, calm; heat, in tent, quite oppressive; thermometer +48°. 5h. 30m. prayers; breakfast.

Hours travelled	-	8
Encamped for rest	-	12
Halt for luncheon	-	1
Distance accomplished	-	15'
Wind	-	S.W.
Weather	-	o.m.
Temp	-	23° to 48°

## THIRTY-SEVENTH MARCH.

7h. P.M. proceeded, steering N.N.E. 9h. rounded a point, with a considerable quantity of pressed-up ice. Made for another low point of same bearing; hummocks all along the coast some distance out. 11h. 30m. halted for lunch; still weather; obscure sky; atmosphere charged with evaporation. Thermometer 23°.

Sunday, 1st June.—12h. 30m. A.M. proceeded. 2h. 30m. passed a low spit extending out from the coast with grounded ice and hummocks pressed up for some distance. 3h. rounded point, and came in sight of Boat Dépôt, point N. 30° E. one mile; crossed a small bay, with smooth ice in shore.

4h. encamped on "Boat Dépôt point," on gravel; dépôt safe; ground clearing of snow: grass and moss appearing, and a quantity of deer dung seen; first indications of spring. Found a small pool of water. Thermometer 28°. 6h. sky cleared. Noon, calm; interior of tent warm. 6h. breakfast; read morning service; allowed men time to wash. 8h. thermometer +13°. 9h. dug out the dépôt; packed the sledges; built a cairn, and deposited a record and coin. 11h. lunched.

Return to 2d dépôt.		
Lat.	-	73° 53' N.
Long	-	101° 14' W.
Var.	-	180° 00'
Hours travelled	-	8
Encamped for rest	-	12
Halt for luncheon	-	1
Distance accomplished	-	12'
Wind	-	Calm.
Weather	-	o.b.s.
Temp	-	13°

## THIRTY-EIGHTH MARCH.

11h. 30m. packed, and proceeded along the coast now trending N. 50° E. Sky became obscure. Thermometer rose to 23°. Halted 5 hours for crew to refresh

Monday, 2d June.—1h. crossed a point, bearing of next point N. 50° E. Ice hummocky; shoal along the coast; observed two gravel banks eastward of a point. 5h. encamped amongst hummocks and pressed-up ice off a low spit. Calm, misty; atmosphere charged with evaporation. 8h. thermometer 43°. Noon, weather the same; thermometer 38°. 6h. 30m. prayers; breakfast.

Hours travelled	-	5½
Encamped for rest	-	12
Halt for luncheon	-	
Distance accomplished	-	8'
Wind	-	Calm
Weather	-	m.s.
Temp.	-	23° to 48°

## THIRTY-NINTH MARCH.

P.M. 7h. 40m. proceeded. 8h. 30m. passed a low spit, and made direct across a bay, where previously detained by stress of weather, and where

the magnetic meridian intersects. Thick falling snow during the march; old rough ice; dragging heavy.

Midnight, crossing a range of large hummocks surrounding a point.

Hours travelled	-	8½
Encamped for rest	-	12
Halt for luncheon	-	1
Distance accomplished	-	19'
Wind	-	South
Weather	-	sm
Temp	-	27°
Lat	-	74° 01' N
Long	-	100° 07' W
Var	-	166° 00' W

*Tuesday, 3d June.*—12h. 15m. A.M. encamped on a point for lunch. Wind south. Thermometer 27°. 1h. 30m. proceeded. Crossed a small bay to another with bolder point. Coast trending more eastward. Saw a fox and a seal hole. 5h. encamped on the beach. Fresh breeze southward with snow. Thermometer 27°. Noon, weather the same. 6h. clear blue sky.

#### FORTIETH MARCH.

P.M. 6h. 30m. prayers; breakfast. 7h. 30m. proceeded along the beach. Cold wind from southward. Thermometer 19°. Travelling through deep snow along shore, a line of hummocks pressed up along the coast. Ice to seaward more uniform. 8h. 30m. came to cairn, where dip instrument had been deposited, and where Lieutenant Mecham had parted with us on our outward voyage.

Walked along the land; shot a ptarmigan; discovered a small island N.N.W., distant about 15 miles; land here more deeply covered with snow than when we passed it before; heavy drag through deep snow.

Coast trending S. 70° E.; sighted first depôt point, and the land beyond extending towards Cape Walker.

Midnight, halted for lunch. Wind S.E. Thermometer 23°. Saw a brace of ducks for the first time.

*Wednesday 4th June.*—1h. 30m. A.M. fine weather; proceeded. Wind S.E. 2h. rounded the low cape and opened the inlet; made across the bay for depôt. Cold wind in faces; good travelling; numerous fox and hare tracks seen. 5h. encamped abreast of inlet. Wind fresh from S.E. Mist covering the land.

Hours travelled	-	8½
Encamped for rest	-	12
Halt for luncheon	-	1
Distance accomplished	-	11'
Wind	-	South.
Weather	-	C
Temp	-	19° to 23°

#### FORTY-FIRST MARCH.

P.M. 6h. breakfast; prayers. 7h. 30m. proceeded for depôt; point bearing N.E. by E. Ice much improved for travelling since last passing the place. Fresh cold breeze from S.E., with icy particles. Numerous haloes and parhelion round the sun.

9h. 30m. reached the beach.

10h. encamped at depôt.

Midnight, strong breeze from southward; thick weather; falling snow. Thermometer 25°. Lieutenant Osborn reports one man unwell (William Dore, suffering from weak eyes).

*Thursday, 5th June.*—A.M. 5h. a travelling party was seen coming from the eastward along the shore; soon afterwards Lieutenant Mecham arrived from the ships which he left on the 26th ultimo, under orders from Captain Austin, conveying a boat and refreshments for our use, likewise to afford any assistance should it be required. Received letters and a budget of news, highly interesting after so long a separation. By the kindness of our friends enjoyed some delicacies for supper; granted the men an extra half allowance of spirits. 8h. strong wind, and squally, with drifting snow. Thermometer 35°.

The coast here still retained the appearance of the depth of winter; the land being more deeply covered with snow than on our outward journey.

P.M. 6h. breakfast and prayers. Thermometer 23°. Calm, moderate, and fine. Depôt was dug out, and sledges packed. Left a record in the old cairn, which was distinctly seen at a distance; employed in taking astronomical and magnetic observations for "dip," until 10h. P.M. Campbell killed two ptarmigan. 11h. lunched.

#### FORTY-SECOND MARCH.

Midnight.—Proceeded; "True Blue" in company; crews well, and in good spirits at the thoughts of returning to the ship. Left Lieutenant Mecham to carry out his orders.

*Friday, 6th June.*—A.M. Hazy, thick weather, falling snow. Thermometer +23°. After coasting along two small bays to eastward of depôt,

Return to 1st depôt

Inlet Mecham arrives from ships

First depôt.	
Lat obs.	- 73° 57' N
Long chro	- 99° 26' W
Var	- 160° 00' W
Hours travelled	- 3
Encamped for rest	- 12
Halt for luncheon	- 1
Distance accomplished	- 5'
Wind	- S.E.
Weather	- 11 q s.
Temp	- 23° to 30°

Detained 6 hours taking observations, digging out depôt, &c

made across a bay for a point bearing N.E. by E ; travelling over old rough ice ; a line of hummocks along the coast.

5h. 50m. encamped half a mile west of a point, on hard snow. Fresh breeze from northward ; cloudy weather. Thermometer + 30°. During the day it blew strong from N.E., with snow.

Hours travelled	-	6
Encamped for rest	-	14
Halt for luncheon	-	-
Distance accomplished	-	8'
Wind	-	N.
Weather	-	0 e.s.
Temp	-	25° to 30°

#### FORTY-THIRD MARCH.

P.M. 6h. breakfast ; prayers. Fresh breeze, cloudy ; wind E.N.E. Thermometer + 35°. 7h. 30m. proceeded. Rounded a point ; then coast trended N. 60° E. (true). 8h. 30m. passed the punt which Lieutenant Mecham had deposited, well secured by stones heaped round it. Struck off from the coast to obtain better travelling on floe. Here I parted company with Lieutenant Osborn, who was desirous of proceeding direct across the ice to ships ; continued my course along the coast for Cape Walker, for the purpose of obtaining some observations. Passed some enormous masses of ice forced up near the coast.

Parted company from Lieutenant Osborn.

Midnight, halted for lunch, near a low point ; grounded hummocks extending out a considerable distance.

Saturday, 7th June.—A.M. 1 h. proceeded again parallel with coast. Saw some ptarmigan ; passed a gravel bank. 2 h. a strong breeze sprung up from S.W. ; made sail, under which the sledges ran as fast as we could walk. 4 h. 30 m. availed myself of a point on which there was a favourable spot of dry sandstone gravel, on which I encamped. Freshened up to a gale, with a heavy fall of snow ; many " snow buntings " came near the tent. Thermometer 30°.

Hours travelled	-	8
Encamped for rest	-	12
Halted for luncheon	-	1
Distance accomplished	-	14'
Wind	-	S W
Weather	-	c.m.s.
Temp	-	30°

#### FORTY-FOURTH MARCH.

P.M. 6h. breakfast ; prayers. Built a cairn, and deposited a record. 7 h. 30 m. proceeded along the coast, N.E. by E. Strong breeze S.W. Sledge running under sail ; land becoming higher as we approach Cape Walker. 11 h. opened the N.W. extreme of Cape Walker. Lowther Island in sight. " True Blue " to the northward. Midnight, halted off a rounded point, N.W. Cape bearing E. by N. 6 miles. Light wind S.W. Cloudy. Thermometer 35°.

Sunday, 8th June.—A.M. 1 h. proceeded for Cape Walker ; slipped through a crack and got wet ; coast lined with heavy hummocks. Passed several bear tracks ; heavy dragging. 4 h. struck in for the shore. Land in this bay covered with snow. 5 h. 15m. reached a patch of gravel ; encamped on the N.W. extreme of Cape Walker. Men fagged. Made rapid progress from last depôt, nearly 40 miles in 2½ marches. Ascended the height in rear of tent ; could see " True Blue " encamped five miles N.N.W. of us ; Young and Lowther Islands very distinct ; broken ice and hummocky along the coast ; issued an extra allowance of grog at supper ; Campbell brought in two ptarmigan. P.M. 6 h. breakfast. Washed. Read Divine service. Squally, with passing showers of snow and hail. Wind S.W. Thermometer 37°.

Return to Cape Walker.		
Hours travelled	-	9
Encamped for rest	-	12
Halted for luncheon	-	1
Distance accomplished	-	17'
Wind	-	S W
Weather	-	c.m.
Temp	-	35°

Obtained a set of observations for magnetic dip. A bear seen.

Monday, 9th June.—After lunch, walked along the shores of Cape Walker, which is a bold range of cliffs, extending from our encampment five miles S.S.E. Here summer was appearing ; the snow was dissolving from off the land by the heat generated by the dark cliffs. The land is composed of dark conglomerate ; masses are continually breaking away from the cliffs, causing deep chasms. Passed the cairn I erected ; found another document placed there by Mr. Krabbé. The site of our old encampment, where we endured such misery, bore a much more favourable aspect now, under the influence of summer sun. Found a record deposited by Lieutenant Browne on his return. In rounding the cape, I passed by numerous heaps of ice pressed up 60 feet ; shores appear bold ; the cliffs rise perpendicular from the beach 600 and 700 feet. Opened out the bay to the southward, and had a good view of the high land on the opposite side. Could not see Cape Bunney. Killed a ptarmigan and a gull ; latter breeding in great numbers on the cliffs. Saw very old remains of Esquimaux habitation ; returned to tent at 6 h. A.M. Dow suffering from snow

Remain at Cape Walker 24 hours, to obtain observations, refresh, &c.

Lat.	-	74° 06' N.
Long.	-	97° 38' W.
Var.	-	158° 00' W.

Leave Cape Walker for Griffith's Island.

blindness. P.M. Fine weather. 5 h. breakfasted. Prayers. Built a cairn; deposited a record.

#### FORTY-FIFTH MARCH.

P.M. 7. left our encampment; dragged through the range of hummocks, with an occasional standing pull, and up to our knees in water. During the last twenty-four hours, thaw had set in and effected a great change. 8 h. 30 m. brought up by a crack, seven feet wide, extending some distance to N.W.; stepping across, I fell in. By making a platform of the pikes, succeeded in rousing the sledge across. Wind S.W. Made sail; steered N.E. by N. over good travelling ice. Great change of climate; summer suddenly burst on us. 11 h. 30 m. halted for lunch; saw several seals and bear tracks.

Hours travelled	-	-	9
Encamped for rest	-	-	12
Halted for luncheon	-	-	1
Distance accomplished	-	-	17'
Wind	-	-	S.W
Weather	-	-	c.
Temp	-	-	35°
Lat. obs	-	-	74° 16' N.

*Tuesday, 10th June.*—A.M. Fresh breeze, S.W.; fine weather; thermometer 35°. 12 h. 30 m. proceeded. Clear view of Cape Walker, land, and Lowther Island. A long-tailed duck passed. 3 h. fell in with a sledge track, and followed it. 4 h. 50 m. encamped; Cape Walker, S. 40° W.; bluff on Lowther Island, N. 18° E. (true).

Noon, heat in tent oppressive; snow around dissolving.

#### FORTY-SIXTH MARCH.

P.M. 5 h. 30. breakfast. Prayers. Washed. Calm and fine. 7 h. 30 m. proceeded, following sledge track. 9 h. lost it. Made land bearing from 202° to 220° (compass). 10 h. came on a thick fog. 10 h. 30 m. fell in with our outward track, in many places nearly obliterated by snow. Saw a long-tailed duck, a few seals and bear tracks. Found it very warm; glare intense at starting.

Midnight, halted on site of our old encampment, by the fragments remaining on surface of snow; Cape Walker S. 45° W. (true); calm; misty; thermometer 35°.

Hours travelled	-	-	8½
Encamped for rest	-	-	12
Halted for luncheon	-	-	1
Distance accomplished	-	-	14'
Wind	-	-	Calm
Weather	-	-	of
Temp	-	-	35°
Lat	-	-	74° 23' N

*Wednesday, 11th June.*—A.M. 1 h. proceeded, following our old track. Light air S.W. Thermometer 35°. Misty round the horizon; zenith clear; a white fog-bow opposite the sun. Snow deep; heavy dragging. Found it very warm. 4 h. fell in with Lieutenant Osborn's track; followed it. 5 h. encamped; men fatigued by the heat and labour of dragging through deep snow.

Calm, foggy weather; heat in tent oppressive.

#### FORTY-SEVENTH MARCH.

P.M. 6 h. 30 m. breakfast and prayers.

7 h. 30 m. proceeded; sultry close weather; calm.

9 h. 30 m. came to a ridge of hummocks. 10 h. cleared them. Left Lieutenant Osborn's track, wishing to make south end of Griffith's Island; unable to see any distance for fog.

Midnight, halted for lunch. Thermometer 32°.

*Thursday, 12th June.*—1 h. proceeded, steering N.E. ½ E. Calm; foggy; saw several bear tracks; some very beautiful fog-bows, in concentric rings, edged with violet tints. Passed some foot-prints; crossed several narrow ridges of hummocks. 4 h. 50 m. encamped near a hummock, all rather fatigued; calm and foggy; thermometer + 37°. Issued an extra half allowance of grog. 3 P.M. awoke by the dog barking, which proved to be for a bear close to the tent, and soon heard his growl; all roused up in confusion on finding such an unwelcome visitor so near; gun went off by accident; bruin then poked his nose against tent poles, which brought it down upon the top of the whole party, and left us at the mercy of the beast; as we emerged we got a view of him, an enormous ugly brute, whose curiosity was drawn to a blanket bag and knapsack; in the meantime, Campbell got the other gun and wounded him in the fore leg, above the paw, when he retreated, to our great relief. Followed him up with Campbell, and after a chase of a mile (the bear on three legs), he made a stand, under a hummock, at 20 yards. Put a ball through his shoulder and chest, and left him to die. Returned to tent,

Hours travelled	-	-	8
Encamped for rest	-	-	12
Halted for luncheon	-	-	1
Distance accomplished	-	-	19'
Wind	-	-	Calm
Weather	-	-	no f
Temp	-	-	37°

out of heat and glare. Altogether it was a most ludicrous sight, (though the position was anything but agreeable,) and afforded us a good laugh.

P.M. 5h. went out and found the bear dead; proved to be a brute of great size, and very old; skinned it.

#### FORTY-EIGHTH MARCH.

P.M. 7h. prayers; breakfast. 8h. 30m. proceeded; fog cleared off. Found ourselves 12 miles from Griffith's Island, bearing from N. 42° E. to N. 65° E. (true); made for the S.W. bluff. Travelling through good leads of level ice, with occasional ridges to cross. Saw several seals and tracks of bears. Midnight, halted for lunch. Wind south; cold. Thermometer broke when tent fell.

Lat.	-	-	73° 30' N.
Long.	-	-	95° 30' W.
Var.	-	-	145° 00' W.

Friday, 13th June.—A.M. 1h. proceeded for S.W. bluff of Griffith's Island, travelling over ridges of hummocks, and sinking into hollows with snow. 5h. reached the range of pressed-up ice lining the coast; roused the sledge over, and at 5h. 30m. encamped on the gravel under the S.W. bluff of Griffith's Island. Atmosphere remarkably clear, and North Somerset very distinct. Men had a hard day's work; issued another extra half allowance of grog. "All well," and in high spirits at the thoughts of reaching the ship.

Hours travelled	-	9
Encamped for rest	-	12
Halted for luncheon	-	1
Distance accomplished	-	13'
Wind	-	Southerly
Weather	-	o.c.
Temp.	-	-

#### FORTY-NINTH MARCH.

P.M. 7. prayers and breakfast, after a comfortable sleep. 8h. proceeded along the shores of Griffith's Island for the ships, inside a heavy range of hummocks. Found the remains of an old Esquimaux depôt. Saw the first "dovekie." 10h. 30m. passed our depôt. Wind fresh from S.W.; made sail. Here, for the first time, we found pools of water.

Midnight, lunched under S.E. cliff, without tent. Proceeded again with a strong breeze, sledge carrying four persons, and going as fast as we could run. A shower of rain fell.

1h. sighted the ships. The land here looked quite clear of snow, compared to what we had been accustomed to look at.

2h. hauled out from the hummocks. Squadron hoisted their colours. 3h. received by Lieutenant Elliott, the other officers, and crews of "Assistance" and "Intrepid."

Hours travelled	-	7
Encamped for rest	-	12
Halted for luncheon	-	0
Distance accomplished	-	16'
Wind	-	S.W.
Weather	-	o.c.
Temp.	-	-

Returned with all my party in perfect health, after an absence of sixty days, deeply grateful to the "Almighty Disposer of all events" for numerous mercies vouchsafed. It is also a consolation to know we had thoroughly examined all the coast within our reach, and personally explored 200 geographical miles of newly discovered land. Although unsuccessful in meeting with traces, still my mind is firmly convicted of the impracticability of any ships navigating along the coast that I have searched, for these reasons, that shoals extend along the greater portion of it.

I could see no indications of tides or currents, and from the nature of the ice it is impossible to say what time the oldest of it may have taken to accumulate and acquire its thickness. Generally speaking, most of it has been permanently fixed to the shores for many seasons, consequently I entertain no hope of ships ever reaching the continent of America S.W. of Cape Walker.

On returning to ship I feel highly gratified to learn how ably every officer who left the expedition under my orders has discharged that portion of the duty assigned to him; and for the men who composed the crew of my sledge, their conduct is entitled to every praise for their zeal and disinterestedness in the cause they had undertaken, also for their perseverance and steadiness during a service so entirely novel to seamen, and particularly their kind consideration towards each other during the many privations consequent on such a service.

The shores along which I have explored were so devoid of interest that I believe few travellers ever experienced a more monotonous journey. We



had not even the enjoyment of sport, which has under all circumstances proved a source of amusement to the Arctic travellers.

Number of days out	-	-	-	-	43
Number of days home	-	-	-	-	17
Total hours travelled	-	-	-	-	373
Estimated distance travelled	-	-	-	-	480
Total hours encamped for rest, including supper, breakfast, and packing	-	-	-	-	} 536½
Total hours detained by weather, snow blindness, searching, and other causes	-	-	-	-	
Mean rate of travelling, per day	-	-	-	-	} Out - 9½ Home - 12¼

ERASMUS OMMANNEY, Captain.

#### REMARKS.

*Provisions.*—The allowance of provisions was ample, and of the very best quality, which the excellent health we enjoyed without any change of diet sufficiently testifies. We had chocolate and tea alternately for breakfast, but on another occasion I should prefer all chocolate, as it makes a more substantial breakfast.

The allowance of pemican could be reduced to  $\frac{3}{4}$  of a pound per day. Warm drinks were found more refreshing and acceptable; the want of it was felt at the end of a day's march: additional fuel could be substituted for the reduced weight of pemican, to provide tea at supper. "Moore's" preserved milk I would strongly recommend on all excursions of this nature; it was enjoyed as a great treat. Bread might be increased to 1 lb., as  $\frac{3}{4}$  was found barely sufficient.

*Cooking Utensils.*—Were good in principle, but not made of sufficiently strong material; the stew-pan was not big enough to cook the whole allowance of pemican. Two cooking apparatuses would be a great advantage, as we were obliged to wait until supper was served out before water could be made for grog or tea; much time would be saved, and the men enabled to retire earlier.

*Clothing.*—The men were well clothed in most respects, except the boots made of canvass, which shrunk so much that they could not get on a sufficient quantity of wrappers; they suffered much in consequence. There is nothing like the canvass boot, as it is dried during the time of sleep, but for extreme cold weather some description of cloth boot is required; and in making canvass boots the canvass should be shrunk before making up. A leather mitten is also much wanted, as the cold wind penetrates through others.

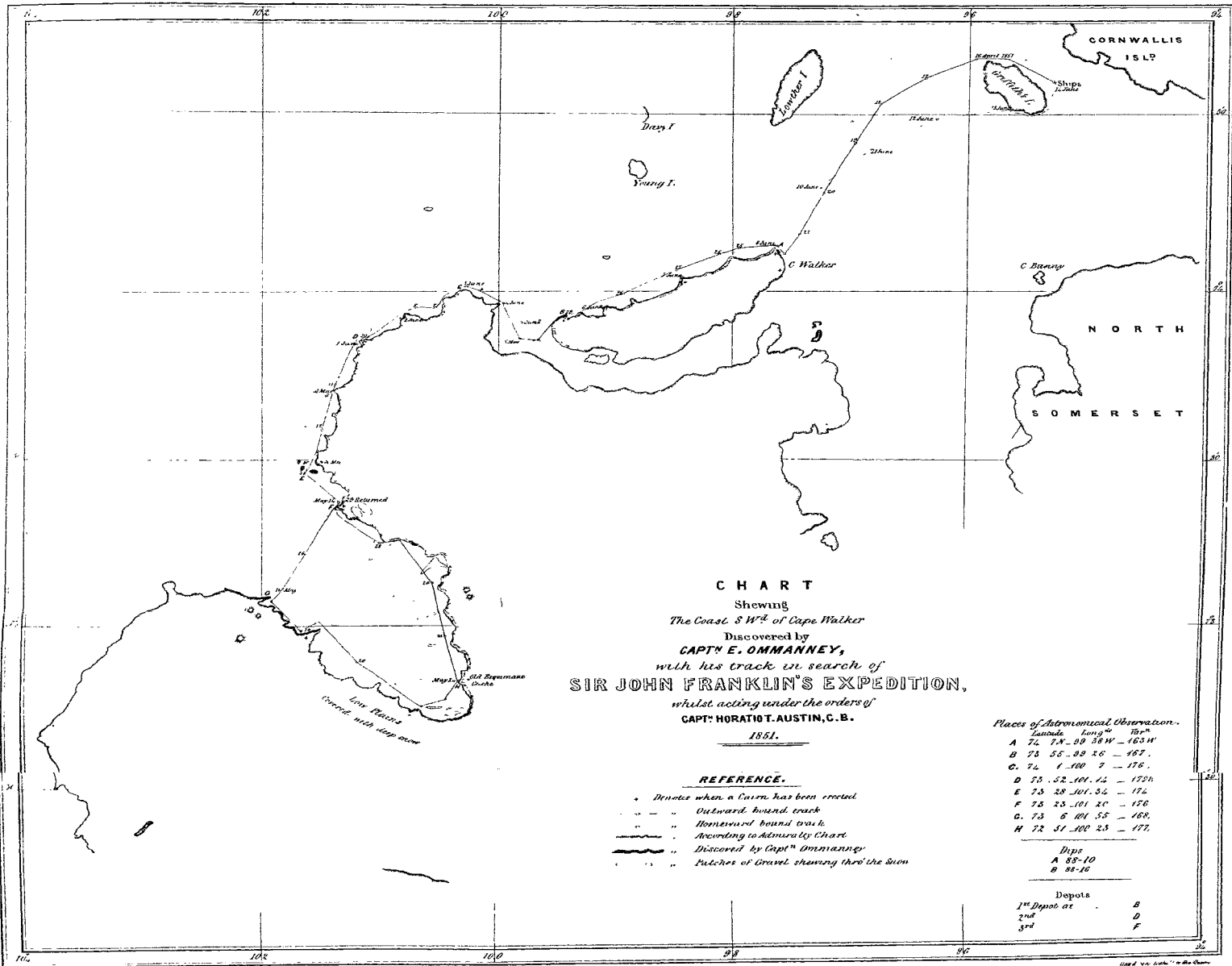
The protection of the eyes is of paramount importance; many of our men suffered from the glare. I am of opinion that there is nothing equal to glass shades of neutral tint; every man should be supplied with a pair on any future expedition of this nature, the advantage derived would well repay the cost.

*Equipment.*—The tent we had was too small, the area of the floor being only 8 feet 10 inches by 7 feet, for seven persons; when detained for any length of time, from the cramped position of lying, our limbs became very painful. Our floor-cloth was short, and wolf-skin also, which would not tuck-in round the outside man; the skins were a bad material and tore easily; the hair constantly came off and got into the food, which was extremely disagreeable.

The sledge itself did its work well, and reflects great credit on the constructor, it returned after a severe trial over 500 miles of continuous bad ice, almost as perfect as on departure. Alteration in the curve of the runner might be made with advantage.

We carried Halkett's gutta peicha trough, intended for a boat, and casing for packing the gear. For the former purpose it could not have answered, as it rent in many places from the action of frost, but found it very convenient for the latter purpose.

ERASMUS OMMANNEY,  
Captain.



**CHART**  
 Shewing  
 The Coast S W of Cape Walker  
 Discovered by  
**CAPT. E. O'MALLEY,**  
 with his track in search of  
**SIR JOHN FRANKLIN'S EXPEDITION,**  
 whilst acting under the orders of  
**CAPT. HORATIO T. AUSTIN, C. B.**  
 1851.

**REFERENCE.**

- \* Denotes when a Current has been noticed
- " — Outward bound track
- " — Homeward bound track
- " — According to Admiralty Chart
- " — Discovered by Capt. O'Malley
- " — Patches of Gravel showing thro' the Sea

**Places of Astronomical Observation.**

	Latitude	Longitude	Year
A	74 7 N. 09 58 W.	103 W.	
B	75 55 09 26	107.	
C	74 1 00 7	116.	
D	75 52 101 14	175h	
E	75 28 101 56	176.	
F	75 25 101 21	176	
G	75 6 101 55	189.	
H	75 51 500 25	177.	

**Dips**

A	85-10
B	88-16

**Dopots**

1 <sup>st</sup> Depot at	B
2 <sup>nd</sup>	D
3 <sup>rd</sup>	F

Her Majesty's Ship "Resolute,"  
between Cape Martyr and Griffith Island,  
6th August 1851.

Sir,

I have to acknowledge the receipt of the report, journal, &c, of your proceedings while searching to the southward and westward from Cape Walker for the missing expedition under Sir John Franklin, between the 15th of April and the 14th of June last.

I have to express my best thanks for your good arrangement and safe conduct of so large a body of men as the southern division across the strait to Cape Walker.

The labour and privations you notice, I am well satisfied, were most severe.

Your report, journal, observations, and data, with chart, I shall have the pleasing satisfaction of laying before the Lords Commissioners of the Admiralty, who, I have every reason to believe, will fully appreciate your services under such peculiar and trying circumstances.

Your account of the conduct of the officers and men who were under your command is highly satisfactory; which it has been my pleasing duty to communicate to them.

I have, &c.

(Signed)

HORATIO T. AUSTIN,

Captain, &c.

Captain Erasmus Ommanney,  
Her Majesty's Ship "Assistance."

#### Enclosure 8 of No. 11 of 1851

JOURNAL of Her Majesty's Sledge "Succour," attached as a limited party to Captain Erasmus Ommanney.—South-western division.

#### FIRST MARCH.

*Tuesday, 15th April.*—P.M. 6h. 30m. left the ships, and marched to the encampment, where the party partook of refreshments, partly prepared by the guard in charge of the sledges. The officers and men assembled round Captain Austin, who, after addressing a few words to the travellers, read a prayer for those about to engage in any great undertaking. 10h. Captain Austin took leave of the several parties. We started in company with seven sledges, under the command of Capt. Ommanney, to the S.S.W., and under the cheers of the western division and remaining comrades. Weather very thick, with snow, and fresh breeze from S.E. Found travelling heavy. Men in excellent spirits. Midnight.

*Wednesday, 16th April.*—A.M. thick weather; crossed several large cracks in the ice. 2h. encamped. Heard the ice crack and grind frequently under the tent.

#### SECOND MARCH.

P.M. 6h. started to S.W. Thick weather; fresh breeze from S.E.; floe level, with deep snow. 9h. arrived at the edge of a heavy range of hummocks, apparently the edge of old floe. After clearing away with pick-axes, occasionally double manning and edging away to the westward, at 10h. we arrived at a level floe. Breeze freshening, with a heavy snow drift. 11h. pitched tents for luncheon.

*Thursday, 17th April.*—A.M. 0h. 30m. started. Very dark, with a heavy snow drift. Travelling very difficult and deceiving. Floe level, with about seven inches of loose snow, tasting quite salt. Finding that the men were considerably fagged, and the gale increasing, 3h. took advantage of a range of hummocks, where the snow was fresh to taste, and encamped. Everything upon the sledge saturated with drift. Found watch had stopped, and lost 45 minutes.

#### THIRD MARCH.

P.M. 4h. 30m. wind fresh from S.E., with drift; clear overhead. Observed N.W. Griffith's Island, bearing E. by N.; centre of Somerville north; Brown Island N.N.E. 7h. started to S.W. over a level floe of



Morro. — "S-quo Juvare."

On march  
7h 30m from ship  
10½ miles

Encamped for 16 hours.

Encamped for 6 hours.

On march

Tents pitched for luncheon.

On march 7½ hours, 6½ S.W.

Encamped for 9 hours.

Encamped 7 hours.

On march apparently young ice, with occasional ridges. Travelling good, weather moderating. Observed hummocks to S.E. 11h. 30m. pitched tents for luncheon.

Tents pitched for luncheon

*Friday, 18th April.*—A.M. 1h. started. 3h. sun rose; very fine morning, with occasional squalls of snow and drift. 4h. 15m. encamped along the ridges of fresh snow; wind freshening from S.E. Found one bottle of limejuice broken; saved half of it; mixed with it snow for daily water.

On march 8½ hours, 10 miles.

Encamped 7h 45m

#### FOURTH MARCH.

Encamped 7 hours

P.M. 5h. observation, N.W. part of Griffith's Island N.E. by N.; Cape Hotham east. 7h. started, steering S.S.W.; wind ahead; snowing and blowing hard. Unpleasant travelling. 9h. weather cleared up a little. Observed floe perfectly level in all directions; covered with about eight inches snow. 9h. 30m. prominent land of Lowther Island W. by S. 11h. 30m. commenced snowing; lost sight of land. Pitched tents for luncheon.

On march

Under tents for luncheon

On march 4¼ hours, 10 miles

Encamped 4h. 0m

*Saturday, 19th April.*—A.M. 1h. started. 3h. weather cleared a little. Observed the floe level as far as can be seen. 4h. encamped among some small hummocks. Observed Cape Walker bearing S.W. by S. South Point Lowther Island W. by N.

#### FIFTH MARCH.

Encamped 6h 40m

P.M. 5h. read prayers. 6h. 40m. started to S.S.W.; wind north; thick weather. 10h. saw several seals to the westward; went towards them, but upon closing they dived through their holes. Found here the ice to be three feet thick. Floe perfectly level, but walking very heavy. Steering for Cape Walker; wind light, from S.S.W. Midnight, calm weather, quite oppressive and very gloomy. Pitched tents for luncheon.

On march

Under tents for luncheon

On march 9½ hours, 10 miles  
S S W

Encamped 7 hours.

*Sunday, 20th April.*—A.M. 1h. 30m. started. Thick mist came on; lost sight of all land, and a dead calm. Steered by a line ahead. Floe very heavy for walking, the upper surface being covered with a crust which broke in at each step. Thermometer + 31°. 5h. encamped.

#### SIXTH MARCH.

Encamped 6 hours.

P.M. 5h. wind north, with snow. Read prayers. Three snow buntings seen. Observed south point Lowther Island, N.N.W.; very thick. Cape Walker occasionally seen. Breeze freshening from northward; snowing very hard. 6h. started. Set floorcloths as sails upon the sledges; found that they assisted the men considerably, three men drawing the sledge easily, and at times running by themselves as fast as we could walk beside them. Found the wind too light for the kites to be of any service. Midnight, pitched tents for luncheon. Sharp cold wind.

On march

Under tents for luncheon

On march

Encamped 5½ hours.

On march 9½ hours, 11 miles  
S S W

*Monday, 21st April.*—A.M. 1h. 15m. started with floorcloths set; weather cleared up. Observed Cape Walker very clear, a high and abrupt headland, with banks of loose ground sloping to the beach from about half-way down. The land to westward, which could be seen but for a short way, was thickly covered with snow, and terminating in a low point. 4h. 30m. encamped; blowing a gale from the westward, which moderated in the evening.

#### SEVENTH MARCH.

Encamped 6h 30m

P.M. blowing hard, and very cold. Read morning prayers. 6h. 30m. started for Cape Walker; breeze increased as we neared the shore, and became very sharp; men frequently frostbitten. Observed a very brilliant parhelion, forming three separate arcs. 10h. arrived at a small range of hummocks, to the S.W. of which the ice seemed older; the range extended to the N.W., gradually trending more to the westward. 11h. arrived at a high range of hummocks extending along the beach of Cape Walker. Captain Onmanney landed, and hoisted the union-jack. Levelled a passage over the hummocks, and by lightening and double manning the sledges reached the beach and encamped at midnight. Observed the land close about us to contain several very remarkable features. Immediately behind us the cliff was intersected by a deep and picturesque ravine; to the westward was a remarkable pillar-shaped mass jutting out from the hills; to the eastward the cliff became perpendicular, with a bank of loose soil sloping

On march 5h 30m, 6 miles  
S S W

Encamped

to the beach from about halfway up. Search was made in our immediate neighbourhood, but no trace or clue was found to solve the mystery. Received orders to be ready to renew the search to the westward at 6 A.M.

*Tuesday, 22d April.*—A.M. blowing a gale from the westward. Men felt great difficulty in getting off their boots, and complained of numbness in their feet for several hours afterwards; examined, and found there were no frostbites. Tent cold; men unable to sleep. Read morning prayers. Dr. Ede visited and examined the men, who were found had not received bad effects from yesterday's exposure; two bad cases of frostbite among the whole party. P.M. 8h. weather moderated a little; started with Mr. Hamilton and four men to examine and search the coast to the westward. On gaining the top of a hill about three miles N.N.W. of our encampment, found the land turned to W. by S., and its features became entirely changed from the bold and abrupt headland to a low flat coast. As far as we could see it terminated in a low point. There appeared to be rather a deep bay between us and it, but upon our descending the hill, found it to be a low flat beach, which, from our former position, we mistook for floe ice. A range of heavy hummocks traced the coast line, and several ridges extended from them to the N.-westward. The traces of hares and foxes were numerous, and one of the former seen. Crossed the bay, and ascended to a point from which we observed the land to continue its present direction and feature. The mist prevented our seeing more to S.W.; and not seeing any likelihood of its clearing, or any prominent position from which a view might be obtained, descended to the beach and retraced our steps to the encampment. After recrossing the first-mentioned bay the beach became steeper, and forming several terraces, upon which the remains of several Esquimaux encampments were found, but no traces of our missing countrymen, or appearances of Europeans having ever visited the coast.

Encamped at Cape Walker, on account of bad weather

Encamped at Cape Walker on account of bad weather 24 hours.

*Wednesday, 23d April.*—A.M. 2h. returned to encampment; found a cairn had been built in our absence. The breeze freshened again, and the cold increased considerably. 6h. read morning prayers; found Wm. Baily, R.M. slightly frostbitten in the right foot. 8h. weather moderated, men slept a little. Received 5 days provisions and fuel from Mr. Krabbé's sledge; sent in sketch of coast line examined yesterday to Captain Ommanney. Men suffering principally from cold feet.

Encamped at Cape Walker on account of bad weather

P.M. Captain Ommanney took formal possession of these lands in the name of our Sovereign the Queen. 9h. the "Success," Mr. Krabbé, started for Griffith's Island, taking one man upon his sledge from the "Truc Blue." Wind still strong from westward, but a more settled sunset; sledge crews building a cairn and taking exercise under lee of hummocks; buried



two of Halkett's blow-up boats close by the cairn, which was erected immediately under the pillar-shaped hill before mentioned. The ground was too hard to dig to any depth, but they were securely covered and hid with stones and shingle. The men found the canvas mocassins more comfortable than the boots, but many were too small to allow of the feet being wrapped in blanket or boothose. Wm. Tullett had brought with him a pair of boots made of blue cloth with leather soles and lined with blanket; with these he did not complain of cold feet, and found no difficulty in getting them off.

Encamped at Cape Walker, on account of bad weather, for 24 hours

Midnight.—Wind increasing and looking very black to westward.

Encamped at Cape Walker 24 hours

*Thursday, April 24th*—A.M. spent a cold night in the tent; blowing hard from the westward; read morning prayers; remained in tent until 8h. P.M., when the weather moderated a little and temperature rose. Lieutenant Browne parted company and proceeded to the southward; cheered him. 9h. packed sledges and hauled them upon the floe outside the hummocks; men obliged to rip up their boots to allow of wrappers being used. Wind fresh from westward, and very thick; observed the coast to run from our encampment N.N.W. about 3½ miles.

7 hours from low temperature and westerly gale

The last three days detention was caused by the strong breeze from westward, low temperature, and the men being considerably cut up by frostbites, which rendered them very liable to more severe ones by facing so sharp and cutting a wind.

EIGHTH MARCH.

On march

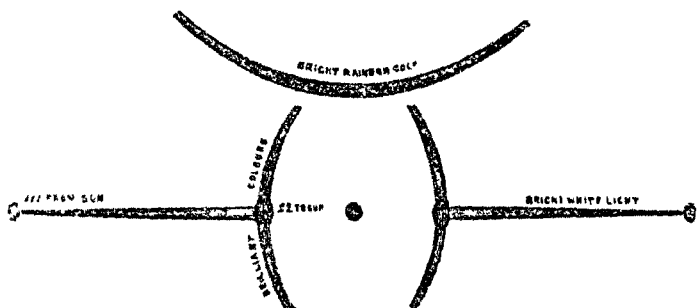
*Thursday, 24th April*.—P.M. 9h. started to north-westward. 10h. 15m. struck in for the beach through a range of hummocks; found the snow deep, and travelling difficult. From N.N.W. the land runs N.W. about one mile, and then W. by S. four miles, forming a slight sweep in the coast line.

Under tents for luncheon On march 7 hours, 8 miles W

*Friday, 25th April*.—A.M. 1h. pitched tents for luncheon; wind strong from westward, with snow. 2h. started; travelling very deceiving, owing to the light; following the trend of the coast line towards the low point. 4h. weather clearing, but getting colder; Captain Ommanney fell into the water through a crack. Encamped close to a heavy mass of floe ice pinched up of enormous thickness, and more resembling a piece of berg ice. In looking round the coast between this point and the last one passed, it appears to run off shoal, as there is a large quantity of apparently grounded ice between the two.

Encamped 8 hours

P.M.—Men slept well and warm. 4h. observed a very beautiful parhelia; four false suns connected with streaks of light and tinted with the colours of the rainbow, an inverted arch swept round almost to the zenith Captain Ommanney obtained the angle from sun to second false, which measured 111°.



NINTH MARCH.

Encamped 7 hours On march 5 hours, 7 miles

P.M. 6h. breeze lulled; fine clear weather. 7h. started to W.S.W., two officers searching the coast; read morning prayers. 10h. it became suddenly very cold; men suffering from such excessive cold in their feet, that it prevented their knowing if they were frostbitten; encamped; lunched, and turned in. Captain Ommanney gave orders to commence day marching at 6 A.M. Felt the cold very much in the tents all night; men in excellent spirits, singing for several hours after we encamped.

Encamped 2 hours

## TENTH MARCH.

*Saturday, 26th April.*—A.M. Spent a very cold night; men unable to sleep; read morning prayers. 7h. started, coasting the shore about two miles off. 10h. observed the point off which we were encamped on 25th on with the N.W. point, bearing E. by N about 8 miles. A ravine abreast bearing S. by E. about  $1\frac{1}{2}$  miles; two officers on shore searching for traces. 11h. 30m. halted, and pitched for luncheon; fine clear weather; wind light from eastward. Noon, observed meridian altitude of sun, which gave the latitude  $74^{\circ} 5' N$ . Variation by noon azimuth 15 points.

Encamped 9 hours by the low temperature.

On march

Variation obtained by the sun bearing N  $11^{\circ} W$  at noon.

Mer alt. by artificial horizon,  $58^{\circ} 15' 15''$ .

Ind error,  $+5' 10''$

Under tents for luncheon.

P.M. 1h. started; went to the shore with Captain Ommanney; found that the ice was pressed up considerably to about two miles from the land, apparently from shoal water; found the land very flat, and with difficulty we traced the edge of ice or made out the trend of the land. It continued to run S.W. by W., forming a slight sweep between the two points. On going up the hill a short way, we observed Lowther Island bearing N.N.E. and an undiscovered island very low and flat W.N.W. about nine miles. A line of broken-up ice was plainly traced running as far as could be seen to north-westward, and sweeping in the south side of Lowther Island. 5h. 30m. returned to sledges, and encamped.

On march 9 hours, 8 miles  
W > W

Encamped 6h 30m

## ELEVENTH MARCH.

*Sunday, 27th April.*—A.M. Spent a cold night; men slept well till midnight, but then the cold prevented them. 4h. A.M. The mercury was found frozen in the thermometers; calm and fine, clear weather; objects very much refracted. 7h started, steering along the land about S.W. by W., the land running in that direction with occasional slight sweeps.

Encamped 7 hours

On march

P.M. 0h. 30m. halted, and pitched tents abreast of a heavy mass of hummocks for luncheon; floe became uneven. 1h. 15m. started, steering as in forenoon; travelling heavy; snow deep; passed several large masses of floe thrown up, and about twenty feet from the level; two officers searching the shore for traces. The coast runs very straight and low from second encampment to 17 miles beyond it. The land now appears a little bolder, with less snow upon it. 4h. 30m. observed the island first seen yesterday bearing N. by W.  $\frac{1}{2}$  W. 5h. 30m. encamped; wind light from north-westward; fine clear weather; floe getting a little harder.

Under tents for luncheon

On march 9½ hours, 9 miles

Encamped 6½ hours

## TWELFTH MARCH.

*Monday, 28th April.*—A.M. Read prayers; men slept well and warm; Captain Ommanney gave orders not to start as temperature was very low. 9h. Temperature rose; wind shifted to S.E.; packed up. Received five days provisions and fuel from the "Inflexible" sledge, who parted company at 10h. A.M. for the ship, taking back one man from "Reliance" sledge and one from "Adventure," frostbitten; proceeded to south-westward. 11h. arrived at a heavy range of ice hillocks running from the shore to north-westward; travelling became exceedingly heavy; halted, and pitched tents for luncheon at noon.

Encamped 6 hours, and 3 hours from low temperature.

On march

Under tents for luncheon

P.M. Found ourselves in a perfect labyrinth of hillocks extending as far as can be seen. 1h. 30m. sledges started; proceeded with Mr. Hamilton towards the shore to examine the state of ice for travelling in that direction. After a heavy walk through hummocks and hillocks of ice, gained an open space about one mile from the beach; found that it swept into a bay about two miles deep and with apparently better travelling inshore. 6h. arrived at the sledges; found them still entangled among hillocks, and constantly obliged to resort to standing pulls. The ice in this neighbourhood appears different from any we have yet seen. I think it must be of a very great many years formation, being covered with hillocks of ice, many sixteen or eighteen feet above the level ice. None of these are formed by pressure, but are those caused by the melting of many summers. 6h. encamped, men having had a very hard day's work; observed the land about seven miles from this sweep into a bay, its western extreme bearing W.  $\frac{1}{2}$  N.

On march 7½ hours, 6 miles.

Encamped 6 hours.

## THIRTEENTH MARCH.

Encamped 8 hours

*Tuesday, 29th April.*—A.M. 8h. Started, winding through very heavy masses and hillocks of ice, and edging our course in for the shore. Noon. Variation, by azimuth,  $170^{\circ}$ .

Under tents for luncheon.

On march  
Variations found by  $\odot$  bearing  
at noon,  $N 10^{\circ} W$

5h. 40m  
74 miles  
5 made good S.W  
Encamped 6 hours

P.M. 12h. 30m. halted for luncheon. Three men complained of sore eyes; bathed them in spirits and water, which gave great relief. 1h. 40m. started. 2h. 30m. reached the shore. Found snow deep, but travelling better on; point of the bay yesterday mentioned S.W. about six miles. Looking for a secure spot for depôt, coast quite void of any mark to distinguish it. 6h. halted, and encamped; observed extreme west land W. by N.

## FOURTEENTH MARCH.

Encamped at the depot, on  
account of several men being  
affected by snow blindness

*Wednesday, 30th April.*—A.M. Very squally from S.E. during the night, and very cold. 6h. fine morning; wind easterly. Sent in a return of provisions, and prepared depôt for being buried. Crews employed digging a hole for depôt, and building a cairn. 11h. secured twenty days provisions underground. The provisions were about two feet and a half underground, and covered with large stones and gravel, making a mound over them about four feet high. Received weights from the "Reliance" sledge. Buried eight days pemmican, and all spare gear to be called for on my return. Noon, observed meridian altitude of  $\odot$ , which gave latitude  $73^{\circ} 55' N$ . Variation,  $170^{\circ} W$ . Clothes, bags, and skins out to dry. Four men complaining of sore eyes, dropped wine of opium into their eyes, and gave each a purgative pill. Found that spirits and water gave them great relief.

Meridian alt. by artificial hori-  
zon - - - - -  $61^{\circ} 0' 15''$   
Index corr - - - - -  $+ 3' 00''$   
Variation obtained by  $\odot$  bear-  
ing at noon,  $N 10^{\circ} W$

Encamped at the depot on  
account of several men being  
affected by snow blindness  
for 24 hours

P.M. 1h. started with Captain Ommanney and Mr. Hamilton over the hill to examine the land. On arriving at the top found that it turned suddenly to the S.E., forming a deep inlet, and apparently turning to the westward at the head. The land ran across to the N.E. direction; its width was about four miles and a half. Walked down to the ice; found it very hillocky. The land rather bolder, with a steeper ascent from the beach. Returned to the encampment by the beach, along which there was a high tide ridge. Sent in a return of four men snow blind in one eye. To-day's detention was caused by securing the depôt, and the necessity of shifting to night travelling.

Encamped at the depot on  
account of several men being  
affected by snow blindness,  
24 hours.

*Thursday, 1st May.*—A.M. Very cold. Awoke by several ptarmigan about the encampment. Read morning prayers. Men better this morning; dropped wine of opium into their eyes, and stopped their daily allowance of grog, which they used for fuel. Those not affected with snow blindness erecting a cairn. Received orders to prepare four days provisions, and be ready to start up the inlet. Received William Scarlet and William Mauger from "Adventure," and George Campbell and Thomas Ward from "Reliance," in place of four men affected with snow blindness. Noon, lunched, and turned in.

## FOURTEENTH MARCH.

On march

P.M. 7h. started under orders to ascertain if a channel existed to S.W., and for any traces of the missing expedition; if possible, to return the third night, and meet the sledges at the depôt. Captain Ommanney accompanied us at starting, with his crew as assistants in dragging. Strong breeze from S.E., with a drift. 9h. 30m. Captain Ommanney parted company. Steered S.S.E.. Weather came on very thick, and breeze freshened to a gale; found travelling very deceiving. Midnight, pitched tent for luncheon.

Under tents for luncheon

On march 7 hours 9 miles  
S.S.E.

*Friday, 2d May.*—A.M. 1h. Started. 2h. observed the land ahead. Wind increasing, and a very heavy drift. 2h. 50m. finding the weather not inclined to moderate, and travelling so bad, 3h. encamped under the lee of a large hummock. Snow-drift broke down tent; unable to lay down. Sledge buried about a foot under drift.

Encamped 16 hours 3 of which  
were from S.E. gale and drift

P.M. 4h. observed a point about two miles further to S.E. Weather moderating a little. Observed the channel running about S.E.



## FIFTEENTH MARCH.

P.M. 7h. started, steering for a low point. On landing found it to be a small low island, about a quarter of a mile from the main. From its summit observed the land running to a low point about two miles further; steered for it. Found the ice very good for travelling, Breeze increasing very much, and being unable to see in any direction more than a quarter of a mile. 10h. encamped. Blowing hard from S.E., with a heavy snow-drift. On march 3 hours, 5 miles.

*Saturday, 3d May.*—Same weather all day.

Encamped 14 hours on account of gale from S.E., with heavy drift.

## SIXTEENTH MARCH.

P.M. 6h. Weather moderating a little. 7h. 30m. started with two men to endeavour to gain a view from the higher land to S.E.; the gale apparently broken. On crossing the island found that we were encamped among a group of the same kind of flat small islands as those crossed in the last night's march. Round each there was a high tide ridge, and several remains of Esquimaux encampment, in one of which were hares bones much decayed, and feathers quite fresh under the stones. On gaining the highest point in view, the haze was too thick to see with any certainty the directions or shape of the inlet, but the land upon which we were ran about E.N.E., and was about 250 feet high. At this portion several shells were found, and the jawbone of a whale. The fog increasing, and shutting out all the surrounding land from our view, we commenced retracing our steps. The land was principally of limestone. The ice all the way was good for travelling, but apparently of old formation. Fox and hare traces were innumerable, but no game seen. Midnight, arrived at the encampment, and turned in. Without sledge. On march 4½ hours, 10 miles.

Encamped

## SEVENTEENTH MARCH.

*Sunday, 4th May.*—A.M. read prayers. 5 h. built a cairn, and deposited a cylinder, containing information respecting searching expeditions, routes of travelling parties, and position of provision depôts. Fine morning, and clear. From the top of the island got a view of the land; found it to be continuous, with no apparent opening to S.W., trending gradually away, turning the direction of the inlet from S.E. to E. by N., its breadth about 4½ miles. The extreme of the land on the west shore was E. by N., and on the east N.E. by E., and I think that it must be on account of its being directly under the sun that it was not joined to E.N.E. The surging of the ice was frequent round the island, and noise of ptarmigan distinct, but they were not to be seen. 7h. started on our return to Captain Ommanney's encampment, steering N.N.W. Proceeded about 6 miles, and encamped at 9h. so as to be able to continue our march with Captain Ommanney on our rejoining him to-night. Encamped 7 hours.

3½ hours on march, N.N.W. 6 miles.

## EIGHTEENTH MARCH.

P.M. 6h. started, steering for the depôt. Thick weather. Wind light from northward. 7h. 30m. met Captain Ommanney, and the sledges "Reliance" and "True Blue," the "Adventure" having parted company for the ship, taking William Baily, R.M., George Green, and William Mitchell of my former crew with him. James Webber and William Beedling joined to complete crew. Received provisions and stores left at depôt, and proceeded with Captain Ommanney to cross the inlet. Travelling very good. Midnight, halted, and pitched tents for luncheon. On march 11 hours.

Under tents for luncheon.

*Monday, 5th May.*—A.M. 1 h. started. Clear weather. Wind west. Observed the land sweep round the bay from the west side of the inlet, the extreme point bearing N.N.W. about 10 miles. The land from entrance runs west 4 miles, and terminates very abruptly. A ravine marks the western point of the entrance. 5h. encamped. Depôt N.E. On march 5 N.N.W. 6 S.W. N.W. by W. 7½ miles made good.

## NINETEENTH MARCH.

P.M. 6h. started, sweeping round the bay to the N.W., the land very low, and only perceptible from the floe by a slight undulation in it. Crossed the point with sledges without any difficulty; found coast running

Encamped 6 hours. On march.

W. by N., and of the same feature. Observation from the extreme western point of the bay, the depôt bearing E. by S. about 9 miles. Abrupt termination to higher land S.  $\frac{1}{2}$  W., centre of inlet S.E. by E. Midnight, observed the sun not to set, the first time seen at midnight since leaving the ship. The ice is a good deal pressed up from the point to the westward. Pitched tents for luncheon.

Under tents for luncheon

On march 9 hours 7 N W  
 $\frac{1}{2}$  W by N  
 N W  $\frac{1}{2}$  W 8 miles in 9 hours  
 Encamped 8 hours

*Tuesday, 6th May.*—A.M. 1h. started along the land, which runs very low as far as can be seen. It was with difficulty its difference could be made out from floe. 4h. encamped. Gave to "Reliance" 8 days provisions and fuel, completing her to 38 days. Estimated longitude by Captain Ommanney at  $100^{\circ} 30'$ , lat.  $73^{\circ} 58' N$ . Took stock of remaining fuel and spirits.

#### TWENTIETH MARCH.

P.M. Read prayers. 6h. packed, and made sail; wind strong from westward, and very thick. A hare seen. 6h. 30m. received despatches from Captain Ommanney, who expressed his satisfaction at the behaviour of the crew. Parted company under three cheers from the crews of "Reliance" and "True Blue," who started at the same time to the westward. Steered E. by S, crossing the point without any difficulty, and our position being only known to us by the occasional appearance of the gravel. 8h. struck out upon the floe. Thick fog, with snow. Sledge running very easily with the sail. Passed through several ranges of ice hillocks. Midnight, pitched tents for luncheon. Weather cleared. Observed the cairn of depôt ahead about 2 miles. In making the depôt from the westward in thick weather, E. by S.  $\frac{1}{2}$  S. from extreme point will ensure your not over-running your distance, and will bring the beacon well open. At a distance of 3 miles my attention was drawn to it before I had made out the land.

Encamped 6 hours  
 On march

On march 9 hours, 16 miles.  
 1  $\frac{1}{2}$  S

*Wednesday, 7th May.*—A.M. 2h. arrived at the depôt; found it quite secure. Dug up provisions and stores left there on the 1st instant. 2h. 20m. proceeded to the north-eastward along the beach. 4h. 30m. encamped

Encamped 7h 30m

P.M. Blowing hard all day from westward, and very thick.

#### TWENTY-FIRST MARCH.

P.M. 6h. built a cairn, and deposited in it a printed form. 7h. started, with a floor cloth set as a sail, running along the beach, sledge sometimes going faster than we could walk. 10h. struck out from the land to northward, intending, if weather cleared, to skirt the edge of hummocks passed in the 29th of April. Crossed a heavy range of ice hillocks. Hauled to the eastward to clear them, considering it dangerous the sledge descending the hillocks so violently under sail, and men unable to see me more than 20 yards ahead of the sledge while leading. Midnight, gained an open floe. Hauled up N.N.W. Blowing hard from westward. 0h. 30m. halted for lunch.

Encamped 7 hours

On march

Halted for lunch

On march 8 hours  
 10 miles N by E made good  
 Encamped 6 hours

*Thursday, 8th May.*—A.M. 1h. started; floe level, and good ice for travelling, but very bad light. Found range of ice hillocks running off shore parallel to our course. 4h. encamped. Very thick. 5h. observed the low island bearing N.W. about four miles.

#### TWENTY-SECOND MARCH.

P.M. 6h. started. Read prayers. Weather thick, and strong breeze, with drift. 10h. observed the island bearing N.W. three miles. Skirted edge of hummocks. 11h. 30m. arrived at the beach, and encamped.

Encamped 6 hours  
 On march 7 hours  
 5 miles N W

Encamped upon a low island

*Friday, 9th May.*—Lunched. 1h. started with two men to explore the island; found it about three quarters of a mile each way, standing N. E. and S. W. about 50 feet above the level, and principally of limestone shingle and fine gravel with a few blocks of granite. The greater part of it seemed formed by pressure, as on the west and north sides it runs off in a series of low terraces, and extends for some distance into the ice, where patches of gravel may be seen. From this and the immense pile and pressure all round the north and west sides for about four miles off shore, I fancy it must run off very shoal. On the S. E. side the beach is steeper

and ice smoother: observed the old hillocky floe run off from the shore of main land about N. W., passing half a mile to westward of the island, and gradually trending more to westward. To the N. W., as far as could be seen, the ice was very much pressed up, and swept round from the west point of the island towards Young Island. A distinct line of rough ice

Searching the island.  
Encamped upon a low island 18 hours, 6 of which employed searching the island and building a cairn.



LOW ISLAND BEARING NORTH

might be traced, and all inshore of it quite smooth. A great difference of age was apparent between the last-mentioned and the hillocky floe. No traces of animals were seen, and there was but little moss upon the island. Built a cairn upon the highest part of the island. P. M. 5h. deposited a cylinder containing a printed form. Packed sledge.

#### TWENTY-THIRD MARCH.

P. M. Fine day and very clear. From the top of the island observed the following bearings: centre Young Island, N.E. by N.; depôt, S.  $\frac{1}{2}$  W.; extreme west land, S.W.; N.W. land about Cape Walker, E.  $\frac{1}{2}$  S. Started, steering N.E. by E.  $\frac{1}{2}$  E, floe improving as we advanced. 9h. weather came over very thick and looking very black to westward. Midnight, halted for lunch.

Bearings taken with traveling prismatic compass (West, 41, Strand, No 6)  
On march

Halted for lunch

*Saturday, 10th May.*—Very thick. 4h. encamped. 5h. observed Young Island to run further to north-westward than marked in the chart. The east extreme bears north five miles. Weather too thick to see the west end. The rough ice mentioned yesterday as running towards Young Island passes outside of it, and makes a sweep in towards Cape Walker. Weather looking very black; wind increasing from the westward.

On march 9  $\frac{1}{2}$  hours, 14 miles.  
N. E. by E.  $\frac{1}{2}$  E.

Encamped 8 hours.

#### TWENTY-FOURTH MARCH.

P. M. 6h. packed. 6h. 30m. started, steering N. E. by E.  $\frac{1}{2}$  E.; very thick weather, and calm. 10h. arrived at a heavy range of hummocks formed by pressed up young ice. Found crossing them difficult, and very heavy work for about two miles. The ice pressed up was not more than 18 inches thick, and apparently of last autumn formation. The range ran in towards Cape Walker, being a continuation of that seen to north-westward. Midnight, cleared hummocks and arrived at a young and smooth floe. Observed Lowther Island N.E. by N. Cape Walker just open with the N.W. land of Cape Walker.

6 hours encamped.  
On march

*Sunday, 11th May.*—A. M. 12 h. 30 m. halted for luncheon. 1h. started over a perfectly level smooth floe of young ice. 4 h. 30 m. encamped; Cape Walker S. by E., south point Lowther N. by E. Observed close to our encampment the tracks of an old and young bear.

9 hours, 16 miles,  
N. E. by E.  $\frac{1}{2}$  E.  
Encamped 7h. 30m.

#### TWENTY-FIFTH MARCH.

P. M. 7 h. started; thick weather; breeze from north-westward. Midnight, halted for lunch.

On march.  
Halted for lunch

*Monday, 12th May.*—P. M. 1 h. Weather cleared up; observed the land of the north shore right ahead. Floe level and young, with occasional ridges running east and west. 1 h. 30 m. observed two bears asleep, but they made off on our nearing them. 2 h. 30 m. observed a bear. 1 h. 30 m. encamped; Cape Walker S.S.W.  $\frac{1}{2}$  W.; N.E. point Lowther N.N.W. Crossed track of a return sledge.

On march 9 hours, 15 miles.  
Encamped 7h. 30m.

#### TWENTY-SIXTH MARCH.

P. M. 6 h. started. Fine clear weather, wind light from northwestward. Floe apparently older than that of yesterday. 8 h. observed two bears. 11 h. crossed our outward track. Midnight, arrived at a heavy range of hummocks, running to north-westward; found it formed of young ice. Travelling very heavy and intricate, with occasional pieces of level floe. 12 h. 30 m. halted for luncheon.

6 hours encamped.  
On march.

Halted for lunch.

O. march 11 hours 5 miles,  
 1 N.E.  
 1 encamped 7 hours

*Tuesday, 13th May.*—A.M. 1 h.; started. Observed a badly wounded bear. 4 h. travelling improved, but we are still among the same range that we entered at midnight. Weather clouding over heavily to N.W. 5 h. encamped; N.W. point Griffith Island N.E. by E.; Brown Island N.  $\frac{1}{2}$  W.

TWENTY-SEVENTH MARCH.

5 hours on march

P.M. Blowing hard, with snow drift. 6 h. started to N.E. by E. 7 h. cleared hummocks; and arrived at a smooth floe. Men stepping out well. 9 h. crossed a range of hummocks, which I observed to be the same as passed on our outward journey. 9h. 30m. cleared them; found very good floe up to Griffith Island. Midnight, wind light from eastward.

11 h. a for luncheon

*Wednesday, 14th May.*—0 h. 30. arrived under the N.W. point of the island. Halted, and lunched. Hoisted distinguishing flag. 1h. proceeded; observed a bear watching a seal hole. 4h. observed the ships. 6h. arrived alongside. Sent despatches to Captain Austin. Acquainted the crew of my entire satisfaction of their conduct, who were all well and in excellent spirits, and expressed their wish to be employed again upon the same service should any more parties be required.

O. march 14 hours 17 miles

All bearings mentioned in this journal were made with travelling compass (West, No. 6.)

In conclusion, permit me to bring before your notice the excellent behaviour of the men,—their willingness, obedience, and generous assistance to one another, as well as their determination in overcoming all difficulties.

REMARKS, &c.

Tents would be better if a little larger, fitted with a pocket at the inside head, and one cloth to run across the back from above where banking comes.

Had a buffalo robe sewn up as second skin

Robes made of buffalo skins are more durable, dry sooner, and are warmer than wolf skins; but its superior curing may have been principally the cause of their drying sooner.

Cooking apparatus required to be stronger, and stewpan much larger. The little screws upon the wicks of spirit lamp gave great trouble in removing. A cap to fit the whole would be better.

Tallow lamp better if rivetted.

Tent brush, a very important article, not sufficiently durable.

Clothing ample, except the boots, which require being larger. Canvass mocassins too small, those made of skin much better adapted. Found canvass invariably cause cold feet during the low temperature.

Worsted gloves under skin matts would, I think, be found a great comfort.

Pemmican might be reduced to twelve ounces per man.

Bread increased to one pound per man.

The allowance of spirits of wine and tallow ran out well, but would allow of but little extra cooking; but consider as temperature rises no increase would be absolutely necessary.

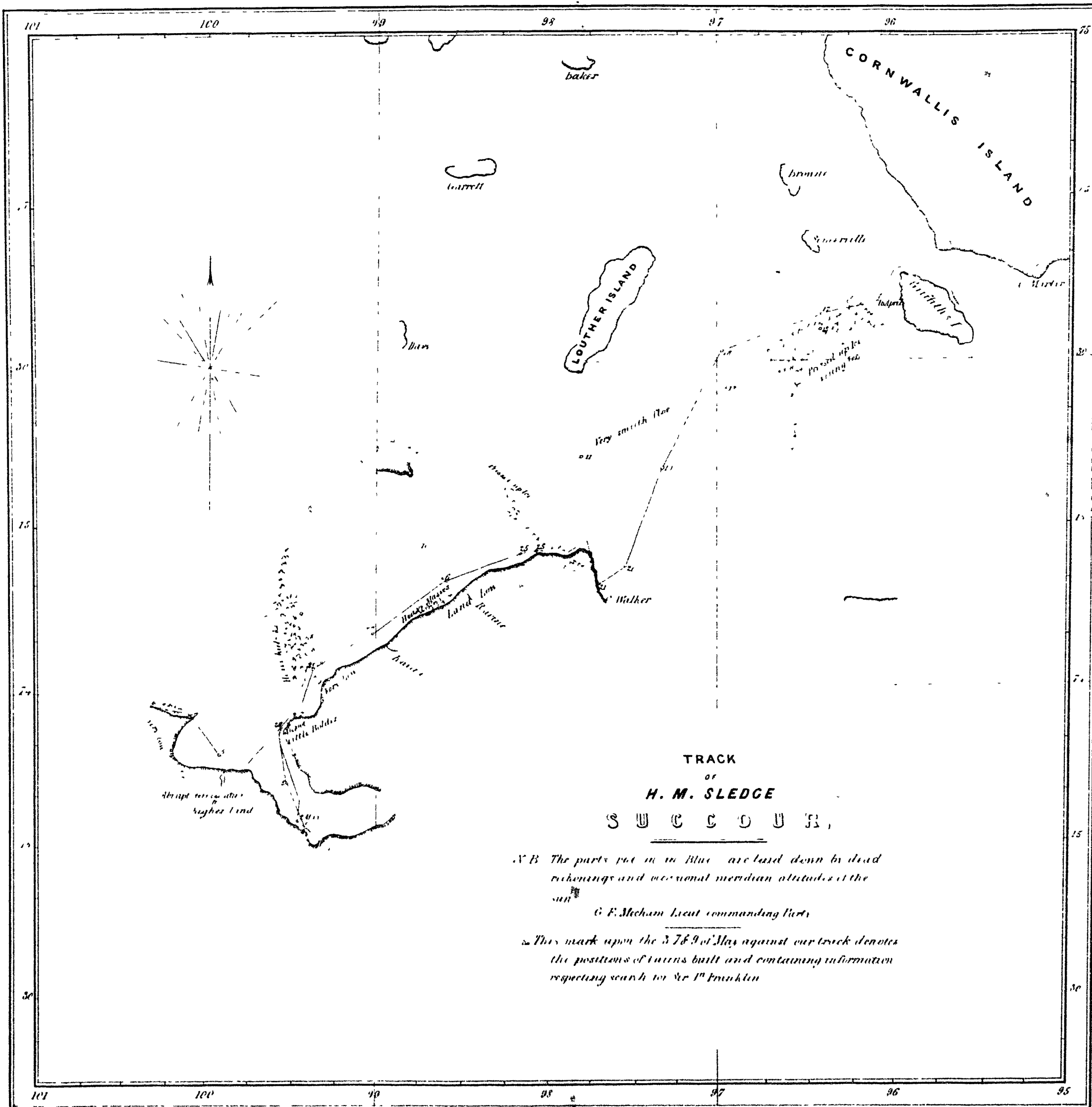
With six gills of fuel, half and half of rum and spirits of wine, cooked during our eight days returning, the only time we were entirely upon spirit fuel.

Cocoa or tea for breakfast to boil.

Water made sufficiently, for diluting day's rum, and filling each bottle.

Cooked supper pemmican; gave a drink; and boiled a pint of tea each man.

(Signed) G. F. MECHAM,  
 Lieutenant in command of the Party.



TRACK  
OF  
**H. M. SLEDGE**  
**S U C C O U R,**

*N.B. The parts set in in Blue are laid down by dead reckonings and occasional meridian altitudes of the sun*

*G. F. Mechem Lieut. commanding Party*

*This mark upon the 378.9 of May against our track denotes the positions of Cairns built and containing information respecting search for Sir J<sup>r</sup> Franklin*

Dates	Hours under weigh.	Distance travelled	Remarks on outward March.	
April 16th - -	7.30	10 $\frac{1}{2}$	Journey to Cape Walker	
" 17th - -	7.30	6 $\frac{1}{2}$		
" 18th - -	8.15	10		
" 19th - -	8.30	10		
" 20th - -	9.15	10		
" 21st - -	5.30	6		
" 21st to 24th - - - -	- - - -	- - - -		Detained at Cape Walker. In two marches. Changed to day travelling.
" 25th - -	10	12		
" 26th - -	9	8		
" 27th - -	9.30	9		
" 28th - -	7.30	6		
" 29th - -	8.40	7 $\frac{1}{2}$	Detained at the depôt.	
" 30th - -	- - - -	- - - -		
May 1st - -	- - - -	- - - -	Examining inlet Without sledge. Rejoined Captain Ommanney.	
" 2d - -	7	9		
" 3d - -	5	10		
" 4th } - -	10	11		
" 5th }				
" 6th - -	9	10		
Total - -	132 10	135 $\frac{1}{2}$		

Dates.	Hours under weigh	Distance travelled.	Remarks on homeward Journey
May 7th - -	9	16	Running for depôt. Steering for a low island to N.W.
" 8th - -	8	10	
" 9th - -	5	5	Steering directly for N.W. point of Griffiths.
" 10th - -	9.30	14	
" 11th - -	9	16	
" 12th - -	9	15	
" 13th - -	11	8	
" 14th - -	11 30	17	
Total - -	72	101	480 hours encamped and under tents for luncheon.
Outward - -	132.10	135 $\frac{1}{2}$	
Grand total - -	204.10	236 $\frac{1}{2}$	

G. F. MECHAM,  
Lieutenant commanding Party.

Captain AUSTIN to Lieutenant MECHAM.

Sir,

Her Majesty's Ship "Resolute," at Winter Quarters between Cornwallis and Griffith Islands, 24th May 1851.

I have to acknowledge the receipt of your report of proceedings from the 15th ultimo to the 14th instant, the period of your absence under the orders of Captain Ommanney, searching the opposite shore to the southward and westward; the clear and careful manner in which this document is made out affords me much satisfaction; and I have great pleasure in informing you that Captain Ommanney expresses his "highest approbation" of your conduct, and states that you have been most useful, and have "evinced both zeal and ability in the performance of the service intrusted to you;" which, with the state in which you brought your party back to the ship, entitles you to my entire approbation and best thanks.

I am, &c.

(Signed) HORATIO T. AUSTIN,  
Captain, and in charge of the Expedition.

Enclosure 9 of No. 11 of 1851.

Captain AUSTIN to Lieutenant BROWNE of Her Majesty's Ship "Resolute," and in charge of the Sledge "Enterprize."

By Horatio T. Austin, Esquire, C. B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

Looking to your experience in these regions, and to your earnest desire to be employed in the search on foot, I have selected you as second to Captain Ommanney, relying on your zeal and talent being exerted equally with him as if detached.

You will, therefore, take under your immediate command the six men hereafter named, who one and all have volunteered and been chiefly selected by yourself for this service, and who with their sledge have been under your control and responsibility for preparation and equipment since the 10th ultimo. Place yourself under the orders of Captain Ommanney, and follow such directions as you may from time to time receive from him for this particular service.

Although observations and drawings are wholly secondary to the great work you are about to aid in carrying out, yet I feel it my duty to remind you here, that the approval of your appointment to the "Resolute" was given in the full anticipation that, if opportunity presented itself, the Government and science at large would receive from your acquirements and intelligence a considerable addition to what is already known of these regions.

Given under my hand, on board Her Majesty's Ship "Resolute," in Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.

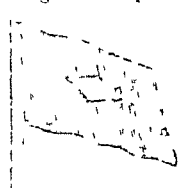
(Signed) HORATIO T. AUSTIN.

The SIX MEN referred to.

James Beams, Boatswain's Mate,	} H.M. Ship "Resolute."
William Harvey, Boatswain's Mate,	
John Bettison, Carpenter's Mate,	
William Lowrie, A.B.,	
Richard Binstead, A B,	
George Martin, Private R.M.	

Extended party, provisioned and equipped for 40 days, with one runner sledge.

No. 5. "Enterprize"



Names of the Crew.	Ratings, S B.	Ship belonging to.
William H J Browne - - -	Lieutenant - - -	"Resolute"
Joseph Beams - - -	Boatswain's Mate - - -	"
William Harvey - - -	Boatswain's Mate - - -	"
John Bettison - - -	Carpenter's Mate - - -	"
William Lowrie - - -	A B - - -	"
Richard Binstead - - -	A B. - - -	"
George Martin - - -	Royal Marine - - -	"

With one runner sledge, 8 feet 1 inch in length, provisioned and equipped for 40 days

ABSTRACT of Orders from Captain AUSTIN, C.B., Her Majesty's Ship "Resolute," off Griffith Island.

" You will take under your immediate command the six men hereafter named, and place yourself under the orders of Captain Ommanney accordingly, and follow such directions as you may from time to time receive from him for this particular service.

(Signed) " HORATIO T. AUSTIN, Captain."

W. H. Browne, Esq., Lieutenant, Her Majesty's Ship "Resolute," in command of Party.

ABSTRACT of Orders from Captain ERASMUS OMMANNEY, Her Majesty's Ship "Assistance," in charge of a Division searching to the South and S.W. of Cape Walker.

"Whereas it appears that the coast is continuous to the westward, and it is uncertain where an opening may be found to the southward, and that we have seen a large bay with a coast trending to the southward of Cape Walker, with high land to the S.E.; and it is most desirable that a party should be detached from this point to search in that direction for the missing Expedition:

"You are hereby required and directed to proceed with the men and sledge under your command, now completed with provisions, to proceed in the direction of the land already seen, and avail yourself of the first opportunity of gaining a more southerly and westerly direction to prosecute a close search for the missing Expedition."

(Signed) "ERASMUS OMMANNEY, Captain."

Lieutenant W. Browne,  
commanding the Sledge "Enterprize."

REPORT of the Proceedings of the Sledge "ENTERPRIZE," in charge of Lieut. W. H. BROWNE, Her Majesty's Ship "Resolute," commencing 15th April, ending 28th May 1851.

*Tuesday, 15th April 1851.*—Left ship at 6h. 30m. P.M., and having placed myself and crew under the orders of Captain Ommanney, of Her Majesty's Ship "Assistance," proceeded to the advanced sledges off the N.W. extreme of Griffith Island. On arriving there, and the sledges being prepared, a suitable prayer was offered up by Captain Austin, and an interesting leave having been taken by him of the parties, at 10 P.M. the several divisions started on their various routes, cheering each other until out of sight, which soon occurred, the weather being very thick, and heavy snow falling; the wind S.E. 5, 6. o c q.s.

The seven sledges composing the southern division under Captain Ommanney proceeding to the next point of Griffith Island, which was hardly discernible, owing to the thick weather which continued up to midnight.

*Wednesday, 16th April.*—2. A.M. Encamped per order, among a number of hummocks. Wind S.S.E. 5. 6. o.c.q., with considerable drift and snow. Issued provisions, and retired to rest. During the day, strong breeze with frequent squalls. Found tent and fittings comfortable; rested well.

6h. 30m. P.M. Got breakfast, and started, passing among hummocks and large cracks covered with snow, rendering the labour of dragging the heavy-loaded sledges very great. 9 P.M. came to a ridge of heavy hummocks, supposed to extend between Griffith and Sommerville Islands; the weather extremely thick, with snow.

10h. 30m. P.M. Cleared the line of hummocks after some very heavy work, attended with much danger to the sledges from cracks and hidden hummocks. The floe in places level, but exceedingly heavy from recent drift snow, which continues to fall. The wind increasing fast, at 11h. 30m. pitched tent, and went to dinner.

*Thursday, 17th April.*—1h. A.M. Packed sledge and started. The travelling very bad, the sledges labouring among rough ice and soft snow; also great difficulty in picking out the way, the extent of vision being limited to a quarter of a mile, and frequently much less; weather very thick, with snow. 4h. 30m. A.M. halted. Encamped; cooked supper, and went to rest. Wind and weather the same.

7h. P.M. Got breakfast, and started. Observed Griffith Island S.S.W. 14', and part of Lowther Island N.N.E., very indistinct. The floe level, and travelling pretty fair, although the snow in some places very deep. 9h. 15m. Sunset; wind decreasing; weather improving. The sky very clear; wind decreasing. Midnight, halted; pitched tent, and got dinner, having made about 6½ miles N.N.E.

*Friday, 18th April.*—1h. A.M. Packed up and started per order; found the floe tolerably level, passing along the west side of a ridge of hummocks,

1st Journey	
Hours travelled	- - 4
Distance accomplished	- 10'
Encamped for rest	- 18
" weather	- 5
Wind	- - - S E.
Weather	- - - o c q m
Temp	- - + 16°

2d Journey	
Hours travelled	- - 9½
Distance accomplished	- 8'
Encamped for rest	- 14½
" dinner	- 1½
" weather	- ½
Wind	- - S S E. 5, 6
Weather	- - o c q s
Temp.	- - + 16°



3h. 10m. Sunrise; wind S.S.E., increasing, with occasional drift. 4h. 50m. halted, by order, and encamped; prepared supper, and went to rest. The morning fine, and it continued so during the day; wind increasing fast, but without drift. Temperature in tent,  $21^{\circ}$ .

6h. P.M. Read prayers; got breakfast, and started. Wind south, 4 6. o.c.q.; found the floe level; snow soft and deep, but made good progress; during evening the S.E. end of Lowther Island occasionally observed, but very indistinctly. 11h. 45m. P.M. halted, and pitched the tent for dinner; weather very dark and obscure; distance estimated about 7 miles.

*Saturday, 19th April.*—0h. 45m. Packed up and started; found floe same as before. Midnight, the weather clearing, but a heavy bank of cloud over the southern horizon. Made good progress.

4h. A.M. Halted and encamped; prepared supper. Lowther Island N.N.W. true, and land, supposed to be Cape Walker, N.E., but the latter very indistinct, the weather being hazy. Went to rest, having travelled during the day 11 miles N. The weather clearing at N.W.

7h. P.M. Got breakfast; packed up and started. Found the floe level, but rather heavy from snow. Several seals were observed on the ice, and the track of a fox proceeding in a S.E. direction. Midnight, halted, and pitched tent for dinner. Temperature  $+10^{\circ}$ ; calm weather; hazy.

*Sunday, 20th April.*—1h. A.M. Packed up and started. Calm, with thick weather. The loom of the land about Cape Walker seen occasionally N. by E. The floe level but very heavy; the depth of snow averaging one foot. Found great difficulty in making a straight course, the weather being very thick, not an object being visible on the sublime but dreary waste of snow, the sky harmonizing with the gloom of the floe, being of an uniform sombre hue overhead, while round the horizon a purplish cloud edged with misty streaks completely blending sky and snow. This strange effect was very tedious to the eyes, especially those of the leaders, who were frequently compelled to turn round and gaze on the dark forms composing our little caravan, thereby trying to afford some relief to their straining eyes.

5h. Halted; encamped, and prepared supper; the men suffering much from thirst. Temperature  $+28^{\circ}$ . During the day the wind light, weather very warm. Two snow buntings came hopping and chirruping round the tent, their cheerful notes recalling to our memories a more genial clime.

6h. 30m. P.M. Got breakfast and started, steering for Cape Walker, now distinctly visible; the weather clear; wind north, 5, 6. The floe being level and a fresh breeze, we made sail on the sledges, using the floorcloth as sail and pikes for masts. This was found of great assistance, frequently saving the exertions of two or three men on each sledge. The effect of this manoeuvre on the floe had a very curious appearance, reminding me at a little distance of a fleet of Malay proas, with their dark sails of mat, the snow drift appearing like foam on the water in a fresh breeze. The men appeared to enjoy this much, and came along cheerily, sometimes running even with slack drag ropes, and laughing and joking amongst themselves.

*Monday, 21st April.*—Midnight, pitched tent for dinner. 1h. A.M. started; temperature  $+10^{\circ}$ . Cape Walker seen occasionally. The travelling good, the snow being hardened very much. Fresh breeze, with considerable drift.

5h. A.M. halted, encamped, and prepared supper. Temperature  $-5^{\circ}$ . Went to rest. During the day blowing strong from W. and W.N.W.

7h. P.M. got breakfast and started; wind west. A very beautiful parhelion observed, and a ray of light opposite the sun, of a light straw colour.

Cape Walker in sight about 7 miles N.  $\frac{1}{2}$  E. compass. Found the wind very sharp; all the men suffering from frostbites, particularly those on the weather side. The wind increasing fast, and drift rising.

Midnight, passed through a line of heavy hummocks, and landed about half a mile west of Cape Walker, supposed.

Encamped on the beach, and went to dinner. The weather very severe; Thermometer  $-16^{\circ}$ , with a strong breeze from N.W.

Sd Journey	
Hours travelled -	10 $\frac{1}{2}$
Distance accomplished	11 $\frac{1}{2}$
Encamped for rest	19
" dinner	$\frac{1}{2}$
" weather	none
Wind -	S S E 4, 5
Weather -	o c q
Temp -	$+22^{\circ}$

4th Journey	
Hours travelled -	8 $\frac{1}{2}$
Distance accomplished	11 $\frac{1}{2}$
Encamped for rest	14 $\frac{1}{2}$
" dinner	1
" weather	0
Wind -	S S
Weather -	b c
Temp -	$+10^{\circ}$
Lat by M alt	$74^{\circ} 24' N$

## 5th Journey

Hours travelled -	9 $\frac{1}{2}$
Distance accomplished	11 $\frac{1}{2}$
Encamped for rest	13 $\frac{1}{2}$
" dinner	1
" weather	0
Wind -	N W variable.
Weather -	2 c m.s.
Temp -	$+28^{\circ}$

## End of 5th Journey.

6th Journey	
Hours travelled -	9 $\frac{1}{2}$
Distance accomplished	12 $\frac{1}{2}$
Encamped for rest	15 $\frac{1}{2}$
" dinner	1
" weather	0
Wind -	N W 5
Weather -	b c
Temp -	$-5^{\circ}$

*Tuesday, 22d April.*—Confined to tent the weather being too severe to move; temperature  $-18^{\circ}$ , with strong breezes. Nothing done during the day in consequence of the severity of the weather.

6h. 30m. P.M. the weather having improved a little, proceeded to search the coast to the eastward and S.S.E. of Cape Walker, Mr. Ede, assistant surgeon of "Assistance," with five seamen in company, leaving our sledges and tents pitched.

6h. 30m. P.M. proceeded about 5 miles along the beach, and found the cliffs terminate in a long slope, which merged into a plain, at the S.E. extremity of which the loom of a high bluff was seen, but only for a few moments, on account of the thickness of the weather. This bluff was apparently the S.E. horn of a bay, Cape Walker forming the N.W. Towards the interior the land, as far as could be seen, lay in sloping ridges. No traces or marks were found of the missing Expeditions. Three hares and a few snow buntings were seen, with a number of bear tracks. On all the slopes, especially those with an eastern or S.E. aspect, a quantity of moss and short grass was seen. One poor little snow bunting was found frozen to death. Along the beach the ice very heavily pressed up, in many places 30 to 40 feet in height, and forced on the shingle beach a considerable distance.

11h. P.M. returned to tent, and reported to Captain Ommanney the unsuccessful result of the search. Received five days' provisions from Mr. Krabbé. The weather very severe; we were still confined to tent, the men getting severely frostbitten on any exposure. Temperature  $-18^{\circ}$  in tent.

*Wednesday, 23d April.*—Received order from Captain Ommanney to prepare for proceeding to the southward, and examine the coast in that direction, holding myself and party in readiness to proceed so soon as the weather should moderate or cold decrease. 9h. P.M. The wind decreasing, but the thermometer still falling, showing, inside tent,  $-22^{\circ}$ . 10h. Mr. Krabbé started for the ship with a man laid up by frostbites, who belonged to the "Pioneer." Shortly after his departure the wind again increased, with much drift, and by midnight a fresh gale. Still confined to tent. Temperature  $-22^{\circ}$  inside of tent.

*Thursday, 24th April.*—The weather continued very bad; a gale from N.W., with much drift. Very miserable in tent, but impossible to start. The men during the night unable to sleep, in consequence of the severity of the weather and the constraint of their position. 6h. 30m. got breakfast, and prepared to start, the weather improving fast. Temperature  $-3^{\circ}$ . Received from Mr. Ede the depôt of ten days' provisions, prepared on board the "Assistance," and returned to him the five days' provisions received from Mr. Krabbé on the 23d. This exchange increased the weight on the sleigh very much, making the load considerably heavier than on first leaving the ship. 8h. 45m. P.M. completed stowage and started, receiving three cheers from the crews of the other sledges. Proceeded along the edge of the ice inside of the hummocks, and, with a few exceptions in difficult parts, found the floe smooth and level. Made good progress, although heavily laden; found the sail of considerable use again. 11h. 30m. passed the southern termination of the cliffs, and proceeded in the direction of the high bluff seen on the previous journey. The weather still thick, but occasionally clear, enabled us to make a straight course towards the bluff. Found the floe here very rough and heavy, the snow being in many places deep and soft.

*Friday, 26th April.*—1h. 30m. passed the mouth of a small river. 2h. 10m. A.M. halted; pitched tent for dinner. The wind light and variable; weather hazy. 3h. A.M. packed sledge and started; found the floe very heavy, and the labour very severe, from the weight on the sledge.

7h. A.M. Halted, encamped, and prepared supper, the men being much tired with the latter part of the journey. The weather thick but calm; no land to be seen. Temperature  $+2$ .

7h. 30m. Got breakfast, packed sledge, and started; made very slow progress, the floe being still very uneven. Proceeding towards the same cape or bluff seen yesterday. Temperature decreasing, being now  $-11^{\circ}$ .

7th Journey	
Hours travelled	- 5
Distance accomplished	6'
Encamped for rest	- 0
" dinner	- 0
" weather	- 19
Wind	- W & N W
Weather	- 5, 6, b c m
Temp	- $-16^{\circ}$

24 hours confined to tent by bad weather	-
Temp	- $-18^{\circ}$

24 hours confined to tent by bad weather	-
Temp	- $-22^{\circ}$

Confined to the tent up to this period

8th Journey	
Hours travelled	- 11
Distance accomplished	8'
Encamped for rest	- 12
" dinner	1
" weather	c s
Wind	-
Forre	-
Weather	- o c
Temp	- $-8^{\circ}$

*Saturday, 26th April.*—3h. A.M. Landed on the beach under the cape; pitched tent, and got dinner; the weather very cold, but fortunately wind light. I determined on leaving the ten-day depôt of provisions at this point, which would considerably lighten the sledge, for the last day's journey proved too much for the crew.

4h. 30m. Commenced digging the hole in which to deposit the provisions. The ground being very hard, found much difficulty in getting sufficient depth.

8h. Finished burying the provisions, and restowing the sledge, getting rid of tin packages as much as possible. Employed the crew enlarging the canvas boots across the instep, so as to enable the men to wear more wrappers on their feet, also to facilitate putting the boots on when hard with the cold, many of the men having complained much the previous day.

At 5h. P.M., the weather clearing, a point was seen more to the eastward of our present station which had not before been observed.

6h. Got breakfast, packed sledge, and started, in the hope of reaching it in one journey.

Midnight. Passed a low point, extending about 2' from a high sloping bluff. Found the mercury frozen in the neck of the bulb.

*Sunday, 27th April.*—2h. A.M. Pitched tent, and got dinner. Weather fine and clear, but very cold.

3h. 40m. Packed up, and proceeded towards East Cape. Found the floe level, but very heavy; the snow being dry and crusted. Passed two small bays or inlets, the coasts of which were carefully examined, but no traces found.

7h. A.M. Halted, and encamped on the floe, not having been able to reach the eastern point, as intended. The night very fine, and calm. Found the land that had appeared to be outside of East Point to be an islet.

7h. 30m. P.M. Got breakfast, packed up, and started for East Cape.

11h. 40m. Reached it, and found the land to trend nearly due south. Erected a small cairn on the point, and left a tin case containing one of the printed notices. Proceeded along the land to the southward; found the floe good and hard.

*Monday, 28th April.*—2h. A.M. Pitched tent for dinner, a quarter of a mile east of the first southern cape. I will here describe generally the bay round which we travelled previous to arriving at the eastern cape.

Near the beach it is low and flat all round, with high sloping land at the back or interior. The cape where the provisions were left is very high and abrupt, but at its base considerable debris, forming a long flat point. Throughout the bay the ice was frozen quite smooth as on a lake, rendering it, in many places, difficult to distinguish the beach line. There were no hummocks, and the tide mark imperceptible.

Between Cape Walker and the high bluff where the provisions were left, the cliffs are composed of dark red and brown limestone, interspersed here and there with veins of dark substance like bad coal.

At the next eastern cape, or rather under it, there were many boulders of yellowish stone, with blue veins in it, and flints imbedded. Very little vegetation was seen on these points. From East Cape the coast of North Somerset near Cape Bunny was plainly visible. Proceeded along the coast to the southward; found the floe smooth, except at the pitch of the points, where considerable pressure had taken place.

5h. 40m. A.M. Halted, and encamped on the floe, about two miles from the second southern cape; had supper, and to rest.

8h. P.M. Packed up and started, having had breakfast, and given some necessary repairs to the lashings, &c., of the sledge.

Proceeded to second cape, and passing it at 11h. P.M. made very good progress along the coast, again finding much benefit from the sail, as the floe was very smooth, and a fresh breeze.

*Tuesday, 29th April.*—2h. A.M. Pitched tent, and got dinner.

3h. Started, and proceeded to the southward along the coast.

4h. 30m. Passed the last cape, and from it observed land, apparently islands, at a long distance, extending to the S.E. The floe here very

9th Journey.	
Hours travelled	7½
Distance accomplished	5'
Encamped for rest	12½
" dinner	0
" weather	0
Wind	S.E. 1.
Weather	o.c.
Temp.	-12°
Detained 4 hours burying provisions.	

10th Journey.	
Hours travelled	11
Distance accomplished	12'
Encamped for rest	11½
" dinner	1½
" weather	0
Wind	variable.
Weather	1 B.c.
Temp. not taken, the mercury being frozen in the neck of the thermometer.	

11th Journey.	
Hours travelled	11½
Distance accomplished	12'
Encamped for rest	11½
" dinner	1
" bad weather	0
Wind	variable.
Weather	1 B.c.
Temp.	0.

uneven, being composed of old ice, with large rounded hummocks lying very close together,—in fact, a haycock floe.

5h. P.M. The wind increased very much, with much drift, and the people getting continually frost-bitten, we halted at 5h. 40m. P.M.; and encamped close to No. 4 Cape. The wind north, and blowing very hard, with heavy drift. During the day the wind fell, and the weather improved very much. By 6h. P.M. calm and clear, so that I could obtain a good view of the distant land; and there appearing to be a channel, taking a south or south-west direction, I determined to follow round the western coast, and on my return examine the land now appearing like islands, bearing in a south and south-east direction.

7h. P.M. Got breakfast; packed up, and proceeded along the coast, trending to the S.-westward. At 11h. P.M. passed a deep valley or ravine, which in summer is probably a torrent of considerable force. The floe smooth, but the snow deep and crusty, rendering the progress of the sledge very tedious and laborious; this enabled me to follow closely round the coast line, without retarding the men. Midnight, weather very fine and clear, but cold; wind very light.

*Wednesday, 30th April.*—After coasting round several shallow bays, at 2h. A.M. pitched tent, and got dinner. 3h. A.M. started for the apparent southern horn of the bay.

4h. Passed a small rocky islet, on the northern side of which the ice was much pressed up, and a wide crack, bordered with heavy hummocks, extending from the islet to the land, a distance of about 4'.

5h. 40m. A.M. Encamped on the floe, about two miles to the westward of the islet; the morning very fine and clear. During the hours of rest the weather continued same.

7h. 30m. P.M. Got breakfast, and started, intending to make a direct course towards the southern horn of the bay, but found a large crack, extending for a number of miles off the land. This I had some trouble in crossing, for in many parts its width was five or six feet, and the edges very treacherous. After passing this, the floe was level, and we made good progress in the direction of the point. Midnight, weather fine and calm.

2h. A.M. Pitched tent, and got dinner.

*Thursday, 1st May.*—3h. A.M. Packed up tent, and started, still in the direction of the point. I could now distinguish what appeared to be one long and several smaller islands to the south-eastward.

5h. A.M. Came to a large crack, with heavy hummocks at the edge, formed by the pressure of the outside against the grounded ice. We found some trouble in crossing this, it being very wide in some places.

7h. A.M. Halted; encamped, and prepared supper.

During the day, the wind variable; weather fine, with a great deal of mirage to the southward.

7h. 30m. P.M. Packed the sledge, and started; wind south, with frequent squalls. Proceeding towards the same point as yesterday, found the floe very heavy, with deep crusty snow.

*Friday, 2d May.*—12h. 40m. A.M. Reached the point; the weather being very thick, and blowing hard from south, with heavy drift right in our teeth. The men were constantly getting frost-bitten, and also complained of numbness in their arms. I determined on stopping for some improvement in the weather, so, at 1 A.M., encamped close to the point. Got dinner, and took all necessary precautions against frost-bites, &c. Close to the tent I observed the tracks of three reindeer, two apparently old and one young. These seemed quite fresh, but were soon obliterated by drift.

The wind increasing and weather very bad, I employed the crew in repairing their clothes, &c. I frequently expected the tent would have been blown down by the violence of the squalls; but this, happily, did not occur. 6h. P.M. The wind and weather continuing equally severe as yesterday, rendered it unsafe to attempt to move. Midnight.

*Saturday, 3d May.*—Still confined to tent, the weather continuing with the same severity as yesterday. Very wretched in the confined tent.

12th Journey.	
Hours travelled	- 8
Distance accomplished	10'
Encamped for rest	- 12
" dinner	1
" bad weather	3
Winds	- N.W. 2, 4.
Weather	- b. c.

13th Journey.	
Hours travelled	- 10
Distance accomplished	12'
Encamped for rest	- 13
" dinner	1
" bad weather	0
Wind	- variable.
Weather	- 1 B. c.

#### Begin 14th Journey.

14th Journey.	
Hours travelled	- 11
Distance accomplished	11½'
Encamped for rest	- 12
" dinner	1
Wind	- variable.
Weather	- 1 B. c.

15th Journey.	
Hours travelled	- 5½
Distance accomplished	6'
Encamped for rest	- 0
" dinner	1
" bad weather	18½
Wind	- S.
Weather	- 5, 7, o. c. q.

24 hours confined to the tent by bad weather.

*Sunday, 4th May.*—7h. A.M. The wind moderating, but thick fog, and heavy snow. Deposited a paper on the first slope of the beach.

18 hours confined  
Commence 16th Journey

7h. 30m P.M. The weather having improved sufficiently, although still very foggy, packed the sledge, and started for the southern point of a bay, extending apparently a short distance to the westward.

Found much difficulty in keeping a straight course, for the point could only be seen at intervals through the fog. Made good progress, the floe being smooth, and the snow light.

17th Journey.  
Hours travelled - 10½  
Distance accomplished - 12'  
Encamped for rest - 11½  
" dinner - 1  
Wind - - - N N W  
Weather - - - 2 3 o c m

*Monday, 5th May.*—2h. A.M. Pitched tent, and got dinner; the weather still thick with snow.

3h. Packed sledge, and started, steering for the point.

5h. Weather clearing a little enabled me to obtain a view of the land, which apparently trended to the westward and southward in the bight of the bay, terminating in low land. 7h. A.M. encamped, had supper, and to rest. During the day fine; wind light and variable.

6 P.M. Got breakfast; packed sledge, and started, steering for the same point as yesterday. Found the floe uneven and heavy.

Midnight. Came on a low beach, extending two miles from the cliffs. A quantity of small vegetation, such as mosses, short grass, and dwarf willow, were seen here, and also marks of hares and deer. Being abreast of the point, altered course along the beach to the southward, towards the next point.

18th Journey  
Hours travelled - 11  
Distance accomplished - 10'  
Encamped for rest - 12  
" dinner - 1  
Wind " - - - N W  
Weather - - - 5, 6 o c q

*Tuesday, 6th May.*—2. Halted, pitched tent, and had dinner; the wind increasing, with drift.

3h. Packed sledge, and started. Men suffering from frost-bites and strength of the wind.

6h. A.M. Halted, encamped, and went to supper.

*Tuesday, 6th May.*—During the day blowing fresh, with much drift.

6h. 20m. P.M. Got breakfast, and prepared to start, but were unable to proceed on account of the severity of the weather. Midnight, a gale from S.W. 8. o. c. q.

*Wednesday, 7th May.*—Unable to move, the weather continuing the same as yesterday. Continued gale from S.W. and south, with very heavy drift. Midnight, weather same.

*Thursday, 8th May.*—Still confined to tent, the weather continuing the same, or if anything, worse. 8h. The weather improving, packed sledge, got breakfast, and started, travelling along the margin of the plain, about three miles from the cliffs. Numerous tracks of hares and deer were seen. Midnight, passed the mouth of a small river.

24 hours confined to tent by  
bad weather

24 hours confined to tent by  
bad weather

Commence 19th Journey

*Friday, 9th May.*—1h. 30m. A.M. Halted, and pitched tent for dinner. Saw two deer (rein) of considerable size, of a cream colour, with dark saddle-shaped spots on their backs; they were very shy, and soon made off. Two ptarmigan were also seen.

2h. 30m. A.M. Packed sledge and started, proceeding along the coast-line in a southerly direction. A long island observed to the eastward, extending also in a southerly direction.

7h. 30m. A.M. Encamped, pitched tent, and got supper, and to rest. During the day very calm and fine.

7h. P.M. Got breakfast, packed sledge, and started along the edge of the low land to the southward. Midnight.

19th Journey  
Hours travelled - 10½  
Distance accomplished - 11'  
Encamped for rest - 10½  
" dinner - 1  
" bad weather - 2  
Wind - - - W 3, 4  
Weather - - - b c q

20th Journey  
Hours travelled - 10½  
Distance accomplished - 12'  
Encamped for rest - 12½  
" dinner - 1  
" bad weather - 0  
Wind - - - S 3  
Weather - - - B c

*Saturday, 10th May.*—1h. 30m. Pitched tent for dinner; observed the low land extending across from east to west, and connecting the land (formerly appearing like an island) to the eastward with the western land near which we were.

2h. 30m. Packed sledge, and started, steering for the northern extremity of the eastern land; found the travelling good, and proceeded rapidly.

6h. 30m. A.M. Halted about three miles west of the point; encamped, and went to supper. During the day a moderate breeze from the southward, and clear sky.

6h. P.M. Got breakfast and started, travelling along the low beach to the westward. The ice smooth, and travelling good; wind S.E. 2. o. c. A great quantity of moss and other small vegetation seen.

*Sunday, 11th May.*—1h. 30m. A.M. Pitched tent, and got dinner.

2h. 30m. Started, still coasting along the low beach in the direction of dark island.

6h. A.M. Halted and encamped; got supper. During the day calm but cloudy.

6h. 30m. P.M. Got breakfast; packed sledge, and started in the direction of the south end of the dark island, expecting to find a channel leading into the eastern strait, so as to enable me to return by the eastern shores of the islands. Made good progress, having a fair wind and good hard snow. Set sail on the sleigh.

*Monday, 12th May.*—1h. 30m. A.M. Pitched tent for dinner.

2h. 30m. Packed sledge and started, making a course for the same point as before; found the sail of great use, the floe being smooth.

A small bear was seen at a distance, proceeding in a southerly direction. This was the only one seen during the journey.

7h. 30m. Reached the point, and at 8h. A.M. halted, and encamped on the beach; got supper. Strong breeze N. and N.W.; sky clear; much drift.

7h. 30m. P.M. Packed sledge, and started for the north end of the next island; the weather fine and calm; passing through a narrow channel between the two islands. The extremities of both islands are composed of dark cliffs of considerable height, composed of granite, and interspersed with many ravines.

*Tuesday, 13th May.*—1h. 30m. A.M. Arrived at the north end of the island (No. 2); halted, encamped, and got dinner. After a rest set the crew to build a cairn on the cliff.

This being 28 days from the ship, and being apprehensive of the fuel not lasting for double that time, I determined on commencing my return journey, more particularly as I was not going to retrace my steps, but return by the eastern shores of the islands, and could not know what distance to the eastward they might trend. Observed the coast of North Somerset east about 15 miles, Cape Coulman being the most conspicuous point.

A wolf came up to the tent; he was wounded, but escaped. Here also the chronometer stopped, although in its usual position on my person. Completed the cairn, and left the necessary papers.

8h. P.M. Got breakfast, packed sledge, and started on our return, making a course for the southern point of the next island. Heavy squall off the high cliffs. The snow being hard and smooth we made good progress.

*Wednesday, 14th May.*—2h. A.M. Pitched tent for dinner close under the cliffs.

3h. Packed up and started, and proceeded along the east shore of the islands. Passed several high steep cliffs, the floe running close up to their bases quite smooth, with the exception of a few cracks, a few feet distance. These cliffs are composed of granite, principally of a reddish hue, and about 500 feet in height. The coast of North Somerset very distinctly seen to the eastward.

6h. A.M. Halted, encamped, and prepared supper, and went to rest. Being close under the cliffs, and well sheltered by them and some large hummocks, we passed the warmest night we had yet experienced, and were also enabled to dry our furs.

6h. P.M. Got breakfast, packed sledge, and started. The floe continuing smooth and hard we proceeded fast, passing two low points, and then arrived at the N.W. termination of No. 1 island. Midnight, weather fine, wind light and variable.

*Thursday, 15th May.*—1h. 30m. A.M. Pitched tent and dined. 2h. 30m. packed up and started, proceeding to the S.E. point of next island. The travelling good, but wind increasing fast. 5h. 30m. hauled under the lee of the point, and encamped. Blowing very hard during the day, but luckily had good shelter from the cliffs.

*Thursday, 15th May.*—6h. 30m. A.M. Got breakfast, packed sledge, and started, coasting along the north end of the island. Built a small

21st Journey.	
Hours travelled	- 10½
Distance accomplished	12'
Encamped for rest	- 12½
" dinner	- 1
" bad weather	- 0
Wind	- - - Calm
Weather	- - - c o c

22nd Journey	
Hours travelled	- 12½
Distance accomplished	14'
Encamped for rest	- 10½
" dinner	- 1
" bad weather	- 0
Wind	- - W & N W
Weather	- - 5. 6 b c q

23rd Journey	
Hours travelled	- 6
Distance accomplished	6½'
Encamped for rest	- 12
" dinner	- 1
" bad weather	- 0
Building cairn	- 5
Wind	- - - N W
Weather	- - 6 b c q

24th Journey	
Hours travelled	- 9
Distance accomplished	- 11'
Encamped for rest	- 14
" dinner	- 1
" bad weather	- 0
Weather	- - 4 6 b c q
Wind	- - - N W.

25th Journey	
Hours travelled	- 10½
Distance accomplished	11'
Encamped for rest	- 12½
" dinner	- 1
" bad weather	- 0
Wind	- - W & N W.
Weather	- - 2, 6 b c q

26th Journey	
Hours travelled -	11½
Distance accomplished -	12'
Encamped for rest -	11½
"    dinner -	1
Wind - - -	S 2
Weather - - -	b c q

cairn on the point, leaving papers in it, and started across the floe for the old station called Musk. Midnight.

12h. 30m. Reached the point, and examined the cairn.

*Friday, 16th May.*—This land being now ascertained to consist of an island, I proceeded to examine the coast north from the point.

2h. A.M. Halted, pitched tent, and got dinner.

3h. Started, and proceeding along the north coast we soon arrived at its western extremity, from thence striking across the floe to the next northern point; this we reached at 6h. 30m.

6h. A.M. Halted, encamped, and got supper. Took angles and bearings to the extreme north tangent.

7h. P.M. Got breakfast, packed sledge, and started across the floe for No. 4 south point. Found the travelling very heavy, the snow being deep. Midnight, the weather very fine and calm, the land very much distorted by refraction.

*Saturday, 17th May.*—2h. A.M. Pitched tent and dined. 3h. started, making a course for No. 4 point as before. Floe still very heavy.

Proceeding towards No. 4 point, passed a large in the ice, with a heavy ridge of hummocks on each side. Found the weather very warm, indeed the warmest this season as yet. The land very much distorted by refraction.

6h. 30m. Encamped on the floe about the centre of the bay. Went to supper and rest; got angles, &c. It proved so warm in the tent during the day, that the people slept on, instead of inside, their blanket bags.

6h. 30m P.M. Got breakfast, packed sledge, and started, steering for same cape; the weather overcast. We did not get on fast this evening, the floe being heavy and snow soft.

*Sunday, 18th May.*—12h. 15m. A.M. Reached the cape, and proceeded to the next northern, but slowly, the ice being hummocky and rough.

2h. 15m. Arrived at the point; pitched tent for dinner.

3h. Packed sledge and started, proceeding to the northward, along the ice close to the cliffs. The sky cloudy and overcast, with snow; wind light and variable.

6h. A.M. Halted near No. 2 point, encamped; got supper, and to rest. During the day, wind N.W., misty and hot.

6h. 30m P.M. Started after breakfasting and packing sledge. Proceeded for the eastern point of the small island seen on the outward journey, but which was not examined. The travelling bad, the floe being uneven. Midnight, a fresh breeze from N.W., with considerable drift and increase of cold.

*Monday, 19th May.*—1h. A.M. Abreast of the cape where the provisions were left; proceed on towards the east point of the island. Wind and drift increasing.

5h. 10m. Rounded the N.E. point of the island, and the weather becoming very severe: wind rising, with heavy drift. At 5h. 30m. A.M. pitched tent for the day; got supper, and to rest. Got angles to Cape Walker and high bluff. During the day a gale from N.W., with continued heavy drift.

6h. P.M. Wind and weather the same; could not proceed. Midnight, a gale from N.W.; very heavy drift.

*Tuesday, 20th May.*—6h. A.M. A gale from N.W.; very heavy drift. Confined to tent, and very uncomfortable. Midnight, the weather the same as before.

*Wednesday, 21st May.*—6h. A.M. Wind and weather the same; the drift perfectly blinding. This is certainly the worst weather we have yet encountered; during the morning a strong gale from N.W., with heavy squalls and drift. Midnight.

*Thursday, 22d May.*—Unable to move from tent. To give some idea of the drift, I will only state that frequently the sledge could barely be discerned from the tent door, although only about five yards distant. 1h. P.M. wind moderating; weather improving. 5h. P.M. the gale broken.

6h. P.M. Got breakfast; packed sledge, and started for the depôt; observed a low flat island about 2 miles N.W. in the direction of Cape Walker. Midnight, fresh breeze, but fine; moderate drift.

27th Journey	
Hours travelled -	10½
Distance accomplished -	18'
Encamped for rest -	12½
"    dinner -	1
"    bad weather -	0
Wind - - -	calm
Weather - - -	o b v

28th Journey	
Hours travelled -	10½
Distance accomplished -	11'
Encamped for rest -	12½
"    dinner -	1
"    bad weather -	0
Wind - - -	variable, N.W.
Weather - - -	l o c m s

29th Journey

21 hours detained by bad weather

24 hours detained by bad weather

25 hours confined to tent by bad weather

*Friday, 23d May.*—Travelled fast, the floe being hard and smooth, proceeding in the direction of the depôt point.

2h. 30m. Reached the point; encamped and got dinner. Commenced digging up the depôt of provisions. Employed arranging provisions, &c. on sledge.

8h. 30m. Got supper, and went to rest. The day fine; wind light and variable.

6h. 30m. P.M. Got breakfast and started, making a straight course for Cape Walker; found the floe in some places very rough and heavy; but made fair progress. Fresh breeze N.W., with occasional drift. Midnight.

*Saturday, 24th May.*—2h. A.M. Pitched tent and got dinner.

3h. Packed up and started; proceeding inside the hummocks, on the smooth ice between them and the beach.

6h. 0m. A.M. Arrived at the old encampment at Cape Walker. Encamped and prepared supper. I proceeded to examine the cairn erected here before, but found that no orders had been left. During the day the weather fine and very warm; the land on the opposite shore plainly visible.

8h. P.M. Packed up and started, passing through the line of hummocks before mentioned, and keeping well to the westward to avoid the ridges of hummocks we had encountered in crossing over.

11h. Observed some dark object on the floe, a long distance off, which were at first supposed to be seals; but which proved to be a travelling party, under command of Mr. Krabbé, from Her Majesty's Ship "Assistance," having some provisions, and for this party among the rest, and not the least welcome was some preserved milk and extra tea, which is a great luxury to persons in our situation. We pitched the tents to communicate our respective intelligence. After which, got dinner.

*Sunday, 25th May.*—1h. A.M. Packed up and started. Mr. Krabbé proceeding to Cape Walker. Found the floe very good and made fast progress.

6h. A.M. Encamped; got supper; our position was about 10 miles from the cape. Found it very warm and comfortable during the day.

7h. 30m. P.M. Got breakfast and started. The weather overcast, and a fresh breeze from N.W. Got the sail up and proceeded fast; by obtaining occasional glimpses of Lowther and Brown Islands, I was enabled to make a very good course, frequently assisted by the sledge marks of previous travellers crossing were here and there occasionally visible. Midnight, weather very thick, with snow.

*Monday, 26th May.*—1h. 30m. A.M. Pitched tent for dinner. 2h. 30m. Packed up and started; having a strong wind and sail set, the sledge went along as fast as the men could keep up with it.

6h. 0m. Halted; encamped; got supper, and to rest. During the day blowing very fresh from N.W., with squall of snow.

7h. P.M. Packed up and started; making a course for Brown Island, to clear the hummocks; made rapid progress, the wind being strong. Midnight, weather clearing, observed Griffith Island and Sommerville Island; altered course, steering for west end of Griffith Island.

*Tuesday, 27th May.*—Observed a line of hummocks  $1\frac{1}{2}$ ' to the eastward 1h. 30m. pitched tent; got dinner. 2h. 30m. started; making a straight course for west end of Griffith Island.

5h. 30m. A heavy squall from west, with drift and fog, compelled us to stop. Encamped, and got supper, and went to rest. During the day blowing very fresh in squall, with snow. Midnight.

7h. P.M. Packed sledge and started; Brown, Sommerville, and Griffith Islands in sight; steering for west end of Griffith Island.

10h. Came to the ridge of hummocks rising between Griffith and Sommerville Islands; and after a good deal of hard work and heavy dragging we cleared the northern edge; from thence the floe is tolerably smooth into the point of Griffith Island.

*Wednesday, 28th May.*—1h. A.M. Pitched tent; got dinner. 1h. 40m. packed sledge, and started for the next point of Griffith Island; observed

30th Journey.	
Hours travelled	- 6 $\frac{1}{2}$
Distance accomplished	9'
Encamped for rest	- 12
" dinner	- 1
" bad weather	- 0
Detained getting depôt	4
Wind	- - - N.W
Weather	- 4 b c

31st Journey	
Hours travelled	- 10 $\frac{1}{2}$
Distance accomplished	13'
Encamped for rest	- 12 $\frac{1}{2}$
" dinner	- 1
Not detained by weather	
Wind	- - - N.W
Weather	- - 5 b c q

32d Journey.	
Hours travelled	- 8
Distance accomplished	10'
Encamped for rest	- 13
" dinner	- 1
Detained communicating with Mr Krabbe	- - 2

33d Journey	
Hours travelled	- 9 $\frac{1}{2}$
Distance accomplished	14'
Encamped for rest	- 13 $\frac{1}{2}$
" dinner	- 1
" bad weather	- 0
Wind	- - - N.W
Weather	- - 5 o c c

34th Journey	
Hours travelled	- 9 $\frac{1}{2}$
Distance accomplished	13 $\frac{1}{2}$ '
Encamped for rest	- 12 $\frac{1}{2}$
" dinner	- 1
" bad weather	- 1
Wind	- - - N.W
Weather	- - 5 o c q s

35th Journey	
Hours travelled	- 9 $\frac{1}{2}$
Distance accomplished	13 $\frac{1}{2}$ '
Encamped for rest	- 13 $\frac{1}{2}$
" dinner	- 1
Wind	- - - N.W & calm
Weather	- 4 1. b, c m,



a party ahead. 2h. Met a travelling party under Lieutenant Mecham, proceeding to Cape Walker, with provisions for Captain Ommanney. After pointing out a good passage through the hummocks, we parted. Reached the point of Griffith Island, at 5h. A.M., found a starting party under Lieutenant Cator, encamped off the point.

56th Journey  
 Hours travelled - - 1½  
 Distance accomplished - 6'  
 Encamped for rest - 0  
 , dinner - 0  
 Wind - - variable  
 Weather - - l e & b c  
 End of the Journey

5h. 30m. Encamped; got supper, and to rest. Weather very thick, with snow. Wind southerly.

7h. P.M. Got breakfast, and started for the ship. Weather calm and clear. 8h 30m. rounded the point, and came in sight of ships.

11h. 30m. Arrived on board "Resolute;" have been met and welcomed by Captain Austin and a number of the officers and crews of the squadron.

(Signed) WIL. HY. BROWNE,  
 Lieutenant in charge of Sledge.

#### ABSTRACT of the REPORT of the PROCEEDINGS of the Sledge "ENTERPRIZE."

Number of days out	- - - -	28
Number of days home	- - - -	15
Total hours travelled	- - - -	328
Total distance travelled	- - - -	} Estimated { 375
Distance in a direct line	- - - -	
Total hours encamped for rest and dinner	- - - -	447
Total hours detained by weather	- - - -	257
Mean rate of travelling per day: Out	- - - -	10·1
Ditto ditto Home	- - - -	11·2

I have every reason to be satisfied with the provisions supplied for travelling, except in the pemmican, which might be reduced a quarter of a pound per man per day; and could more fat, tallow, or spirits be spared, I think a quarter of an ounce of tea, and half an ounce of sugar per day, in addition, would be an improvement. I would also suggest the use of frozen oil during the early part of the journey, reserving the tallow until the warmer weather

The clothing very good, but if seal-skin dresses could be obtained, I would prefer them. The canvass boots are very good, but should be made very large at the instep, so as to allow of being easily put on or taken off when frozen. I would recommend a much longer sledge, say 11 feet 6 inches, instead of 8 feet, with an increased depth of 4 inches, and, if strength would allow, to be made a little slighter. The canvass casing answered very well, and if oiled would, I have no doubt, float the provisions and men over any moderately wide crack in the floe with safety, taking care not to overload it.

For sleeping, I would recommend the substitution of buffalo skins for wolf skins, although a little heavier, but one skin would, I think, be sufficient to lie upon; and instead of the upper skin, I would recommend two blankets sewed together lengthways, and covered with duck for the outside or upper covering; this would be sufficiently warm, and would not collect the drift and snow so much as the skin.

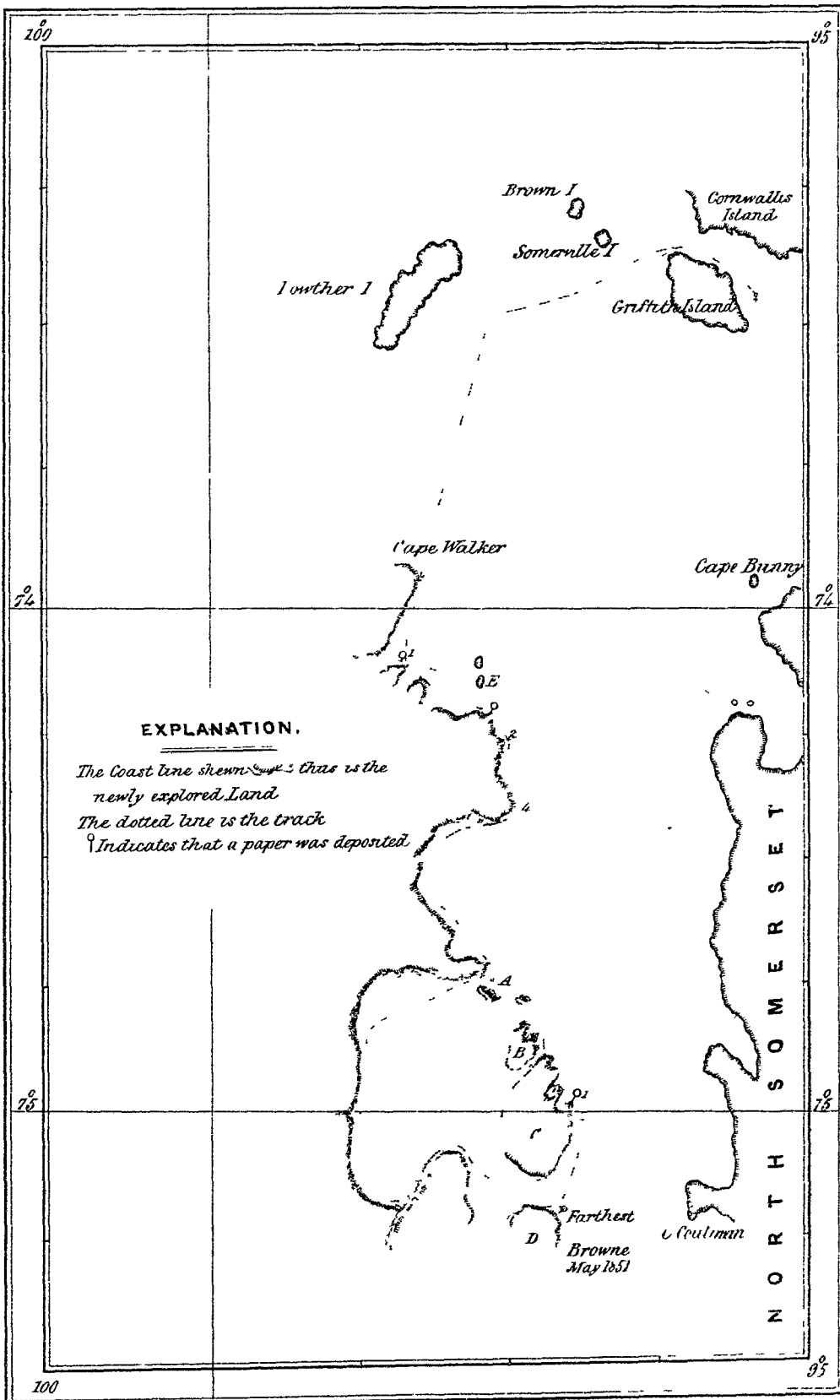
The cooking apparatus answered extremely well, but would be better if constructed of tinned copper.

(Signed) WIL. HY. BROWNE,  
 Lieutenant in charge of Sledge "Enterprize."

#### REMARKS, &c. on the LAND and ICE travelled over by the Sledge "ENTERPRIZE."

Between Griffith Island and Cape Walker the floe was for the most part very level, and by keeping well to the westward, that is, about five miles from Lowther Island, all the hummocks may be avoided, except the lines thrown up between Griffith and Somerville Islands, which must be passed through. Beyond this the floe was level until reaching Cape Walker, where a very heavy pressure has taken place, the ice being driven upon

**TRACK CHART**  
*of Part of the Coast, South from C Walker*  
*explored by*  
**LIEUTENANT BROWNE,**  
*OF*  
**H M SHIP**  
**R E S O L U T E,**  
**1851.**



the beach, and in many places huge blocks forced up on the slope formed of the debris from the cliffs.

The cape itself is a high cliff, or rather series of cliffs, running in a N.W. and S.E. direction, but the highest part or cape, I think, faces N.E. The cliffs are composed of red sandstone, with masses of conglomerate, and veins of dark-looking substance, like bad coal. From Cape Walker, proceeding to the southward, the cliffs terminate (about two miles from the cape) in a long slope, reaching down to flat land adjoining the sea. The ice also becomes comparatively smooth. The land retains its undulating character until reaching No. 1. Cape, which is remarkably steep and abrupt, but it stands alone, for the sloping and undulating land continues from it to the eastern cape, which is steep, but with a long level spit or tongue of shingle extending to the N.N.E., consisting of limestone.

On the slopes near Cape Walker considerable vegetation was seen, although early in the season, and some was also seen at the base of No. 1. Cape. Three hares, perfectly white, were seen near the cape, and a few snow buntings; one of the latter was found frozen to death in this inhospitable land.

Shortly after leaving Cape Walker, the ice becomes smooth, continuing so right up to the land. No tide-mark could be observed, giving me the idea that the floe was frozen solid to the bottom. Once for all, I may here state, that this was the case in all the bays around which I travelled, and confirms me in the original impression.

From the east cape the cliffs to the southward are steep, and consist of limestone; but at No. 4. Cape the land resumes its undulating form, continuing so all round the bay, on the S.W. side of which is a remarkably round hill, apparently stratified in a diagonal direction. The southern extremity of the bay is a small but steep island, with considerable debris extending from the cliffs, and in the hollows a great deal of vegetation. Here I first saw the traces of reindeer; three tracks were seen, and quite fresh.

From 4 to 5, the ice retains the same character as before described, the flatness of the land adjacent to the sea rendering it almost impossible to ascertain the line of coast. About two miles inland the cliffs and high sloping land appear broken here and there by ravines. All the flat land was covered with moss and short grass and occasional tufts of dwarf willow; there are also many pools of fresh water. I had here the pleasure of seeing two reindeer and a few grouse, but all so very shy, that I could not get within shot of them.

On crossing over to the islands we lose the flat land, for the shores of all these are steep and high, especially the eastern shore. The north end of Island D, where I terminated my journey, is composed of dark green granite of very fine close texture, and exceedingly hard and heavy. Proceeding to the northward along the east coast of the islands, the floe is very smooth close up to the cliffs, which continue steep. This ice appears to be of old formation, and but small pressure to be perceived along the coast.

Taking into consideration the state of the ice in this strait, I must say that it is my opinion that this channel is rarely, if ever, sufficiently open for the purposes of navigation.

At the termination of our outward journey, a wolf came close up to the tent; he was wounded, but effected his escape, although pursued some distance by two of the party; the animal appeared to be very thin, and was of a light grey colour, with considerable darkening near the muzzle and head, and about the size of a Newfoundland dog, only narrower in the chest; the print of his foot was very large, with the two middle toes projecting considerably beyond the others.

(Signed) WIL. HY. BROWNE,  
Lieutenant in charge of Sledge "Enterprize."

Flag, a Blue Square.  
 "Respite finem."—"Look to  
 the end"

Enclosure 10 of No. 11 of 1851.

JOURNAL of Her Majesty's Sledge "INFLEXIBLE," attached as Limited Party  
 to the South-western Searching Division.

Limited to Lieutenant Browne.

6 20 p m Ther 11°+ in  
 shade Wind S E 4

*April 15th, 1851, Tuesday.*—Left the ships in company with Captains Austin and Ommanney, officers, and men, with the exception of those necessary to remain on board. Arrived at the encampment with the advanced sledges about 9 h. P.M.

The men then had their grog served out to them, and some tea which had been prepared by the party left in charge.

Captain Austin then read a prayer, shook hands with the officers, addressed a few appropriate words to the respective sledge crews, and took his leave with three hearty cheers, the divisions proceeding on their different routes at—

10 p m Ther 16°+ on floe

The weather very unpromising, much wind and snow. Rounded the high N.W. bluff of Griffith's Island, obtaining only an occasional glimpse of the land.

5 miles march  
 2 a m of 16th

After a disagreeable walk of about five miles we halted for the night, the weather preventing our extending the march until the period intended. Visited the tents to inquire if any men indisposed.

2 a m Ther 15°+, floe  
 Encamped

*Wednesday, 16th.*—Encamped amidst hummocks; floe much cracked and uneven from the effects of the tide. After a substantial supper of soup and tea we turned into our blanket bags until 4 h. P.M., and rested well.

6 10 p m Ther 14°+ floe  
 35°+ in tent  
 Wind S S E 5  
 On march

Started over an uneven floe for about a mile, when the walking improved for about two hours, we then reached a ridge of high hummocks about two miles. Road extending from Griffith's towards Somerville Island, over which we dragged with difficulty the sledges, using from time to time the pickaxes to remove impediments.

11 50 p m Wind S E with  
 drift

Halted for luncheon; weather still thick.

1 a m On march

*Thursday, 17th.*—After a meal of cold pork and grog we proceeded. The hummocks becoming less numerous until they terminated in a level floe covered with about four inches of recent snow.

5 45 a m Miles walked 9.  
 Ther 20°+, floe  
 38°+ in tent  
 Encamped

Pitched tent, and eagerly sought the bag, after enjoying a hearty meal of hot pemmican.

4 30 p m  
 6 30 p m  
 On march 11 50 p m

Awoke refreshed; read prayers, and breakfasted.

Lashed up and moved on; floe improving. Brown, Somerville, Cornwallis, and Griffith's Islands in sight.

Lunch. Up tent.

1 a m Wind S S E 6

*Friday, 18th.*—Down tent, and proceeded. The floe level and with less snow. Men in high spirits. Tallow used at luncheon for fuel with spare kettle.

4 15 a m 11 miles made good  
 Ther 20°- on floe

Halted for the night. Wind increasing. The monotony of the floe is indescribable, the thickness of the weather preventing vision extending beyond a few yards; hence, the necessity of frequently changing the leading officers and sledge, the eye becoming speedily wearied and incapable of detecting the ridges or raised portions of the floe. Lowther Island seen for a few minutes, bearing W.N.W. from tents. The men appear to enjoy a cup of tea even more than their grog at supper. The warmth of the weather caused our blanket bags and wolf skins to be completely saturated with moisture.

4 30 p m Ther 25°+  
 6 30 p m

Awoke, called up the cook, read prayers, and breakfasted

Started with all well, excepting the bombardier (Elliott), who complained of having slight diarrhoea, probably from change of diet.

11 25 p m

Pitched tents for luncheon; this we found necessary throughout, to prevent the men from being chilled while standing in the wind. Gave medicine to bombardier.

Ther 10°+  
 12 30 a m Wind S W 4

*Saturday, 19th.*—Down tents, and moved forward. Could occasionally see a part of the cliff of Lowther Island free from snow.

Encamped for rest. Weather clearing. The bombardier better. Men in good spirits and eager to advance. Their repose is generally sound and refreshing.

4 a.m. Ther 25° + on floe.  
47° + in tent.  
Wind N W Miles run 11.

Started with better weather; Cape Walker in sight. Floe covered with recent snow; very heavy dragging. Saw six seals at a distance, but could not approach within shot, without being perceived. Thickness of ice at seal hole about three feet. Lunched, and advanced at 1 h. A.M.

6 50 p m  
Midnight.  
Ther 10° + floe  
25° + in tent.

Sunday, 20th.—Halted and turned in. Sick man better, nearly well. Floe covered with loose fresh snow; heavy for sledges.

5 a.m. Ther. 26° + floe  
Miles made 10

Awoke; read prayers; breakfasted. Saw a small flock of snow buntings (*Emberiza nivalis*) going northward. No land in sight; weather very thick, with snow.

3 30 p m

Breeze freshening. Loom of land to south-westward.

Ther 50° + in tent.  
24° + on floe

Sunday, 20th.—Broke up the camp. Breeze increasing, we made sail by using the tent pikes for mast and yards, with the floor cloth as a sail. This, when the breeze increased to about 5 or 6, was quite equal to three men on the drag ropes where the snow was deep, but in some parts of the floe uncovered it was sufficient to move the sledge by itself, the men merely guiding and assisting at the inequalities. The kites did not answer so well, from their occasionally falling, and giving trouble in again getting them up, but in justice to them, it must be said the wind was not steady but in squalls. Land about Cape Walker in sight, partially covered with snow, apparently consisting of high buttressed cliffs.

6 50 p m Ther 24° +  
10 p m. On march Sail

Kites

Midnight. Ther 8° +  
Wind N N W 6

Luncheon.

Monday, 21st.—Weather thick; Cape Walker indistinctly seen; eagerly moved forward, every one anxiously looking for the moment of our arrival, hoping to gain some clue to the position of the lost Expedition.

12 45 a m On march

There being no chance of reaching land this march, we encamped. Elliott the bombardier quite recovered from his slight attack.

5 a m Ther 15° +  
Miles made 10 Encamped

Awoke early; the morning's routine having been gone through, we again set forth with alacrity.

4 p m Ther 5° -

Beautiful parhelion.

7 10 p m Ther 12° -

Towards midnight, we approached the land of Cape Walker, a cliff about 500 feet in height, of a bold picturesque appearance, with debris extending in some parts two thirds up the face of the rocks. To the westward the cliff becomes lower, and terminates in low shelving land.

Approach to land. On march

The ice on the shore is heaped up in many places to the height of 30 or 40 feet.

Ice near shore

We came to a part of the pressed-up ice much lower than the rest, and here by partially unloading the heavier sledges, and levelling the road, we effected a passage, and encamped on the shingle beneath the high cape.

10 30 p m Miles made 4

The wind freshening, it was arranged that the search for traces should be delayed until the men had a short repose with refreshment; and this was more particularly necessary, as many were getting rather smartly frost-bitten in the face, hands, and feet.

Ther 16° - 11 20 p m  
Wind N N W 6 Encamped.

Tuesday, 22d.—About 1 A.M. was sent for to see a man belonging to the "True Blue" (Charles Marshall), who had both his feet severely frost-bitten. Instead of changing his boots as desired, after the day's march, he remained outside the tent cooking, and when he removed his boots to turn in, found his feet in the state mentioned. The usual means were taken to restore circulation, and the man ordered to remain in tent

Ther 22° - floe  
10° - tent  
1 frost-bite 1 a m

Visited tents, and found that George Francis, marine, had the stump of his little finger frost-bitten; he belongs to the "Adventure" sledge, Robert McClean in the foot, and Peter Simpson in the thumb; the last, however, were slight.

6 p m Encamped

Started with Lieutenant Browne, and party of men from "Enterprize" and "Inflexible" tents to search the S.E. portion of the cape. The wind fresh, weather rather thick. Received by petty officer during my absence provisions and fuel for five days from the sledge "Success."

6 30 p m Search of the Cape  
for traces Ther. 16° -  
Provisions received

Soore, nature of  
Geological remarks

We proceeded along the shore, which consists of the debris of the cliffs heaped up into irregular terraces by the action of the ice, and varying in depth, from the base of cliff to the floe edge, from 200 to 500 yards. The nature of the stone is conglomerate, or "pudding-stone," with which the beach is strewn. Immense masses rent by the action of frost lying in every direction.

Emberiza nivalis  
Lepus glacialis

The composition of the masses found on the debris and the debris itself was that of limestone and greenstone, united by red sandstone, the pieces of the former being rounded and smooth. This kind of structure obtained as far as we proceeded to the S.E. Occasional patches of moss, grass, and tufts of saxifrage were met with on the S.E. aspect; and here we saw a small flock of (*Emberiza nivalis*) snow bunting, and a couple of hares (*Lepus glacialis*). A walk of about 6 miles. From the S.E. extremity of the cape stretches for about a mile a low flat point, covered with but little snow, and forming one side of a bay, the opposite of which was formed by a rounded bluff. The weather coming on thick we could not see any distance. The only marks of human beings ever having visited this coast were the remains of 5 huts (*Esquimaux*), of very ancient date.

10 30 p m Ther 26°—

Returned after an unsuccessful search for our missing countrymen. The men in walking back against the fresh breeze were slightly frostbitten in their faces.

Ice at extreme of cape

At one point the ice had been pressed up to the height of 50 feet, a magnificent pile of huge white masses, tons in weight, thrown together in the wildest and most imposing manner.

5 a m Ther 26°—, floe  
20°—, tent

*Wednesday, 23d.*—At 2 h. A.M. Mr. Mecham and Hamilton returned from an examination of the western part of the cape. Nothing found. One hare seen, and snow bunting. Captain Ommanney had had a cairn built during our absence.

Second day in tents  
Ther 26°—, floe 22°— tent  
Wind N N W

Captain Ommanney took possession of the land in the Queen's name, with the usual ceremony. The man Marshall being prevented from walking, it was thought necessary to send him back by the "Success."

6 p m

Gave "Success" two days provisions and fuel

Departure of "Success."

"Success" parted for ships with three hearty cheers, the other crews assisting over the range of hummocks. The man frostbitten was placed in a blanket bag, and enveloped in the wolf-skin blankets, and laid in a couch on the sledge formed of tent, blanket bags, and haversacks. Men suffering much from severity of weather.

9 p m  
Portage of frostbitten man

5 a m Ther 26°—, floe  
20°—, tent

*Thursday, 24th.*—The wind still unfavourable, and the temperature low, we deferred our start until more favourable weather. The boats however were buried at the back of the cairn. The face of the cliff has one or two remarkable ravines marking it; to the right of the deepest (when facing the land), and at the base of a remarkable natural pinnacle of rock, about half way up the broken cliff, is placed the cairn, wherein were deposited the usual documents and information.

10 find cairn and boats

Encamped for part of day

Departure of Lieut Browne  
8 p m Ther 6°—, floe  
Wind N W S  
On march

Towards the afternoon the weather moderated, and as the little breeze remaining was favourable for the S.E. party, Lieutenant Browne started, having been supplied with five days stores by me. The men of "Inflexible" asked leave to drag the "Enterprize" for a few miles with the other crew, but the weather still improving, it was determined that all parties should start at once, when we parted with three cheers. After passing the hummocks we came upon a good floe, and the wind fell light.

10 p m

Passed the heavy hummocks. Men well and in good spirits.

1 a.m. Ther 10°—, floe

*Friday, 25th.*—A brisk march, but floe heavy. The land lower and covered with snow.

5 30 a.m. Miles run 9  
Encamped.  
Frostbite

Brought up for night. Captain Ommanney slipped into a crack and wet his feet. Visited tents. One of the captain's men, Edward Privett, severely frostbitten in great toe.

4 15 p m. Ther 16°—, floe  
Search beach

Arose and prepared for march. Sunshine and calm. Walked on shore, searched the beach, and mounted a hill; the land appears to trend to W.S.W.,

and becomes very low, so that it is difficult to distinguish between it and the floe. On my return I found the tents pitched, and all hands in their bags. Captain Ommanney had determined to change the time of travelling from night to day, as another man had been frostbitten (Stephen Howe).

*Saturday, 26th.*—This being the first day travelling, the men were ordered to wear their veils. Prayers and morning routine gone through as usual.

Halted for luncheon. Started 1h. 15m. P.M.

The ice here appears to be very old, it is uneven, and covered to a great depth with snow. We travelled outside the range of hummocks, the quantity of recent snow on the beach rendering it impossible to advance quickly on the inside. A search was kept up by two officers walking along the shore. This day we saw recent tracks of a solitary deer, and numbers of those of foxes, and some of hares. The land low and running more to S.W.; water very shallow. About eight miles from the shore a small island was seen by Captain Ommanney. The water here is shoal for many miles; hummocks and small bergs aground even out as far as the island. Young and Lowther Islands in sight.

Weather very severe. No more frostbites. Francis, marine, and Elliott, complain of eyes; both wore veils.

*Sunday, 27th.*—A light breeze springing up, with the low temperature, captain delayed starting. Ed. Privett's toe very bad; recommended his returning as soon as possible to ships.

Lunch.

A fine clear day, with light air from W.N.W. Mirage to the eastward. Lowther Island seen.

Halted for night, at 5h. P.M.

Nights very cold.

*Monday, 28th.*—Awoke early, and after the usual routine visited the tents. Captain Ommanney having determined to send back Privett and Francis, the worst frostbites, I was ordered to supply their places from my own crew. Francis Dow joined the captain's sledge in lieu of the former, and Wm. Caldwell of the latter. Gave the two extended parties each five days provisions and fuel, and the two limited parties three days; thus leaving eleven days provisions to bring me back to the ships. At the time of leaving I had three men, Privett, Francis, and Rumble, with frostbites, and two who complained of their eyes, Elliott and Drover, the former had been on the list before leaving the ships with snow blindness. We exchanged shovels with "True Blue," tent brush with "Succour," and gave the little we had saved to those proceeding. This done, we parted with three cheers.

After leaving we steered N.E. direct for Griffith's Island, and halted for lunch at 1h. P.M. The floe very heavy, and of some age. The weather thick at starting but towards evening caught sight of Young, Davy, and what we supposed Garrett Islands. Lowther Island was not seen.

Halted for night. Used the Tr. opii, or laudanum, to the men's eyes.

*Tuesday, 29th.*—Breakfasted. Dressed frostbites, and dropped opium into the men's eyes, which were better this morning. Immediately on encamping, those who complained of their eyes were put into their bags at once, and a handkerchief bound over the eyes to prevent the light reaching them as much as possible; and in the daytime being placed second at drag ropes they had no occasion to use their sight in finding the way.

Started. Floe old and uneven. Land near Cape Walker seen, and during the morning by refraction we saw Lowther Island.

Lunch. Water brackish. Course E.N.E. Weather less clear.

Halted 6h. P.M. for night.

Ther. 31°— during night.

*Wednesday, 30th.*—Men improving; weather clearing; little or no wind.

Lunch and away 12h. 30m. After a short walk over the old floe we came to floe much broken up and very old, this was about 6 or 7 miles from

On march. 10 p m  
Ther 26°—, floe 5 miles  
Encamped

7 a.m Ther. 6°—, floe

Midday Ther 3°, floe

State of floe.

On march.

Tracks of animals.

Halted for night.

5 p m. Ther. 10°—

Small island near shore discovered.

Miles made 10

Encamped

12 p m Ther. 35°—, floe  
15°—, tert.

8 a.m Ther 34°—, floe.  
Detained in tent

12.30 p.m

Ther 14°— in shade, 10°+ in sun.

Miles made 9

5 p m Ther 14°—, floe

Midnight Ther 34°—, floe

Ther 25°—, floe Encamped

10½ all proceed  
10½ a m

1 p m On march

2 p m

6 p m Ther 14°—, floe  
10 miles made Encamped

Ther 34°—, floe 4 a m,  
Encamped

9 a.m Ther 7°— On march

12 30 p m. Ther 1½°—

Halted 6 p.m. 11 miles.  
Ther 31°—

7 a.m Ther 1½°—, 12 mid-  
day Ther. 4°—,

On march.

Lowther Island and between it and Cape Walker; it was connected by a tongue of old ice to the floe we had been traversing, but on every other side it was surrounded with last year's ice. We then reached the young floe, and proceeded at a brisk pace. Before halting a brace of ptarmigan (*Tetrao lagopus*) alighted near us on the floe, but flew away towards Lowther Island before there was time to uncover the gun.

Halted after a good day's work. Cape Walker, Lowther, Young, and Davy Islands in sight.

5.30 p.m. Wind S.E. 2.  
Miles run 14. Encamped.

Ther. 17 $\frac{1}{2}$ °— Wind S.W. 4.  
6 a.m.

*Thursday, May 1st.*—Weather thick, Lowther Island only seen.

Broke up camp at 6h. A.M. Men's eyes improving. Feet and fingers better.

11.30 a.m. Ther. 4 $\frac{1}{2}$ °—

Halted for lunch. Down tent at 1h. P.M.

5.30 p.m. Miles 11.  
Ther. 7 $\frac{1}{2}$ °— Encamped.

Stopped for night. Young floe as far as eye could reach. Thick weather.

Ther. 2 $\frac{1}{2}$ ° 9 a.m.

*Friday, 2d.*—Down tent, and away we went, with all sail set; as much as men could do occasionally to keep up with sledge. Lunch, and off again.

1 p.m. Ther. 1°— On

march. 6 p.m. Ther. 4°—  
Miles 10.

Thick weather; no land seen; wind increasing. Halted for night.

Ther. 11°+ Wind 7 S.W.

*Saturday, 3d.*—The wind having increased to a gale, with much drift, and Privett's foot not being quite so well, we kept the tent for the day.

36 hours in tent.

The whole of the coverings wet from the mildness of the weather.

1 p.m. Ther. 4°+, tent.

11 p.m. Ther. 7°+, tent.

7 a.m. Ther. 7°+.

On march.

*Sunday, 4th.*—The weather moderating, but thick; no land in sight. From the appearance of the floe, altered course more to the northward. Fell in with traces of Mr. Krabbé's party. The men eagerly pushed forward, and we soon came to the hummocks that indicated our approach to land.

Halted for luncheon until 1h. P.M.

12 midday. Miles made 5.

Halted, and gave the men tea, when they offered to push on to insure our reaching the ship on the next day. Saw traces of bears. The weather only cleared for a short time, when we found we were six miles from Griffith's Island. Halted for night.

5 p.m. Land seen. Miles  
made 5. 6.30 p.m.

11 p.m. Miles made 4.  
Total 14 miles.

Ther. 12°+ 7 a.m.

*Monday, 5th.*—Men greatly improved and in high spirits. Weather clear.

The distance from the ship about fourteen miles; as the men were anxious to reach the ship, I thought it better to proceed alone, picking out the road through the hummocks before they started, and then to proceed to the ship, and send out an auxiliary party to bring them in, which would thus reach them by lunch.

12.20 p.m.

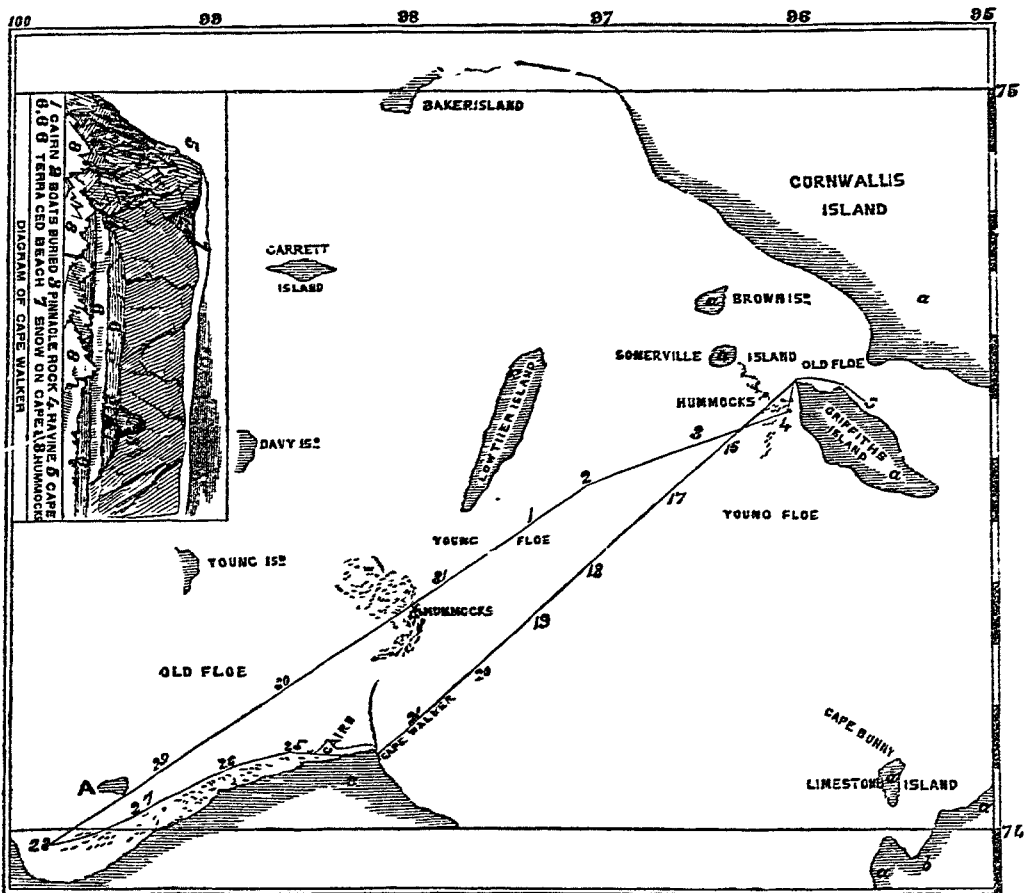
I arrived at the ships about 12h. 20m., when I was kindly welcomed by Captain Austin and the officers of the "Assistance," who had come out to meet me.

5.30 p.m.

A party was immediately despatched to assist, and arrived about 5h. 30m. at the ships. The men were in good condition and high spirits, and the frostbites had not in any way been aggravated by the journey.

*N.B.*—The thermometers are given as taken in the shade; and as the daily routine was the same throughout every particular, has not been given each day. The provisions, fuel, and equipment will be remarked upon on the next page.





The land marked with the small letters consists of—  
*a* Limestone containing fossils.  
*b* Red sandstone.  
*c* Conglomerate or pudding-stone.

The island A is about 8 miles off the coast.

Estimated number of miles travelled	175.
Number of hours walking	- - 165.
Number of hours encamped	- - 286h. 30m.
Number of days from ship	- - 20d. 6h. 30m.
Number of days with party	- 13.
Number of days returning	- 7.

**NAMES of Crew, with exchanges.**

George Drover.  
 Francis Dow, exchanged for Ed. Privett, of "Reliance."  
 Thomas Rumble.  
 Thomas Copland.  
 John Elliott.  
 William Caldwell, exchanged for Geo. Francis, of "Adventure."

*General Remarks.*

The men started in good health and spirits, and notwithstanding the severity of the weather pushed on with eagerness. The frostbites which required three of the men named to be sent back to the ship were occa-

sioned by the sudden and severe change which took place a few days after starting, and by the want of covering for the feet, from the small size of the canvass boots allowing only one pair of blanket wrappers to be used. The men then walked in their canvass mocassins with as much woollen clothing to their feet as the mocassins would allow, and no other case occurred. The slight cases of snow blindness yielded easily, and in a short space of time, to the tincture of opium or the wine dropped into the eyes night and morning. The whole of the men lost flesh, but improved in their general health; and after the few first days consumed nearly the whole of their allowance. The thirst which tormented them at first gradually became less, and the exertion of dragging was then borne without the same amount of perspiration as at first.

*Remarks upon the Equipment.*

The plan of equipment is excellent; but I beg leave to recommend the following trifling alterations, believing that they would add materially to the comfort of the party.

*Tent* enlarged half a cloth, and doubled for about a foot and a half from the ground at its windward end.

*Floor-cloth* sufficiently increased so as to turn up three or four inches on all sides. At present is not waterproof, although a Macintosh.

*Wolf skins.* The upper one two feet longer.

*Cooking apparatus.* Not sufficiently strong.

*Another kettle* for procuring water indispensable.

*Clothing* sufficient but for the feet. Mocassins during the cold weather would be better than boots; they require to be of large size, and to wrap round the leg by flaps as high as the knee.

*Provisions* ample. Fuel however might be increased with great advantage; and tea with sugar substituted for their weight of pemmican, for a warm evening drink.

*Biscuit* might be increased a little.

*Spirits* (rum) quite sufficient.

*Chocolate* much appreciated.

*The lime-juice* was much prized by the men.

*The floor-cloth* fitted as a sail gave considerable assistance to the men.

In concluding my journal, permit me to mention the conduct of the men, which throughout was of the highest character; their obedience and desire to do their utmost being only equalled by the good temper with which they bore the necessary privations.

CHARLES EDE, Assistant Surgeon,

In command of H.M. sledge "Inflexible."

Captain AUSTIN to Mr. CHARLES EDE, Assistant Surgeon, of Her Majesty's Ship "Assistance."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,

12th May 1851.

Sir,

I have to acknowledge the receipt of your journal of proceedings from the 15th ultimo to the 5th instant, which is very interesting and satisfactory.

Your "zeal and activity" spoken of by Captain Ommanney, the manner in which you have performed the service intrusted to you, and the care and attention you have displayed towards the men who met with casualties, deserve my entire approbation. And I am much pleased at your being able to report so highly of the conduct of the men who were with you, which has been made known to them.

I am, &c.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

Enclosure 11 of No. 11 of 1851.

H.M. Sledge "Success."

Her Majesty's Sledge "SUCCESS," auxiliary to Captain OMMANNEY.

Mr. FRED. J. KRABBÉ, Second Master, in command.



Men's Names.	Age	Rating.	To what ship belonging
Fredk. J. Krabbé - - -	26	2d Master -	"Assistance."
Thos. Armstrong - - -	27	G. Mate -	"
Jno. Heyden - - -	26	A. B. -	"
Thos. Northhouse - - -	23	" -	"
Thos. Wilson - - -	30	" -	"
Wm. White - - -	28	" -	"
Robt. M'Clean - - -	25	G. R. Cook -	"Intrepid."
Geo. Custance - - -	24	Stoker -	"

JOURNAL OF PROCEEDINGS, whilst attached as an Auxiliary to the South-western Division of Sledges, and during the return to the ships. From 15th to 28th April 1851.

The bearings throughout are true. The temperatures are taken from the mean of the thermometers present, when in company with other sledges, since which time they are taken from the ship's meteorological register, as the nearest approximate obtainable. The officer having no thermometer.

*Tuesday, 15th April.*—P.M. 6h. 20m. Left the ship in company with all other sledges' crews, Captain Austin, and a party of officers to walk to the encampment at the sledges, previously advanced 6½'. 9h. 10m. arrived at do., relashed the packages on sledge. Captain Austin read a prayer, and addressed the parties. 10h. proceeded, "Reliance," "Succour," "True Blue," "Adventure," "Enterprize," and "Inflexible," in company. Parted company with western divisions and parties from the ship, with three hearty cheers on either side, and all the parties in the highest possible spirits. Weather very thick, with snow, occasionally seeing glimpses of Griffith's Island.

Floe better than expected from the late falls of snow.

*Wednesday, 16th.*—A. M. 2h. Encamped, still snowing heavily. Had pemmican supper and tea, the former eaten of very sparingly. Turned in; blankets warm enough, but damp and cold coming through the Macintosh floor-cloth and under blankets, from snow thawing underneath us.

P.M. 4h. Roused up. Breakfast; remains of last night's pemmican much relished; packed the sledge. 6h. proceeded; steering by compass, but with difficulty, from the hummocky nature of the ground. 9h. cut a passage with pickaxes through a heavy chain of hummocks. Weather very thick. 10h. 30m. clear of hummocks, and had soft flat ice, but very heavy dragging from its present sludgy nature. 11h. erected tent for lunch.

*Thursday, 17th.*—A.M. 1h. proceeded; ground very level, but sludgy; apparently new ice. 4h. 10m. encamped near some small hummocks. No land seen to-day. Supper of soup.

P.M. 4h. 30m. roused up. Prayers, and breakfast. 7h. weather clearer. Saw land. Took bearings as per margin 7h. 20m. proceeded, steering by compass. Level floe of new ice, with a heavy range of hummocks to S.E. all day.

Tried rate of men's dragging on good floe by pacing, and found as follows:

600 paces = 500 yards, or ¼', in 9 minutes, } equal to 1½' per hour.  
allowing 5 minutes halt in each hour - }

11h. 50m., erected tent for lunch.

*Friday, 18th.*—A.M. 1h. proceeded. 4h. 15m. wind freshening very much, encamped. Had supper. S.S.E 7-8. o.q.

L 2

Weights at starting.  
Constant - - 352 lbs  
42 days provisions, &c 910 -  
2 Halkett's boats - 72 -  
Dip instrument - 10 -  
-----  
( )1,344

Equal per man to - 192 lbs

S E 4 os Ther + 11°

Midnight, S E 7 o q s

First Journey  
p m of 15th, and a.m. of 16th  
Estd. dist 11¼'  
Wind S S E 6 os  
Ther + 11°

S E 6 7 o q s  
Ther on floe + 15°  
in tent + 38°

Midnight, N E 7 o m s  
Ther + 15°

Second Journey  
Estd dist 8' W S W  
Ther + 20°

S S E 8 or 9 c s  
Ther on floe + 20°  
in tent + 26°

Bearings  
Griffith Island S pt N. pt S 5 ½ E.  
Somerville Island N ½ W.  
Browne Island N. 2 W.

S S E 6 7 o q.  
Third Journey  
Estd. dist. 8' S W ½ W.

Noon. Latitude by meridian altitude  $74^{\circ} 24' N$ .

P.M. 4h. 30m. roused up. Prayers and breakfast. 6h 20m. proceeded. 11h. 25m. erected tent for lunch.

S W 5 o.s.  
1hr on floe +  $25^{\circ}$   
in tent +  $40^{\circ}$

Fourth Journey  
Estd dist  $10' S W \frac{1}{2} S$

North 1 o.m.s.  
Ther on floe +  $25^{\circ}$   
in tent +  $47^{\circ}$

*Saturday, 19th.*—A.M. 0h. 30m. proceeded. Weather very thick. No land in sight. 4h. encamped. Floe good dragging throughout the day. A cliff of Lowther Island occasionally seen.

P.M. 5h. 30m. prayers. 6h. breakfast. 6h. 30m. proceeded for Cape Walker, in sight, estimated distance from latitude and bearings  $20'$ . Floe very heavy from fall of snow during the night.

9h. saw five seals on the floe; officers tried to shoot do., but they dived on their approach. Thickness of seal-hole (apparently perfect lower edge of ice) 3 feet. Midnight, erected tent for lunch. Thermometer ranging from  $+10^{\circ}$  to  $+25^{\circ}$  in an hour.

Fifth Journey  
Estd dist  $10' S W \frac{1}{2} S$

*Sunday, 20th.*—A.M. 1h. proceeded. No hummock or other object in sight, rendering it very difficult to steer in straight course. 5h. encamped. Had supper. Men's appetites fast progressing. Cape Walker not in sight.

N N W 3 o.m.s.  
1hr on floe +  $21^{\circ}$

N N W 6 o.m.s.

Ther on floe +  $10^{\circ}$

P.M. 4h. 30m. roused up. Prayers, and breakfast. 6h. 50m. proceeded. Floe very level, but heavy deep snow. 10h. made sail. N. by W. 6. o.m.s. Found the sail answer admirably, quite equal with most sledges to the force of three men, and with some, the mere keeping the drag-rope taut was sufficient to keep them running  $1\frac{3}{4}'$  per hour. Kites were used also, but the sledges did not give them sufficient resistance to prevent them frequently falling. They are a great auxiliary in a-lifting the bow of the sledge, but on the whole they are more bother than they are worth. Saw Cape Walker, but no other land around. Midnight, erected tent for lunch.

Sixth Journey  
1st dist  $10'$  or  $11'$  S W  $\frac{1}{2}$  S

W N W 6 b q m  
Ther on floe —  $12^{\circ}$

*Monday, 21st.*—A.M. 0h. 45m. proceeded. Cape Walker in sight, but weather very thick; nearing it fast, but at 5h., finding we could not get there that night, encamped. Highest part of Cape S.S.W.  $3'$  to  $5'$ .

P.M. 5h. 30m. prayers; breakfast. 7h. 10m., started for the cape. Observed a beautiful parhelion, of prismatic colours, with a small pillar of light rising from the *opposite* horizon to an altitude of from  $12^{\circ}$  to  $15^{\circ}$ .

Seventh Journey of 4 hours  
Estd dist  $4'$

Wind very keen, and a great many frost-bites received on the hands and faces. Floe still continuing level. At what was supposed  $1\frac{1}{2}'$  from the land, came to the old floe, with a small chain of broken-up ice between them. 10h. 30. came to a heavy chain of ice and hummocks of an enormous size, from 15 to 30 feet in height, aground on the beach, but a passage through them, and hauled sleighs over. 11h. 20m. encamped on the beach. Orders to wait for operations till the morning.

Total distance to Cape Walker  
 $58\frac{1}{2}' = 9'$  per day

The land on nearing it appears high, and that part which may be undoubtedly called Cape Walker precipitous, with cliffs of 500 or 600 feet in height, pretty free from snow, with loose rubbish at the bottom, where it has been broken away by frost. A bay, about 15 miles across, forms to south-eastward of it, and terminates in a high cape or promontory, probably about 500 feet. To the westward it continued high and chuffy, but more than  $12'$  or  $14'$  could not be seen from thickness of the weather. Immediately to the right of the cape, about 200 feet up the cliff, is a conspicuous projecting rock, and directly underneath it we afterwards erected a cairn and deposited records. This is the spot a *dépôt* would be looked for, should it be again visited by the return parties.

W N W 6 to 7 b q m  
Ther on floe —  $20^{\circ}$   
in tent —  $16^{\circ}$

*Tuesday, 22d.*—Change of temperature in the tent in three days,  $63^{\circ}$ .

P.M. 5h. Read prayers; had breakfast. 6h. Officers present proceeded in each direction from the cape, to search the ground narrowly for any traces. Another party building a cairn on the beach, on the spot above shown. Gave five days provisions of all kinds, and fuel, to each sleigh in company. To "Reliance" opening knife and crossbar. Found to-day several of the men had been frost-bitten on the feet, as well as hands and faces, and that Charles Marshall, leading hand of "True Blue," would be obliged to return to the ships Robert M'Clean's (of my own tent) foot much blistered; under care of medical officer.

Wednesday, 23d.—A.M. Officers returned from examination of the coast, having been 6' or 7' on either side of the cape, and to our great disappointment without finding slightest traces of our missing countrymen. Old remains of an Esquimaux settlement were seen to south-eastward. Two hares were seen, but not obtained. Weather too severe to proceed.

WNW 6 bcq Ther —21°.

Detained by weather in tent  
Officers searching coast

P.M. 6h. prepared for a start; read prayers; had breakfast. 8.30. Captain Ommanney took possession of the land, in the name of Her most Gracious Majesty, with the usual ceremonies. Gave over the Halket's boat to Captain Ommanney. Received two days fuel and provisions from "Inflexible," and from the "True Blue." Charles Marshall to drag back on the sleigh. Sent Thomas Armstrong, G. mate, (volunteer,) to fill his place.

WNW 5 bc m q  
Ther — 26° on floe,  
— 22° in tent.

9h. Proceeded, with exchange of three hearty cheers on either side. Left all the sledge parties here, waiting a milder temperature to commence operations. The crews all in the highest spirits, though suffering much from severity of the weather. Following old tracks; officer on drag rope.

Left Cape Walker  
Weights on leaving lbs  
Constant - - 352  
Provisions. - - 16C  
Marshall - - 19C

6702

Per man - - 117

Thursday, 24th.—A.M. 2h. Erected tent for lunch. Found White, Custance, Heyden, and M'Clean severely bitten on the feet, and most of the crew with frost-bites on hands and faces, and suffering too much to go on. Prepared for rest. Placed people on two thirds allowance of provisions, having six days now left, and the late severity of the weather, and crippled state of my crew rendering the date of return to the ships most precarious. Reduced spirits partially frozen.

WNW 5 bc m Ther —27°.

First Return Journey  
NE ½ N 6½

P.M.—N.W. 6. Men's hands and feet still bad, and weather too severe to proceed. 6h. read prayers; had supper.

N.W. 6 o q m  
Confined to tent

11h. wind moderating, and temperature much milder. Prepared for a start. Had breakfast.

WN.W 3 c Ther — 7°.

Friday, 25th.—A.M. 1h. proceeded. All the men able to go on the drag-ropes, except Marshall, though two were doing but little; officer assisting. Following old tracks. 3h. made sail. 7h. stopped for lunch. 7h. 15m. proceeded. Floe very level, but snow deep and heavy. 9h. passed encampment of Sunday 20th; unable to see old tracks. Down sail. Officer ahead steering by compass. 11h. 30m. stopped and encamped. Supper. Sun too misty for observation.

Second Return Journey.  
Estd dist 11' NE ½ N

Lowther Island, N. extreme N. 8° W. }  
" S. extreme N. 43° W. } Encampment.  
Cape Walker, S. 39½° W. }

Ther +2° WNW 2 bc m

Saturday, 26th.—A.M., snow drifting a little. Read prayers. Breakfast. 1h. 30m. proceeded. Officer ahead conducting the sleigh. 3h. recovered old tracks. Officer on the drag-rope. 7h. 20m. stopped for lunch. Thermometer —17°. Frost-bites on fingers and face very numerous. Whilst drinking luncheon grog, found it become complete sludge in the pannikin. 7h. 30m. proceeded. 7h. 40m. passed encampment of 19th instant in lat. 74° 24' N. Floe pretty good, but snow soft. 10h. 20m. passed a lunch encampment. 11h. 30m. stopped and encamped. Tried to take a meridian altitude, but frost-bites too frequent on the hands to be able to perform that duty.

SSE 5 cm Ther — 21°

Ther — 17°.

Thrd Return Journey  
N.E ½ N 11'

Estimated distance, N.E. ½ N., 11'.

Lowther Island, South point - W. }  
" North " - N.W. ½ W. } Encampment.  
Griffith Island, N.W. " - N.E. by E. ½ E. }  
" S.E. " - E. ½ N. }

Sunday, 27th.—A.M. 0h. 15m. An old bear and cub came to within 100 yards of tent, but made off on seeing us in motion. Read prayers. Breakfast.

NN E 56 b q v Ther — 24°

2h. proceeded. Heyden obliged to be put on the sleigh from crippled state of his feet, as well as Marshall. Following old tracks. Officer on drag-rope.

Weights on sleigh  
Constant - 352 lbs  
Provisions - 100 lbs.  
Two men - 360 lbs.

5h. rounded the N.W. edge of hummocky ground extending in to Griffith's Island.

5 men and officer 67812 lbs.

Per man - - 135 lbs.

## Bearings at N.W. extreme of broken ground.

Griffith Island, S. end - S. $7\frac{1}{2}$ E.		Lowther Island, N. extreme N. $6\frac{1}{2}$ W.
"    "    N. " - N. $5\frac{1}{2}$ E.		S. " S. $6\frac{1}{2}$ W.
Somerville Island, centre, N. 2 E.		Brown Island, centre, N.

5h. 30m. passed encampment of 18th instant; quitted the old tracks, and proceeded straight for N.W. point of Griffith Island. Edge of broken ground close on the right. Floe very level, and good dragging.

9h. 20m. stopped for lunch. 9h. 30m. proceeded.

NNE 5 bcm Ther — 12°

P.M. 1h. passing through a heavy range of hummocks running N.W. and S.E., and forming western boundary of some broken ground. Level patches between the ranges.

Fourth Return Journey  
Estd dist 15'

2h. 20m. encamped; supper, &c. Resumed full allowance of provisions.

Brown Island on W. end of Somerville, N.N.W.

Griffith Island, N.W. bluff, N.E. by E.  $\frac{3}{4}$  E. 6'.

    "    S.W. point, S.E.  $\frac{1}{2}$  E.

North 1 b c v Ther — 22°

*Monday, 28th.*—A.M. Read prayers; had breakfast. 1h 40m. proceeded. Officer on the drag-rope; passing through chains of hummocks with level patches between. 4h. passed a heavy range, running in direction of Somerville Island, and came to old floe. 7h. 30m. passed N.W. bluff of Griffith Island; stopped for lunch. 7h. 40m. proceeded. 10h. passed the N.E. point. 10h. 30m. met by a party of officers, who assisted at the drag-rope. Noon, a fatigue party from the ships took the sledge to drag. 12h. 30h. arrived at ship. Carried invalids to their own ships.

Fifth Journey  
Lstd dist 14 miles

## REMARKS ON THE EQUIPMENT, &amp;C

Distances travelled in	
geo miles	
1st half day -	6 $\frac{1}{2}$ '
2d whole day -	11'
3d " -	11 $\frac{1}{2}$ '
4th " -	15'
5th " -	14'
Total dist to C Walker	58'
Average per day -	13'
Cooking apparatus	
Second required	

*Macintosh floor-cloth* is not in any way waterproof, and the heat of the men's bodies in sleeping thaws the snow under them, causing great cold to strike up from the floe, and cramp to nearly all, during the night.

*Cooking Apparatus* is of excellent pattern, but not strong enough to stand wear and tear, the solder coming off from rim of kettle, &c. A second one of strong material, fitted with a tallow lamp, and a simple kettle to hold 6 pints, and of same diameter as the other, to admit of the frying or stew pans being used in it, would not only be advantageous to every sleigh, but becomes actually required to give the men a warm meal at breakfast, or to have tea at supper. The saving of time in preparing for rest, or for proceeding, would be very great; whilst the increase of fuel would be none.

Daily fuel can and funnel

There should be a daily can for fuel spirits, as well as one for drinking, and a small funnel is indispensable. Tent brushes of coir are too brittle.

Clothing

A greater quantity of clothing for the feet required, I should think at least 3 pairs of blanket wrappers and of larger dimensions than those issued; 2 pairs of boot hose, and two of mocassins, which should be very large and open in the instep, to admit any quantity of clothing, and then secured to the feet by strings. The snow boots should be taken for early parties, and leather for the late ones. The canvass travelling boots merely require to be much larger across the feet, and would then be extremely useful, especially if cut down the front and fitted with a large overlap tongue, coming from the toe, up the leg, and bound round with lashings. All other equipments appear to answer admirably.

Provisions

Chocolate is most desirable for breakfast; the allowance is also very good; and tea with fuel for it at night. Should it increase the weight too much, a quarter of a pound of pemmican daily might well be dispensed with. Lemon juice and sugar mixed together to be taken, as it seldom freezes.

When there is no object in the amount of weight on the sleigh, an increase of fuel is the greatest luxury the men can have. The rest of the provisions are excellent.

## REMARKS ON THE STATE OF THE ICE.

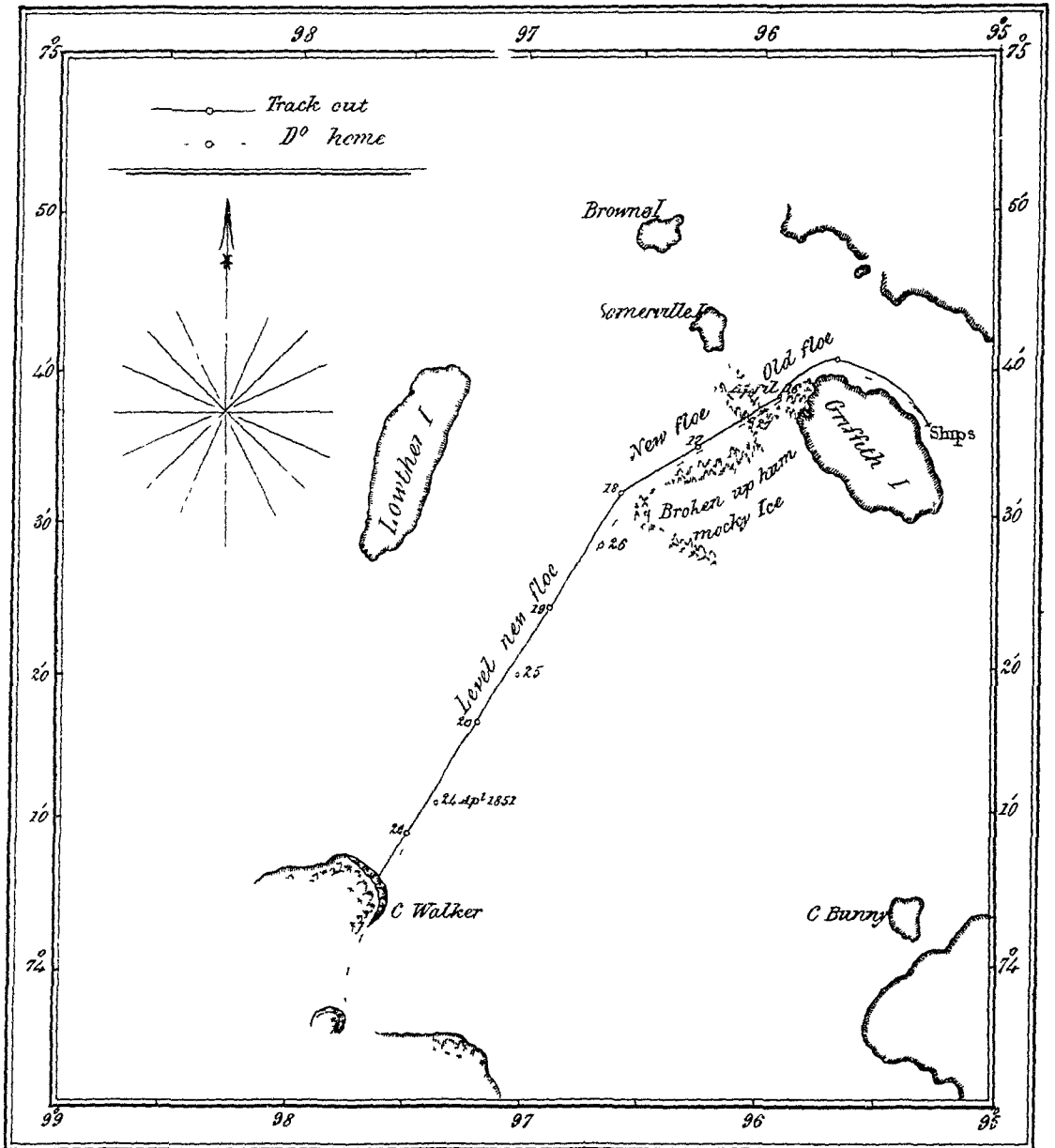
To the south-westward of Griffith Island is a great quantity of heavy broken-up ice, the northern edge of which extends in almost a straight line to a distance of 18 miles, S.W. by W.  $\frac{1}{4}$  W. from the N.W. point of Griffith's Island, and then turns in to S.E.

# TRACK CHART

to accompany Journal of H.M. SLEDGE "SUCCESS" when acting as  
Auxiliary to the S W<sup>th</sup> Division from the  
15<sup>th</sup> to 28<sup>th</sup> April 1851

The Land is placed according to the Admiralty Chart, not  
having sufficient data to correct it by — Cape Walker is  
assumed from the same source, and the land sketched in  
by eye.

Fred<sup>c</sup> J Krabbé 2<sup>nd</sup> Master



Day 2. Saw Ice to the Queen

## Observations taken Saturday 19<sup>th</sup> April 1851

Angles taken by Kator's 6 Inch Compass	C Walker highest part 6 30
	Lowther I <sup>a</sup> S. x <sup>me</sup> 78 0
	" N " 119 0
	C. Bunny (supposed) 290 0
Mer <sup>n</sup> Alt <sup>az</sup> $\frac{9}{52}$ 58 10	
	+ + 20
Dent (8450) For Variation	For Time
9 30 50      24 30	Means of 3 Lach
31 0        23 30	9 28 25    42 29 17
31 20       23 30	- 1 20
19         71 30	
9 31 63    N 23 50 E	9 32 17    42 3. 10

No others were obtained from general thickness of the weather

At 5 miles distant from the same point is a range of broken-up ice, with level patches between the hummocks, which runs in south-easterly and north-westerly direction, and is from 2' to 3' in breadth, and divides what appears to be the old from the new floe; the former being complete to the north-eastward; whilst nothing but the latter could be seen to the westward and south-westward.

A range of hummocks from W. pt. of Griffith to Somerville Island.

This floe had no hummocks of any consequence on it, and extended to within 1½ of Cape Walker, when apparently the old floe again began, a small chain of hummocks parting them. Immediately on the beach at the cape is a heavy range of enormous hummocks from 15 to 30 feet in height, though at a quarter of a mile off the ice is scarcely broken. The new floe had from 2 to 6 inches of snow on it, with hard clear ice underneath, and was 3 feet thick at a seal hole.

New floe extends to Cape Walker.

State of new floe

I should think the constant pressure of ice from the westward has formed the broken-up ice south-westward of Griffith Island, which was probably prevented from drifting out of the straits by some of the old floe having been brought up against S.W. point of this island and the shores of North Somerset, leaving open water to south-westward of it during the last season.

Probable cause of state of ice

I feel much pleasure in testifying to the great good conduct of all the men under my charge. The untiring zeal with which the various duties were performed, and the manly conduct of all, when suffering considerably from the severity of the weather, were almost more than I could have hoped, and well worthy the great cause in which we were embarked.

(Signed) FRED. J. KRABBÉ, Second Master,  
late in command of Her Majesty's Sledge "Success."

Submitted for the consideration of Horatio T. Austin, Esq., C.B., Captain Her Majesty's Ship "Resolute," and in charge of the Expedition.

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Captain AUSTIN to Mr. FRED. J. KRABBÉ, Second Master, of Her Majesty's Ship "Assistance."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,  
3d May 1851

Sir,

I have the pleasure to acknowledge the receipt of your report of proceedings from the 15th to the 28th ultimo, and to express my satisfaction therewith.

Your zeal and usefulness, spoken of by Captain Ommaney, and the manner in which you have performed the service intrusted to you deserve my entire approbation.

I am much pleased at your being able to report so highly of the conduct of the men who were with you, which has been made known to them.

I have, &c.  
(Signed) HORATIO T. AUSTIN,  
Captain, &c.

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Enclosure 12 of No. 11 of 1851.

To SHERARD OSBORN Esq., Lieutenant of Her Majesty's Ship "Resolute," in charge of the Steam Tender "Pioneer," commanding the Western Branch, Southern Division.

By Horatio T. Austin, Esq., C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

IN order to insure as extensive a search to the westward and southward from Cape Walker as can be accomplished, I intend that an examination shall be proceeded with in a more westerly direction, simultaneously with one southerly, should the space now a blank upon our charts admit thereof.

Therefore, having full reliance on your judgment, zeal, and general fitness for this service, I readily comply with your desire to be employed



therein ; and as Mr. Webb, your junior engineer, in a very praiseworthy manner has volunteered to accompany you in lieu of a man, and you are desirous to receive him as such, I readily give my assent thereto.

You will therefore take under your command the officer and men (increased one man to provide for a casualty) named in the appendix hereto attached, who, one and all, have volunteered and been chiefly selected by yourself for this service, and who, with their sledges, have been under your control and responsibility for preparation and equipment since the 10th ult. ; and as soon as in every respect complete and ready, proceed under the orders of Captain Ommanney to cross the strait for Cape Walker, who, as soon after arrival there as possible, will enable you to proceed in execution of these orders, which are, to carry out separately to himself a line of search to the westward and southward into any channels or inlets up which it may appear probable for any ship of the missing Expedition to have proceeded, and on your route to examine closely for any traces of them.

You having reached such point beyond which your resources would not be aided by the limited party, you will direct its return, first completing your own therefrom, at which period there is reason to hope that sufficient will be known of the strength and capability of every one to leave little in doubt on that head, taking care that the resources of the returning sledge are adequate to insure its reaching the ships in safety, and acquainting me, or (if more convenient) stating verbally but carefully to the officer for my information your anticipations of the extent of search you may be able to accomplish, and the probable date of your return.

Should the limited party, without lessening your resources, be able in its homeward route to take up the search of Young Island and the eastern side of Lowther Island, I desire that you will direct it to do so. With this in view, there will be on the south-western extremity of Lowther Island fully seven days' provisions for the return of such party from thence to the ships.

I wish one of the printed notices with which you are supplied deposited each day near your encampment.

You will keep a journal of your proceedings, and a track of your route, for transmission to me, and direct the officer of your limited party to do the same.

Should you come upon land now a blank in our charts, between Cape Walker and Banks Land, you will take possession of it in the name of the Sovereign of our country, giving it and its prominent points letters or numbers for distinction, but reserving all names for consideration hereafter, and making such observations, sketches of headlands, &c., as your acquirements and circumstances will permit ; all of which, with the data from which the results will have been deduced, you will transmit to me as soon as convenient after your return. At the same time, you will distinctly understand that discoveries and observations are wholly secondary to the great object of our mission,—*the most active, earnest, and persevering search for our missing countrymen*, any of whom should you have the happiness to meet, and they be unable to return with you, must be assured that no human effort shall be wanting to give them succour and relief.

In the event of casualty arising to yourself before separation from your limited party, you are referred to the provision made in the appendix before mentioned.

I deem it desirable to caution you, that in the event of your depositing depôts of provisions at different stages to provide for your return, how important it is that they should be so arranged with regard to proportion and distance as to insure a sufficient quantity being always at command in the event of unforeseen detention.

I must also express my conviction of every possible care being necessary to preserve the eyes from snow blindness and the feet from chafe, as also of the advantage to be derived under present circumstances from eating sorrel, if such can be obtained.

It now only remains for me to direct your attention to the following points, viz. :

First.—That the people having undergone the privations consequent upon a winter passed in these regions, may not be equal to so lengthened a journey and further privation as if fresh from a more genial climate.

Second.—The increased labour and difficulty of travelling after thawing has commenced; and

Third.—The uncertainty of the time at which a disruption of the ice in the strait may take place.

All of which must guide you in the extent of your journey out.

Believing that all has now been done that the resources of the Expedition will allow and human foresight can devise, I commend you and those with you to the care of the Great Disposer of all events, who is too wise to err and too good to be unkind, to direct, sustain, and preserve you in your undertaking of labour and privation.

Given under my hand, on board Her Majesty's Ship "Resolute," at Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.  
(Signed) HORATIO T. AUSTIN.

The APPENDIX referred to

Extended Party Provisioned and equipped for 40 days, with one runner sledge.	Lieutenant Osborn -	-	Her Majesty's Ship "Resolute"
	Mr. Henry P Webb -	Asst. Eng 3d Cl	
	Thomas Marshall -	A B.	
	Edward Spencer -	A B.	
	William M <sup>c</sup> Arthur -	A B.	
	Edward Thomas -	A B	
	John Green -	Private R M	
Henry Fussell -	Private R M		
Mr Vesey Hamilton -	Mate.	Her Majesty's Ship "Assistance."	
Peter Simpson -	Boatswn's Mate		
John Scarlett -	A B		
James Beall -	Private R M		
George Francis -	Private R M.		
Stephen Howe -	A. B.		
Francis Webber -	A B		
William Mauger -	Ice Qtr-Master		

In the event of casualty arising to yourself before separation from your limited party, you will deliver your orders to Mr Hamilton, who will proceed in execution thereof

(Signed) H T. A.

Lieutenant OSBORN'S JOURNAL

*Tuesday, April 15th.*—6.30. P.M. Left winter quarters in company with all sledge crews, under the orders of Captain Horatio T. Austin, C.B., to the place of general departure under the N.W. bluff of Griffith's Island.

9.30. Reached the sledges. Captain Horatio T. Austin, C.B., read prayers, and bid the various sledges good-bye. The divisions then proceeded on their different routes, cheering each other. Wind S.E. 5. q. g. s. In company with S.W. division under Captain Ommaney, rounding the N.W. bluff. Midnight, floe heavy, from recent fall of snow. Ditto weather.

*Wednesday, April 16th.*—1 A.M. Lost sight of Griffith's Island. 2. Encamped 3' S.W. from N.W. bluff; floe cracking occasionally from effects of the tide. 6 P.M. The division struck their tents and proceeded to the S W., reeving through and crossing tiers of hummocks formed by the pressure of floes; labour undergone by sledge crews very great. Wind S.W.; temperature + 14.° 11. Halted to lunch.

*Thursday, April 17th.*—0.45. AM. Division proceeded. 1.30. Cleared the pressed-up ice, and reached even floe; progress slow from recent fall of snow. 3.30. Men complained of fatigue; encamped. Griffith's Island N.W. bluff N. by W. Temperature + 20.; S.E.; 8. o. f. drift.

4 P.M. Wind S.S.W.; temperature + 25°. 5. b. c. and low drift. 7. P.M. Division proceeded, the sledges leading alternately for "half hour spells." Floe even, with a heavy tier of piled ice on our port hand. Observed Brown Island open one point west of Somerville Island. Midnight, wind S.S.E. 3; b.c.; temperature + 16°. Halted to lunch.

2.

M

1rst Journey

Dead weight - - 467 lbs  
Provisions, &c - - 948  
7)1,415  
Weight per man - - 202

Hours, 4  
Distance, 8' S W  
Encamped for rest  
Wind, S E  
Weather, 5 q g s  
Temp + 10°

Second Journey

Hours, 7h 45m  
Distance, 8' S W  
Encamped for rest, 14h  
Luncheon, 1h 45m  
Wind, S E  
Weather, 6 o. drift.  
Temp + 20°

Third Journey

Hours, 9  
Distance, 10' S W, by W  
Encamped for rest, 15h 30m  
Luncheon, 1h  
Wind, S S E 3  
Weather, b c  
Temp + 16°

*Friday, April 18th.*—1 A.M. Ditto weather; division proceeded. 4. A.M. Halted and encamped. Wind S.S.E. 3; b.c. (+ 16° temperature.) Noon, strong gale from S.S.W.

6.45 P.M. Division proceeded. Observed N.W. bluff to bear N.E. by E., Brown Island N.N.E. The floe even, but snow averaging five inches deep, and soft. 11.45. halted. Midnight, wind southerly, 3; o. g. m.; sleet.

*Saturday, April 19th.*—1 A.M. Division started. 4. encamped. South extremity of Lowther Island, W. by N. 8', and land about Cape Walker S.W.S.  $\frac{1}{2}$  S. 16'. The sledge crews suffered greatly from thirst during the last march, and were constantly eating snow in spite of the vigilance of the officers.

4 P.M. Temperature in the shade + 26°; in the tent + 47°. Wind N.N.W. 1; o. c. v. Observed Cape Bunny S.E., Cape Walker S.W. by S.  $\frac{1}{2}$  S. At 6 the division proceeded. Floe apparently of last winter's formation; remarkably smooth and even; snow on it heavy. 10. observed several seals on the floe; a party of officers proceeded in chace, but were unsuccessful in obtaining of them. Thickness of the floe at seal-holes 36 inches; depth of snow on surface 5 inches. Total depth of ice and snow 3 feet 5 inches. Midnight, halted to lunch.

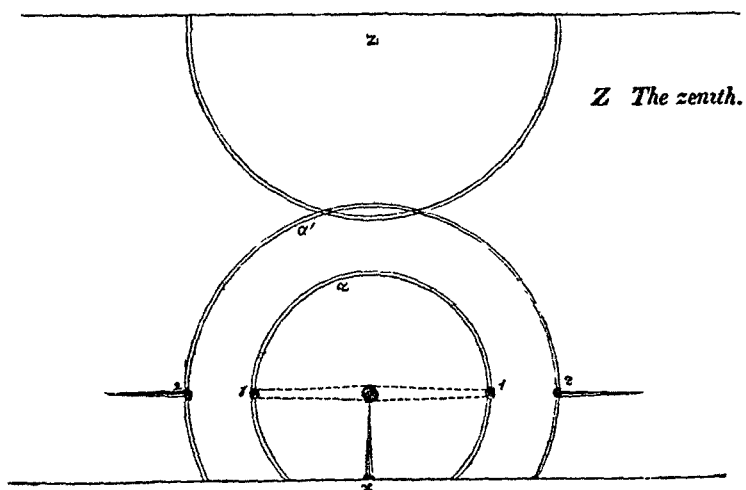
*Sunday, April 20th.*—1h. 30m. proceeded. Temperature + 10°; calm, o. m. Found great difficulty in steering a course, owing to level nature of the floe and thick mist; officers extended in a line ahead, the leader taking care to keep them "in line astern," and they treading in his footsteps. 5. halted; every appearance of a heavy gale.

The complaints of thirst to-day were by no means so common as yesterday, which I impute to the care taken in choosing a spot for last encampment where the snow was pure and abundant.

P.M. 5h. Wind E.S.E. 2. o. m.; temperature + 22°. 6. proceeded. 9. Fresh gale from the northward; made sail with Macintosh floor-cloth and one kite, found it of material assistance; observed three snow buntings. 10. Wind N.N.W. 5. q.; occasional glimpses of Cape Walker; pace of the sledges very good, viz. 2' per hour. Midnight, halted. To the sensation the cold was increasing, although temperature by thermometer was still + 22°. W.N.W. 6. q. o. m., with a low drift.

*Monday, April 21st.*—A.M. 1. started; snow eight inches deep on the floe; high and bold land ahead. 4. 30. halted; the men apparently much fatigued; land S.S.W. 5 miles.

P.M. 5. Temperature - 4°; N.W. 6. q. b. c. 7. 30. started; cold increasing rapidly. 8. observed a magnificent series of parhelia and halos surrounding the sun.



Two concentric halos of pale orange colour encircled the true sun. The inner halo (a) having a radius, taken by the compass, of about 45°, and the

#### Fourth Journey

Hours, 8  
Distance 11' S S W  
Encamped for rest, 14h 45m  
Luncheon, 1h 15m  
Wind and weather southerly,  
3, o g sleet.  
Observed extreme Lowther,  
W by N  
SE extreme of Walker I and,  
SW  $\frac{1}{2}$  S

#### Fifth Journey

Hours, 10h 30m  
Distance, 11' S S W by S  
Encamped for rest, 14h  
Lunch, 1h 30m  
Wind, calm  
Weather, o m  
Temp + 10°

#### Sixth Journey

Hours, 9h 30m  
Distance, 11' S S W by S  
Encamped for rest, 13h  
Luncheon, 1h  
Wind, variable  
Weather, q o m  
Temp + 22°

outer halo ( $\alpha'$ ) about  $90^\circ$ . Intersecting the larger halo, and surrounding the zenith, another circle of light appeared, which reflected in some places prismatic colours. In the two vertical halos four parhelia were to be seen in a line with the sun and horizontal with the true horizon. The two marked (1, 1) in the diagram were well defined, and of great brilliancy, with a broad belt of orange coloured light connecting them with the sun. The parhelia (2, 2) were much elongated vertically, and reflected beautiful prismatic colours on the side opposite the sun, whilst from the other side a pale ray of light shot out parallel to the horizon.

Immediately under the sun, a mass of deep orange colour appeared on the horizon, and connected itself with the sun by a stream of the same colour.

This being the first phenomenon of this description which I have seen that in any way approaches the descriptions given by Arctic travellers, I have been thus minute in detailing its appearance. The rapidly increasing cold and rising gale began to show its effects in constant frostbites of the face and hands.

9h. Men complaining much of cold feet; halted occasionally as requisite. Midnight, landed on Cape Walker; double manned the dragropes to surmount the pressed-up ice at the tide mark; employed assisting sledges to land.

*Tuesday, April 22d.*—A.M. Temperature  $-12^\circ$ . 0. 30. encamped; found on examination of the feet that T. Marshall, A.B., leading man of the sledge, was severely frostbitten in the feet; gale increasing. Noon. Temperature  $-11^\circ$ ; blowing hard, with strong drift and squalls from N.W. and W.N.W.; employed erecting a cairn, and preparing a cache for boats. Parties under Lieutenants Mecham and Browne searching to the N.W. and S.E. 4. P.M. searching parties returned, having seen no traces, cairns, &c. to denote that the Franklin Expedition had ever touched here.

To the N.W. the abrupt cliffs under which we were encamped terminated in a broad rounded point about 3' distant, and the coast line then trended from W. by S. to W.S.W. To the southward, the headlands ran about S.S.E., apparently with either deep bays or inlets between. Midnight, temperature  $-22^\circ$ ; wind W.N.W. 4 to 5, with strong gusts and great drift.

*Wednesday, April 23d.*—Received five days provisions from auxiliary sledge "Success," Mr. Krabbé. Exchanged J. Armstrong, G.M., Her Majesty's Ship "Assistance," in lieu of Thos. Marshall, A.B., returning to the "Pioneer" with frost-bitten feet; sledge crews confined to their blanket bags in consequence of the severity of the weather. Noon. N.W. 7. q. o. m. strong drift. 9 P.M. parted company, and returned to the squadron. Her Majesty's Sledge "Success," Captain Ommanney, Her Majesty's Ship "Assistance," took possession of Cape Walker.

Midnight. Temperature  $-26^\circ$ ; N.W. 4. q. b. m.; people suffering greatly from the cold. At 7. 46. P.M. chronometer 2313, "Parkinson and Frodsham," stopped from the cold.

*Thursday, April 24th.*—A.M. 8. Wind N.W. 8. o. q. m.; temperature  $-16^\circ$ . The temperature varying within and without the tents only  $2^\circ$ .

P.M. 8. Do. weather. 8. 45. parted company, the "Enterprize" sledge, Lieutenant Browne, for the south; cheered do. 9. 15. struck the tents, &c.; proceeded in company with sledges "Reliance," "Succour," "Adventure," and "Inflexible," under orders of Captain E. Ommanney, to the westward. Midnight, temperature  $-4^\circ$ ; do. weather.

*Friday, April 25th.*—1 A.M. halted to lunch. 2. 15. proceeded; some officers conducting the sledges, whilst others examined the shore. 5. 30. halted. The men seem much fatigued, which is to be imputed more to their long confinement by bad weather rather than to the distance accomplished. Temperature  $-7^\circ$ . Wind S.W. 2. b. c. m.

Several fox and hare tracks seen to-day on the land and on the adjoining floe. Variation by azimuth, N.  $160^\circ$  W.

## Seventh Journey.

Hours, 4 30  
Distance, 5' S.S.W ly  
Hours encamped for rest, 15  
Luncheon,  
Wind, N W 7  
Weather, q b c drift  
Temp  $-12^\circ$ .

Detained by weather

Wind N W. 6 q  
Weather, o m  
Temp  $-22^\circ$   
Hours detained, 40  
Wind N W ly, 7. q  
Weather, b m drift  
Temp  $-26^\circ$

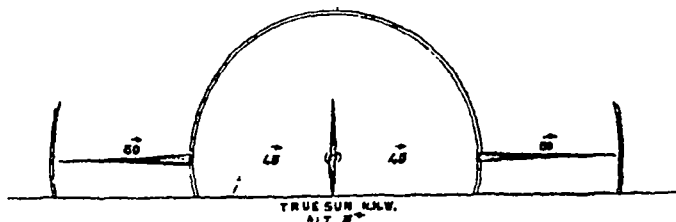
## Eighth Journey

Hours, 7  
Distance, 7' W S W ly  
Hours encamped for rest,  
Luncheon, 1h 15m  
Wind, W N W  
Weather, q o m  
Temp  $4^\circ$ .

## Ninth Journey

Hours, 2  
Distance, 3'  
Wind,  
Temp.  $-24^\circ$   
Hours encamped, 14

P.M. 6. Wind S.W. 1; b. c. m. 27. Temperature + 3°. 7. 25. started. 9. 30. the temperature fell suddenly to - 24°. Several men of the division became frost-bitten in the feet. Halted and pitched the tents, the sun bearing N.N.W. true; observed it surrounded with a halo of great brilliancy, and two parhelia remarkably well defined.



Midnight. Captain Ommanney decided on trying to travel by day instead of by night, in consequence of the sufferings of the men.

*Saturday, April 26th.*—A.M. 6. Temperature - 7°; Easterly, 1; b. c. m.; land only visible abreast of us. Started, keeping the sledges without the tide mark. 8. cleared up. Land trending slowly W.S.W. The old red sandstone of Cape Walker appears to be fast giving way to limestone. The coast line very monotonous and low, consisting of a continuous series of low terraces gradually rising to hills of a few hundred feet elevation at a distance of some four miles from the sea, and a uniform covering of snow over land and floe made the limits of the one and other very difficult to detect. Observed several hare tracks on the land, and one deer trail going south.

Noon. Halted to lunch. Observed meridian altitude  $\odot$  58° 29' 40" = Lat. 74° 0' 9" N. True bearing by Kater compass = 348° = 148° W. 1. 45 P.M. started again; coast line W. by S. Floe old, and snow on it deep. 5. halted; men much fatigued from not having slept last night, owing to the cold.

*Sunday, April 27th.*—Cold increasing fast, but calm. 4 A.M. Temperature - 39° in the shade, and - 5° in the sun. 8. proceeded. 11. Temperature - 17°; calm, b. c. v. Travelling along the grounded ice; officers examining the coast line. Noon, halted. 1. 45. proceeded. Observed a low island bearing N.W. 7' distant. Temperature - 10°. 6. halted and encamped.

*Monday, April 28th.*—Sun was below the apparent horizon at midnight; temperature - 27°; S.W. 1. b. c. v. 9. received from Her Majesty's Sledge "Inflexible," two and a half days provision; sledge "Inflexible" returned to ship with disabled men. 10. Remaining sledges proceeded under Captain Ommanney to the westward. 11. Entered on a series of old hummocks and pressed-up ice. Land abreast of us very low; men working admirably, their labour truly painful to witness. 1 P.M. halted to lunch. Observed true bearing  $\odot$  for variation. Variation = 170° W.

P.M. 2. Proceeded; found the floe in every direction to consist of huge hummocks much rounded by the action of sun and thaws during a series of seasons, but elevated at twenty or thirty feet above the mean level of the floe. 5 P.M. observed a break in the land as if an inlet or bay. Examined land to westward, bearing W. by N. The sledges required a constant standing pull, and the labour was constant and excessive. Lieutenant Meham and Mr. Hamilton proceeded to examine the beach, and returned with a favourable report. 6. halted. All the ice that we could cut with axes from the hummocks around us was pure and fresh; used it for our kettles.

*Tuesday, April 29th.*—Suffering from snow blindness. 5. A.M. Wind west, 1; b. c. v. Temperature - 14°. 8. proceeded; working in for the land through very heavy ice. 12. 30. halted. 1. 45. proceeded. 2. 30. reached the land. Temperature - 2°. Several men besides myself complaining of snow blindness. 6. 30. encamped

*Wednesday, April 30th.*—Lieutenant S. Osborn, Hen. Fussell, J. Green, and Ed. Spenser suffering more or less from snow blindness and acute

#### Tenth Journey.

Hours, 7h. 45m.  
Distance, 8' W.S.W. ly.  
Encamped for rest, 10h.  
Luncheon, 1h. 45m.  
Wind, westerly, 2.  
Weather, b. c. m.  
Temp. - 7°.  
Sun's mer. alt. 58° 29' 40"  
.. true bearing, 348°.

#### Eleventh Journey.

Hours, 8. 15.  
Distance, 10' S.W. by W.  
Encamped for rest, 15h.  
Luncheon, 1h. 45m.  
Wind, E. 1.  
Weather, b. c. v.  
Temp. - 10°.

#### Twelfth Journey

Hours, 7.  
Distance, 7' south-westerly.  
Encamped for rest, 14h.  
Luncheon, 1h.  
Wind, calm.  
Weather, b. c. v.  
Temp.

#### Thirteenth Journey.

Hours, 9. 15.  
Distance, 8'.  
Encamped for rest, 14h.  
Luncheon, 1h. 15m.  
Wind, var. 2.  
Weather, o. c. m.  
Temp. - 2°.

inflammation of the eyes; J. Armstrong with symptoms of dysentery. Obligated to return to night travelling. The number of disabled men obliged to await recovery.

Hours awaiting recovery of sick, 72

*Thursday, May 1st.*—5 A.M. Temperature  $-20^{\circ}$ ; b. c. Suffering greatly from inflammation of the eyes; Ed. Spenser a little better; the other men still in great pain.

*Friday, May 2d.*—Heavy gale and snow drift; wind S.W.; temperature  $-9^{\circ}$ ; b. c. People recovering rapidly from snow blindness. Some ptarmigan seen. 5 P.M. Temperature  $+5^{\circ}$ ; q. snow and drift. Secured in company with "Reliance" a depôt of ten days provisions in a cairn.

*Saturday, May 3d.*—Wind south, 9; q. o. s.; temperature  $+4^{\circ}$ .

*Sunday, May 4th.*—7 A.M. Temperature  $-2^{\circ}$ ; wind south, 1. b. c. m. Mr. Webb shot a ptarmigan in winter plumage. 10. completed provisions to  $37\frac{1}{2}$ , from limited sledge "Adventure." Exchanged Stephen Howe, A.B., for J. Armstrong, G.M., the latter having shown symptoms of debility. 11. Captain Ommanney performed Divine service. Noon, variation by true bearing  $\odot 170^{\circ}$  West. In long.  $99^{\circ} 15' W.$ ; by acc.  $11^{\circ} 43' 56''$ . Observed ex. mer. alt.  $\odot = 63^{\circ} 40' =$  lat.  $73^{\circ} 50' 59'' N.$  7. 30. P.M. Temperature  $+4^{\circ}$ ; N.E. 2; o. c. Parted company, the "Adventure" sledge, Mr. Hamilton, for the ships. Proceeded in company in "Reliance," Captain E. Ommanney, to the westward. 8. met the sledge "Succour," Mr. M., returning from an examination of the inlet running to the S.E., which he reported to turn short to the N.E. 9. struck across for S.W. side of the inlet; ice rather better than abreast of the depôt. Midnight, halted to lunch.

Obs sun's ex mer alt  $63^{\circ} 40'$   
Var by tr bearing at noon.  
 $170^{\circ} W$

Fourteenth Journey

Hours, 7. 30  
Distance, 6' W S Westerly.  
Encamped for rest.  
Luncheon, 1h. 30m.  
Wind, N W 2  
Weather, o c sleet  
Temp  $5^{\circ}$ —

*Monday, May 5th.*—1. 30. A.M. proceeded; observed for the first time this year that the sun was above the horizon at midnight. Wind N.W, 2; o. c. sleet; temperature  $-8^{\circ}$ . 4. 30. halted.

5 P. M. Wind, north, 2; o. c. m.; temperature  $+2^{\circ}$ . 6. proceeded, making the circuit of the inlet's entrance. The floe is decidedly of more than last season's formation, from the fact of all the ice on the surface being fresh. 10. reached the west extreme of the inlet; found it covered with snow and fresh-water ice of last season; here and there a ridge of limestone detritus broke through, with occasional loose masses of pudding-stone. The only signs of vegetation was in a few scanty patches of moss. Midnight, halted.

Fifteenth Journey.

Hours, 9  
Distance, 10'  
Encamped for rest, 13h 30m.  
Luncheon, 1  
Wind, S W. 1  
Weather, b c v  
Temp  $-5^{\circ}$

*Tuesday, May 6th.*—Observed variation by true bearing of the sun at midnight under the pole,  $169^{\circ} W.$  By means of a sextant and a pretty good ice horizon, the time of midnight was observed. 1. proceeded; the night beautifully serene and clear. Temperature  $-5^{\circ}$ . The floe in the offing was so exceedingly heavy, and so covered with hummocks, that we were obliged to take the sledges along the land, in deep snow. Coast line W.N.W.; a low monotonous shore. 4 A.M. halted; temperature  $-4^{\circ}$ ; b. c. v.; S.W. 2.

Obs var by tr bear of sun  
 $169^{\circ} W$

6 P.M. Temperature  $-4^{\circ}$ ; N.W. 3; q. sleet. Parted company the "Succour" sledge, Lieutenant Mecham. 7. proceeded to the westward in company with "Reliance," Captain Ommanney. On mounting the adjacent hills, which consisted of a series of low terraces of broken-up limestone, a vast plain of snow slowly dipping to the southward was observed. Numerous old traces of hares and recent ones of foxes. 10. Coast line again trending W.S.W. Sledges reeving along the tide line of hummocks. Captain Ommanney and myself obliged to drag to forward the sledges. Midnight, halted.

*Wednesday, May 7th.*—Wind west 1; b. c. m. Temp.  $4^{\circ}$ .

Sixteenth Journey.

1 A.M. Started. Travelling a little improved by a ledge of land ice. Floe apparently a confused mass of hummocks. The land is gradually becoming, in our neighbourhood, more uninteresting in character; indeed it is little else but a flat shingly beach, of some 50 feet elevation, with long low spits projecting far into the floe. 4 A.M. Fog lifted, showing land in the shape of a bay; its western extremity about W.  $\frac{1}{2}$  N. 4. encamped with difficulty, the surface of the floe being so irregular. Examined the shore of the bay.

Hours, 8  
Distance, 10'  
Encamped for rest, 15h  
Luncheon, 1  
Wind, W 1  
Weather, b c m.  
Temp  $4^{\circ}$ —

Hours detained by weather, 36  
 Wind, westerly.  
 Weather, 8 q o s  
 Temp 10°—

6 P.M. Temperature + 15°. Wind west 6; o. c. s.; drift. 6.30. started; reeving through heavy old ice and hummocks. 10.30. Gale increasing, with such a body of drifting snow in our faces, as to render progress impossible. Obligated to halt and encamp. Midnight. Westerly, 8; q. o. g. s. with drift.

*Thursday, May 8th.*—6 P.M. + 4°; W.S.W.; b. c. b. q. A low and heavy drift. Confined to blanket bags.

*Friday, May 9th.*—A.M. 3. Wind W.S.W. 7; b. c. q. Heavy snow drift. People confined to the tents. Temperature 3°—. 6 P.M. Wind west 3; b. c. v. Temp 4°—. 7. proceeded. Passed a low point, and travelled along the shores of a somewhat broad bay, having a patch of shingle in its centre. Midnight, halted to lunch.

#### Seventeenth Journey

Hours, 9  
 Distance, 9'  
 Encamped for rest,  
 Luncheon, 1  
 Wind, S W  
 Weather, 2 b c  
 Temp 6°—

*Saturday, May 10th.*—A.M. 1. Started. Ice very slippery; men constantly falling. Observed a large black fox watching the party. The land remarkably low, and the hazy weather obliges us to keep close along it. 5. Encamped. During our after-midnight march, one of the men (J. Green) broke through a fissure in the ice, when dragging at the sledge, and recovered himself with difficulty. This rent in the floe showed it to be frozen down to the very gravel, and not less than 15 feet thick. 5 P.M. S.W. 2; b. c. Temperature 8°+. Employed placing a five-day depôt on a point of land, and erecting a cairn, the "Reliance" doing likewise. 7.30. proceeded. Crossed a narrow indentation. Land still remarkably low; obliged to sweep round every creek and bight. Floe very heavy for the men. Midnight, halted.

*Sunday, May 11th.*—1.15 A.M. proceeded. Reached a long tongue of land, having good ice for sledges on the western face of it.

4. A.M. Halted.

P.M. 7. Wind N.E. 1; o. g. m. Temperature + 12°. Proceeded. Coast still very low, and trending S.westerly. A range of black bluffs (granite?) seen to the southward. Midnight, halted. During this last march, the common compass had become perfectly useless, and Kater's 3-inch compass highly sensitive. Observed the variation by a rough amplitude of the sun under the pole to be 180°.

#### Nineteenth Journey

Hours, 8 15  
 Distance, 10'  
 Encamped for rest, 15h  
 Luncheon, 1  
 Wind, calm  
 Weather, o g m  
 Temp 6°+  
 Obs tr bear sun, 183°

*Monday, May 12th.*—1. Proceeded round an extensive bay, trending to the S.W. 4.15. halted. Ice rather improved where we were, but to the northward and seaward tiers of hummocks of great height formed the horizon. 4.15. halted and encamped.

P.M. 6. Calm; b. v. Temperature 3°—. 6.45. proceeded S.W. by S. 11.45. halted. Observed variation by sun true bearing at meridian passing under the pole to be 183°.=177° E. variation.

#### Twentieth Journey

Hours, 8 30  
 Distance, 9'  
 Encamped for rest, 14h  
 Luncheon, 45 n  
 Wind, N 5  
 Weather, q o g  
 Temp + 13°

*Tuesday, May 13th.*—A.M. 0.45. started. 1.30. Extreme of the bay being reached, we rounded a low point, and found the land turn away to the S.S.E., with several shoals off it from 2' to 3' distant westerly. Passing the point, the floe was found to be old, and heavy with accumulated snow, much torn up into ridges by N.W. winds; but the hummocks lay apparently far off to the northward. 3. Weather threatening for a severe gale. 4.15. halted, and encamped. Wind north, 5; q. o. g. Temperature 13°+. Noon. Very heavy gusts of wind. 6 P.M. Temperature in shade + 6°. In the sun 15°+. 6.40 proceeded towards a lofty hill, some 10' south of our position. 9.30. observed land about S.W. Midnight, halted.

#### Twenty-first Journey

Hours, 7 20  
 Distance, 9'  
 Encamped for rest, 14h  
 Luncheon, 0h 45m  
 Wind, calm  
 Weather, b. c v  
 Temp 5°—

*Wednesday, May 14th.*—0.45. proceeded on shore (with Captain Ommanney) to the adjacent hill for a view. Found the land, as usual, to consist of a series of terraces, formed of broken limestone, with level intervening spaces, the latter expanding in width as we proceeded inland; so much so, that what we deemed at first to be quite close to the beach, proved eventually to be three hours hard walking to reach its summit. On the road we observed old traces of musk oxen going south. Scanty tufts of saxifrage struggled for light through the superincumbent mass, and here and there a lichen of a bright crimson colour appeared on the larger masses of stone. The cry of a ptarmigan was the only indication of animal life or sound that broke the stillness of this barren and solitary region

Boulders of granite, much rounded in form, were occasionally to be seen, and at an elevation of 100 to 200 feet above the sea.

The hill on which we stood afforded an excellent view of the land seen in the morning to the S.W., between which and ourselves an inlet of apparently some 30 miles in width extended to the southward.

Bearings obtained as follows :

Northern extremity of west land	- -	N. 58° (Kater.)
Nearest point	- - - -	N. 45° 30'
Southern extremity of west land	- -	N. 15°
Eastern land, west extreme	- -	N. 5°

Trend of coast southward, N. 338°, and shoals to northward open, N. 171°.

The eastern coast of the inlet which we overlooked appeared very shoal, and numerous low gravel islets were strewn along it. Running in an east and west direction, the entrance seemed to be blocked up with the usual heavy body of hummocks and berg pieces.

5.40. A.M. returned to the tents, the crews having in the meanwhile prepared provisions for making a depôt, and examined the sledge, &c.

Temperature 3°+. Calm; b. c. v.

Noon. Observed altitude, 73° 37' 30'', ex. meridian, 7'. P.M. True bearing, 10°.

6 P.M. Formed a depôt of provisions for five days, in company with "Reliance," and erected a cairn of stones, &c.

8. Temperature +3°. Calm, b. v. Started, steering S.W. by S. for opposite shore. Sledges going two miles per hour. Ice old, but far more even than any we had lately fallen in with. Midnight, halted.

*Thursday, May 15th.*—1 A.M. proceeded. Temperature -5°. South 1; b. v. with very great refraction. 4.45. halted. Course steered, S.W. by S. Western land well in sight, with a remarkable peak about S.W.

4 P.M. Temperature 10°+. South. 7.15. proceeded. Floe old, with deep hard snow upon it. Sledges going at the rate of two miles per hour. Traces of foxes crossing the floe in all directions. Observed four ptarmigan going south. Midnight, halted. Temperature -4°. S.S.E. 3; b. m.

*Friday, May 16th.*—1 A.M. proceeded. Altered course a little more southerly. 3. reached hummocky ice of older formation than that we had hitherto been travelling over in the inlet. 5 A.M. halted and encamped. Temperature 1°-. S.S.E. 3; b. m. Crew suffering much from old frost-bites on the face. 4 P.M. Temperature 1°+. South 1; b. v. 7. proceeded. 8.30. reached a series of low shingle islets and shoals, with grounded ice between. Main land some 3' to 6' distant. Halted the sledges, and encamped. Proceeded to a neighbouring table land, in company with Captain Ommanney 10. reached ditto. Observed the land to be trending to the N.W. and S.E., but could see nothing like land at the bottom of the inlet we had crossed. 11.30. returned to the encampment. Midnight. S.E. 1; b. m. Temperature 3°+.

*Saturday, May 17th.*—A.M. 0.30. Received orders from Captain Ommanney to part company, and proceed to the westward alone, in accordance with instructions received from Captain Horatio T. Austin, C.B., commanding the Arctic Expedition. Captain Ommanney having taken possession of the newly-discovered land, parted company from him, and proceeded to the westward, crossing long projecting spits of shingle running to the north-east, with grounded ice between. Killed a fox, and observed several ptarmigan. Found the travelling across gravel with even a light sledge extremely laborious.

5 A.M.—Halted on the floe 1' off shore. Latitude by observed meridian altitude 73° 2' N., and variation 165° E. Extremity of land to westward 155°. The warmth of the temperature within the tent was very great during the day, and both ice and snow melted readily on dark surfaces.

6.40 P.M. Temperature +25; o. f. Proceeded. 9. Heavy snows, without any wind. The beach so low and covered with snow as to be with difficulty recognized. 10. reached what appeared the extreme N.W. point of the inlet. Became entangled amongst heavy grounded ice and patches of shingle, in thick falling snow. Obligated to await the weather

Twenty second Journey

Hours, 7 45  
Distance, 11'  
Encamped for rest, 13h  
Luncheon, 1h  
Wind, S 2, b v  
Weather, b v  
Temp 5°—

Twenty-third Journey

Hours, 8 45  
Distance, 12'  
Encamped for rest, 14h  
Luncheon, 1h  
Wind, S S E  
Weather, 1 b v  
Temp 6°—

Twenty fourth Journey.

Hours, 6  
Distance, 9'  
Encamped for rest, 14h  
Luncheon, 1h  
Wind, S E.  
Weather, 1 b m.  
Temp 3°+  
Noon, obs sun, mer alt 72° 2'.  
true bearing 15°

Twenty-fifth Journey

Hours, 4 30  
Distance, 7'  
Encamped for rest, 13h.  
Detained by weather, 6h.  
Wind, calm.  
Weather, o s  
Heavy fall of snow  
Temp +17°.



clearing up to obtain a sight of the line of coast. 10.30. encamped. Midnight, dark from heavy fall of snow. Calm; temperature + 15°.

Disturbed by weather, 6h  
preceding day's journal

*Sunday, May 18th.*—A.M. Left the tent, and endeavoured to ascertain the direction of the coast line; found it, however, to consist of so complicated a series of shoal beaches as to render progress in the proper direction, during the thick weather, impossible. 3. returned to the tent with difficulty. 7. A.M. Snow ceased; wind N.W., 1; o. c. m.; temperature + 16°. Observed a point of land to the westward to bear N. 67° = S.W. by S. true. Noon, sun thawing the recently fallen snow.

5 P.M. Temperature + 26°; wind N.W. 1; o. g. 6.30. struck tent, and proceeded; sent the sledge across a bay whilst I skirted it round. 8.15. reached the west extreme of the bay, remarkable by two cones of gravel elevated some 30 feet above the beach. The bay we had passed was shoal and filled with old ice; the old hummocks, which we had not been working amongst since entering the inlet, again came close home to the beach, leaving but a very narrow ledge of land ice. Steering S.W. by S., and sweeping round a bay. The beach low and flat, formed of limestone detritus, slaty, and rich in fossils. 11.45. halted to lunch. Wind calm, g. m.; sleet. Temperature + 14°.

Twenty-sixth Journey

Hours, 9 45  
Distance, 16'  
Encamped for rest, 13h  
Luncheon, 1h 15m  
Wind, N N E  
Weather, 6 q m  
Temp + 19°

*Monday, May 19th.*—1 A.M. A fresh breeze from N.N.E.; proceeded, making sail on sledge; pace most rapid, 3½ miles per hour, crew running beside the sledge. The drift rising gave us much trouble in detecting the beach line; no land higher than 10 or 15 feet above the floe in sight, and a wall of heavy floe ice bounded the northern horizon in every direction. 2.15. halted for ten minutes to erect a beacon to mark a low spit, in case of returning in thick weather. 3. Wind 7; q. b. c.; drift. 5. halted and encamped; crew in great spirits at the rapid and successful march; the novelty of the sledge sailing by itself affording them a topic of conversation until they went to sleep.

5 P.M. Temperature + 10°; wind northerly, 2; b. v. 6.30. struck tent and proceeded to the S. by W. ½ W. and S.S.W.; land a little improved in elevation; ascended it to highest neighbouring point, about 350 feet above the sea. Found the walk most distressing from depth of snow; the day was, however, remarkably clear, and the view to the northward particularly so. From S.W. by W. to north huge masses of ice of every imaginable form and size strewed the frozen surface of what was once a sea, some rounded by the action of thaws, others sharp and angular, as if recently forced up from the level of the floe by some enormous pressure; but in no one direction did I see any appearance of level ice. Along the coast line the ice was pretty level, the sun having already begun to melt down the snow ridges and round off the tops of the hummocks.

The land continued of the same limestone formation, with some very large blocks fractured by the action of frost and thaws; they were all rich in fossils, shells, &c. Observed several low patches of shingle amongst the ice in the offing. 11 P.M. rejoined the sledge. Found the sun had still sufficient power to melt ice. Crew refreshing themselves by eating the icicles formed on the hummocks. 11.45. halted to lunch. Midnight, variation by true bearing ☉ meridian passing under the pole.

*Tuesday, May 20th.*—0.30 A.M. Started; ice along the shore becoming very heavy and broken up. Numerous fox tracks. Great refraction, by which the western horizon appeared to be lined with large icebergs. 4.30. A.M. halted after a rapid march at the rate of two miles an hour, timed by me on several occasions. Weather S.E. 1; b. c. v.; great refraction. Extreme of land to the south S. by W. ½ W.

P.M. Temperature + 10°. 6.40. proceeded. 7.30. observed the land to trend away from point ahead to the S.S.E. A heavy dark appearance to the S.W. and W.S.W., which lofty piles of ice prevented me ascertaining to be land or not; and the neighbouring shore not being of sufficient elevation to afford a good view, I decided on striking to seaward to assure myself, if possible, of the fact. 8. Traversing and reeving through large masses of floe ice, all of which appeared to have been subject to pressure from N.W., the elevated edges of the blocks of ice all pointing in that direction. The sledge being light made good progress, though with con-

Twenty-seventh Journey

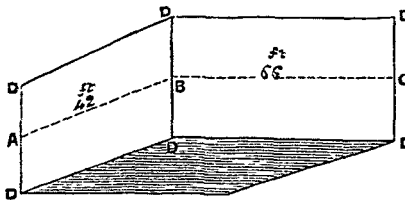
Hours, 9 15  
Distance, 14'  
Encamped for rest, 13h  
Luncheon, 0h 45m  
Wind, S E 1  
Weather, b c v  
Temp + 6°

Twenty-eighth Journey

Hours, 9  
Distance, 15'  
Encamped for rest, 14h  
Luncheon, 1h  
Wind, W  
Weather, 1 o f b v  
Temp + 10°

siderable risk of fracture to the runners, which were severely tried. 10. P.M. The heavy appearance, as if of land, to the westward altered its bearing. 11.30. Calm; weather cleared up, and the western horizon became beautifully clear, showing, to my disappointment, that what I had taken for land was mere fog bank. Halted the sledge under a lofty berg piece 20 feet high; ascended it, accompanied by crew and Mr. Webb. With a good spy-glass no land to be seen to the westward of south, and N very distant and ill-defined, at least 40 to 50 miles off. The floe to the westward appeared of one uniform description, namely, covered with hummocks and tiers of pressed-up ice. Altered course to the south. 11.46. halted.

*Wednesday, May 21st.*—A.M. 0.50. proceeded; weather threatening; wind west, with passing fogs. Observed two remarkable cone-shaped hills on the land, bearing S.-easterly. 2. Measured one of the blocks of ice which had been thrown up on the floe by pressure; found it as follows:



Thickness (D, D, D, D,) &c., equal 24 feet (ice); dict. B, C, = 66 feet; dict. A, B, = 42 feet. At 56 lbs. per cubic foot, = 871 tons. Masses larger than this I might have easily selected, but I chose one of an average size. Much of the ice in our neighbourhood was aground, and large pools

of water had evidently been formed on the floe last season.

4.30. Halted and encamped; wind fast freshening into a gale; temperature + 8°. Noon, heavy gale from west, with great drift. Tent complaining much. 6 P.M. Gale too severe to travel; drift so great as to confine and cramp us very much in the tent. Midnight, wind N.W. 9; o.q.s.; heavy drift; temperature 2° +.

*Thursday, May 22d.*—8 A.M. N.W. 8; q.; great drift and falling snow. Noon, ditto weather; temperature 5° +. 5 P.M. Ditto weather; unable to see ten yards. Sledge buried in snowdrift. Midnight, temperature 2° +; to the sensation very cold indeed.

*Friday, May 23d.*—6 A.M. Temperature + 6°. Gale abated for awhile. Attempted to reach the land, accompanied by some of the men, for the purpose of erecting a cairn at the furthest point of our journey, viz. 8 miles south of the two cones. 7. Thick fog and rising gale, with drift, obliged us to return. Noon, wind northerly, 8; q. b. m.; drift. 6 P.M. Temperature + 15°; gale moderating. All the party become much debilitated by confinement to the tent, in which, from the accumulated drift, there was a very limited space for either lying down or sitting up. 7 P.M. examined provisions, and, in obedience to orders received from Captain E. Ommanney, commenced to retrace our steps to the last depôt. Wind N.N.W. 6; q. Low drift; temperature + 12°. 11. halted to lunch; erected a cairn on the land. Gale moderating; temperature + 2°.

*Saturday, May 24th.*—A.M. 1. Proceeded. 2. reached the point from which we struck westward. 3. Pace of the sledge rapid, average more than two miles per hour. Land more covered with snow than when we passed it on our way out. 5. halted. Wind N.N.W. 4; b. c. m. Noon, overcast, strong gale and thick drifting snow. Issued extra allowance of grog, it being the birthday of Her Majesty Queen Victoria.

6.30 P.M. Struck tent and proceeded. Wind N.N.E., 2; o.g. sleet. 10.45. erected a cairn and deposited a printed document. 11.30. halted. Midnight, N.E. o.; temperature - 1°.

*Sunday, May 25th.*—A.M. 0.20. Proceeded. 3. passed the beacon erected on the 19th instant. 5. halted off Hare Point. Observed a remarkable looking bluff in the interior, some 12 or 13 miles distant. Wind east.

P.M. 6. N.E. 2; b. c. m. Read divine service. 6.30. proceeded; weather and temperature extremely variable. Observed a considerable difference in the appearance of the lands having an eastern aspect, compared to the western ones, in being much less covered with snow. 11. commenced edging off to the eastward and northward; weather threatening. 11.45. halted to lunch. Wind west, 6; b. c., with a fast rising drift. Temperature + 26°.

Detained by bad weather,  
= 48 hours  
Wind, N W.  
Weather, 9 o q s  
Temp 2° +

Twenty-ninth Journey  
Hours, 9  
Distance, 10½'  
Encamped for rest  
Luncheon, 1h  
Wind, N W  
Weather, b c m.  
Temp + 2°

Thirtieth Journey  
Hours, 10  
Distance, 15'  
Encamped for rest, 1½h  
Luncheon, 1h 50m  
Wind, N E 1  
Weather, o c m  
Temp. + 6°

Thirty-first Journey  
 Hours, 4  
 Distance, 16' or 17'  
 Encamped for rest, 15h  
 Luncheon, 1  
 Wind, W N W  
 Weather, 7, q b s  
 Temp - 20°

Thirty-second Journey  
 Hours, 9 50  
 Distance, 11'  
 Encamped for rest, 11h  
 Luncheon, 1  
 Wind, W N W  
 Weather, 7, q o. m  
 Temp + 19°

The west peak, N 40°  
 Eastern Hill, N. 230°

Thirty-third Journey  
 Hours, 9  
 Distance, 15'  
 Encamped for rest, 14h  
 Luncheon 50m  
 Wind, N-westerly  
 Weather, 1 b c v  
 Temp + 20°

Thirty-fourth Journey  
 Hours, 9  
 Distance 3½'  
 Encamped for rest, 11h  
 Wind, calm  
 Weather, b c m

Azimuth and alt 7 A.M.  
 Sun, 51° 47' 20"  
 Bearing, 297° 30'  
 Index error, 2' 40"

Thirty-fifth Journey.  
 Hours, 7  
 Distance 13'  
 Encamped for rest, 24h  
 Lunch, 1h 15m  
 Wind, N N W 2  
 Weather, o m  
 Temp + 16°

Thirty-sixth Journey  
 Hours, 7  
 Distance, 15'  
 Encamped for rest, 15h  
 Lunch, 1h 15m  
 Wind, calm  
 Weather, o g  
 Temp + 30°

Thirty-seventh Journey  
 Hours 9  
 Distance, 15'

*Monday, May 26th.*—A.M. 0.20. Proceeded, having made sail on the sledge. Great difficulty in keeping up with the sledge. 1. observed N.W. extreme of the inlet abreast of us. 3. Wind W.N.W. 7; q., thick drift steering to the E.N.E. Men running after the sledge, which merely required to be steered by means of a drag rope, and occasionally one man obliged to sit on the sledge to retard its progress. As the gale freshened it was a novel sight to see our sledge rising and pitching over the snow ridges, like a boat in a sea-way. 4. halted and encamped with some difficulty in a gale from N.W. The western peak of the inlet occasionally showing itself to the southward, through the body of driving snow. Temperature +25°. Noon, heavy gusts of wind from northward.

6 P.M. Strong breeze; made sail, and proceeded, steering N.E. by E. for the depôt on eastern side of the inlet. 8. obtained a view of Prospect Hill. 10. Overcast and thick mists; steering by the wind. Midnight Temperature +19°, wind W.N.W. 5; o. q. m. with sleet. Halted to lunch.

*Tuesday, May 27th.*—A.M. 1. Started. Thick mist and sleet. The snow has hardened considerably since I crossed this going westward. No land in sight. Average rate of sledge 2.3 miles per hour. 4.50. halted. Loom of land N.E. by E.

P.M. 6. Temperature +15°; N.W. 4; b. c. v. q. Both shores of the inlet in sight.

6.45. Proceeded. Floe very slippery from the thaw, which continued until 10.45 P.M. In the northern half of the heavens a heavy mass of clouds, whilst from the zenith southward the sky was remarkably clear. Here and there, from the under surface of the clouds, dark columns of vapour appeared to connect them with the surface of the floe, and resembled strongly the water-spouts seen in the tropics. 11.55 halted to lunch. Wind N.N.W. 1; q. b. c. v. Temperature +20°.

*Wednesday, May 28th*—A.M. 0.20. Proceeded. 3. Wind N.E. 2; q. o. m. 4.20. halted, after a rapid march over hard and good snow. Depôt cairn in sight. Temperature + 20°.

6 P.M. Wind N.N.E. 1; o. g. 6.20. proceeded 8. observed Her Majesty's sledge "Reliance" to the S.E. 8.30. encamped close to the depôt, found the provisions safe. Fox tracks numerous in the neighbourhood of the cairn 11. The "Reliance," Captain Ommanney, arrived. Placed myself under his orders. Men employed washing themselves, repairing clothing, and refitting some of the gear. Shot a ptarmigan; observed numerous traces of hares. Midnight, party out looking for game. Wind north, 2; o. m.; temperature + 15°.

*Thursday, May 29th.*—A.M. 1. Party returned, having seen only a few ptarmigan.

7 A.M. Opened depôt Overcast, with light snow. Employed restowing provisions, and otherwise as requisite. Temperature +22°. Erected a beacon on the beach, Captain Ommanney having ascended the bluff for the same purpose.

8.30 P.M. Proceeded to the N.E. in company with "Reliance" sledge. 9.30. sounded in a seal hole, some 2' off shore, found seven fathoms water. 11.45. halted to lunch. Midnight, o. g.; N.N.W. 2.

*Friday, May 30th.*—A.M. 1. Proceeded; pace of sledges very rapid. 4 A.M. reached extreme of inlet. Encamped. Temperature +18°; wind W.S.W. 2.

P.M. 7.40. Proceeded. Ditto weather; sledges under sail. Snow hard from recent thaw. 11.45. halted; the black bluffs just opening. Midnight, temperature + 28°.

*Saturday, May 31st.*—A.M. 1. Proceeded; calm, o. g. m. Observed the black bluffs to the south. 4. halted 4' off the east end of the broad bay. Temperature + 25°. Distance = 15.

P.M. 6.30. Proceeded Temperature + 35°; calm; o. g. 11.30. halted. Midnight, temperature + 18°.

*Sunday, June 1st.*—A.M. 0.45. Proceeded. 4.15. reached and encamped at 5 day depôt. Observed in our neighbourhood abundant but old traces of deer, hare, foxes, and birds. The ground comparatively verdant,

saxifrage, poppies, moss, abounding. The first hole of melted water we had seen this year was here discovered in some marshy soil, and though much coloured by vegetable matter, was drunk with avidity. 7. Fall of snow. Temperature +28°. We slept with our tent door open, and on top of our blanket bags, so warm did it feel.

8 Opened the cairn and arranged provisions. Temperature +13°. Performed divine service. Midnight, proceeded, steering E.N -easterly.

*Monday, June 2d.*—Temperature +22°. Pace of sledges very good. Snow hard. 5 A.M. halted and encamped. 7 A.M. Temperature +40°. East, 1; o. g. c. m.

7.30 P.M. Temperature +35°. South, 1; f. o. s. Proceeded. Midnight, halted.

*Tuesday, June 3d.*—A.M. 1.40. Proceeded. Observed several foxes during this march; their winter fur of white is now of a dirty yellow colour. The water here was frozen down to the bottom of the sea, at a distance of 1½ to 2 miles off shore, the thickness of the floe varying from 20 to 12 feet. Note.—A few miles west of the inlet, in 100° W., the red sandstone of Cape Walker is entirely lost. We find the snow on the land much deeper than when we passed westward a month ago; and a cairn erected by us then is now covered with lately fallen snow. 5. halted. Temperature +35°. South, 3; o. c. snow, m.

Azimuth observed, and altitude at 6 P.M.  $\odot$  44° 10' 50". Bearing 82° 45'. Index error +2' 40". Latitude 74° N. Longitude 101° W.

7.30 P.M. Proceeded. 9. reached a cairn erected by Captain Ommanney. Observed several ptarmigan, and fox tracks. The land from east side of the inlet to Cape Walker plainly visible, day remarkably clear, with great refraction. Midnight, halted.

*Wednesday June 4th.*—1.30 A.M. Proceeded. Dragged the sledges across the point of the inlet, and steered direct for the depôt. Ice in the middle of the inlet better than we expected to find it, considering the extraordinary quantity of snow which appeared to have fallen on the land since our outward journey. 3. Wind S.E. 3.; b. c. m. 5. halted, and encamped.

7 P.M. Temperature +21°. S.E. 4 q. b. c. m. 7.30. proceeded. The recent thaws have begun in remarkable degree to improve the travelling through the heavy ice of the east side of the inlet, and the water of the snow appears to percolate through the mass, and render it hard and sound to the tread. This, however, must be the first stage only of the action of the sun on snow and ice, for in the course of a few days, when the whole body of snow shall have been effected down to the surface of the floe and made into sludge, I believe travelling here with sledges would be no longer possible. 8. observed the cairns over the first depôt. 9.45. reached the tenth day depôt; found all in safety. Encamped at midnight. Overcast, with falling snow; wind S.W. 4 q.

*Thursday, June 5th.*—A.M. Employed opening the cairns, which had become much covered with snow. 4.30. observed a party approaching from the N.E. 5.20. joined company, Her Majesty's Sledge "Succour," Lieutenant Mecham, sent by Captain Austin, with a boat and refreshments of different descriptions for the sledges "True Blue" and "Reliance." Noon, latitude by observation 73° 53' 59" N.; and variation 155° W. Halted to recruit the crews, and allow them to enjoy the extra allowance of food, &c., sent them from the squadron.

Midnight. Erected a cairn, and Captain Ommanney placed therein a record. Temperature +23°.

*Friday, June 6th.*—Midnight. Proceeded in company with Captain Ommanney, Her Majesty's sledge, "Reliance." Parted company from Her Majesty's sledge "Succour," Lieutenant Mecham. Found the snow along the land very heavy. 5.45 halted.

P.M. Wind south; 2. o. c. Temperature +35°. 7.15. proceeded. 8. passed a boat deposited by Lieutenant Mecham. 10. parted company by permission from Captain Ommanney, who proceeds along the land to Cape Walker. Observed the Low Island (S) to the northward. Sledge under sail; breeze freshening; steering N.E. by the wind.

Encamped for rest, 14h  
Luncheon, 1h  
Wind, calm  
Weather, o g  
Temp +28°

## Thirty-eighth Journey

Hours, 5  
Distance, 9'  
Encamped for rest, 18h  
Lunch, 1.  
Wind, o  
Weather, b c v  
Temp +22°

## Thirty-ninth Journey

Hours, 8  
Distance, 12'  
Encamped for rest, 14h  
Luncheon, 1h 30m  
Wind, S  
Weather, 2 o c m sleet  
Temp +28°

## Fortieth Journey

Hours, 8  
Distance, 13'  
Encamped for rest, 14h  
Luncheon, 1h 30m  
Wind, SE  
Weather, 1 b c v  
Temp +25°

## Forty-first Journey

Hours, 3  
Distance, 4'  
Encamped for rest, 14h  
Luncheon  
Wind, S W  
Weather, 5 q s  
Temp +28°

Mer alt sun, 76° 46'.  
Index error, 2' 40" +  
True bearing, 355° 30'  
East extreme of land, 240°

## Forty-second Journey

Hours, 5 45  
Distance, 8'  
Wind, E.  
Weather, 2 o c  
Temp. +36°.

Having lent my compass (Kater's) to Lieutenant Meham to survey the inlet, and thermometer to Captain Ommanney, neither true bearings nor temperature will be in future noted. The old floe in good travelling condition, but fast thawing. 11.45. halted. "Reliance" to the south-westward.

## Forty-third Journey

Hours, 8 30  
Distance, 16'  
Encamped for rest, 13h 30m  
Luncheon, 1h  
Wind, S W  
Weather, 6 o s  
Temp

*Saturday, June 7th.*—A.M. 0.45. Proceeded, S.W.; 4. o. c. m.; a rapid thaw; and now for the first time did I observe any comfort or advantage in wearing canvass boots, the constant wet saturating leather and cloth to such a degree, that they afforded no protection; and, indeed, the lighter the gear about the feet the better the men seemed to walk. The sledge running almost by itself. 2. observed "Reliance" sledge under the land. 4.50. halted; having had to run for the last hour to keep pace with the sledge. S.W. 7.; q.; snow.

P.M. 6. South; o. m. 7.15. started under a reefed sail. 8. observed (S) island to the north-westward; Young Island to the north-eastward, just open of Lowther Island, and Cape Walker to the S.E. Midnight, encamped, amongst heavy pressed-up ice of last season, pressed up between Young Island and Cape Walker. Midnight. Encamped.

*Sunday, June 8th.*—A.M. 0.45. Proceeded, crossing tiers of ice. Several cracks of water running in a S.E. and N.W. direction along the ridges, they appear to be recently made, and vary from one foot to a few inches in breadth. Bear tracks of every size covered the spaces between the ridges of hummocks. 1.30. observed a glaucous gull going to the south. 2. reached the young floe; several seal (saddle-backs) in sight; numerous bear tracks. 4.45. halted. Wind S.E.; 3. o. c. m. Lowther Island N. by E. and Cape Walker south. Observed several dovekies going to the northward. 7 P.M. performed divine service. 7.30. started under sail. 9. Frequent snow squalls; young floe soft, and travelling becoming very bad. 11 50 halted.

*Monday, June 9th.*—Midnight Southerly wind. 2 o. c. (q. s.) 0.30 A.M. proceeded under sail. Observed several seal and numerous bear tracks; heard occasional cry of geese and phalaropes, as they flew past to the northward. 4.40. halted.

6 P.M. Wind south; 1. o. c. m. 6.30. proceeded. Passed the tracks of several sledges, almost obliterated. 11. observed Somerville and Griffith's Islands. 11.45 halted to lunch.

*Tuesday, June 10th.*—Remarkably clear; land seen around as far as Capes Bunny, Piessure, Anne, and Walker to the southward. 0.30 started. A bear came within 500 yards and then trotted off; another very large one remained watching us from a distance, but would not approach. Several ivory gulls and burgomasters flying about; observed a boatswain bird. 4.40 halted. Great difficulty in procuring pure water from snow, the thaw having converted into ice, which the floe had rendered brackish.

6 P.M. South; 1. o. m. v. 6.45. proceeded. Measured the thickness of the young floe in several seal-holes, found it 32 inches; about half-way between the islands. Travelling heavy; sludge fast forming on the floe. Observed a flock of geese flying northward. 11.40. halted. Midnight. Thick fog; no wind.

*Wednesday, June 11th.*—A.M. 0.20. Proceeded. Sun occasionally breaking through a dense fog; crossing tiers of pressed-up floe, where the young floe had taken against the old barrier of last autumn. 4.40. halted. A remarkable white arch of 30° altitude, immediately opposite the sun. Observed large holes of water had formed around the old hummocks of ice in our neighbourhood. In the last march I counted the tracks of no less than eleven different sized bears, and measured the impression left by the fore-paw of the largest one; it was 17 inches long, and 11 inches across. Wind S.W. Thick fog, with blue sky overhead.

6 P.M. Calm; b. m. Observed the N.W. bluff of Griffith Island N.N.W. Proceeded. 11.50. reached the old floe edge. Midnight, halted to lunch.

*Thursday, June 12th*—0.25. Proceeded; crossing heavy old ice. 5. reached the land floe 2' S.W. of the bluff. Landed and dined.

## Forty-fourth Journey

Hours, 8½  
Distance, 15'  
Encamped for rest, 13h  
Luncheon, ¾h  
Wind, S 1  
Weather, 3 b c m  
Temp.

## Forty-fifth Journey

Hours, 8 15  
Distance, 15'  
Encamped for rest, 14h 30m  
Luncheon, ¾h  
Wind, S  
Weather 2 c s

## Forty-sixth Journey

Hours 9½  
Distance, 15'  
Encamped for rest, 13½h  
Luncheon, ¾h  
Wind, southerly  
Weather, 1 o c m  
Temp

## Forty-seventh Journey

Hours, 9  
Distance, 15'  
Encamped for rest, 14h  
Luncheon, ¾h  
Wind, S W  
Weather, 1 f

## Forty-eighth Journey

Hours, 16  
Distance, 25'  
Encamped for rest, 13½h  
Luncheon, 25m

6 A.M. Proceeded to reach the ship; passed several foot prints and tracks of sledges. 8. reached the bluff. 9.30. sighted Her Majesty's squadron. Noon, reached the "Pioneer," aided by a few men who were sent from the vessels to assist the sledge crew.

Dinner, 1h.  
Wind, S E  
Weather, 2 m.

(Signed) SHERARD OSBORN,  
Lieutenant in command of the party.

#### ABSTRACT.

Number of days out	- 38 days.	
Number of days home	- 20 "	
Total hours travelled	- 374 hours.	
Total distance outward	- 260 miles	} This is the sum of the daily courses made good.
Total distance homeward	- 260 "	
Distance in a direct line	- 534 "	
Total hours encamped for rest and luncheon	} 624h. 5m.	
Total hours detained by bad weather		} 296 hours.
Mean rate of travelling per day, out and home	- }	

#### Daily Routine of Her Majesty's Sledge "True Blue."

3.30 P.M. Call the cook. 3.45. Light the fire. 5.20. Prayers; wind the chronometers. 5.40. Breakfast and pipe; follow senior officer's motions for striking tent or otherwise. At 6.30. commence marching. Daily march 9 hours generally, 5 hours before lunch, 4 hours after lunch; when march was rapid, not to exceed 15' per diem. Lunch, about midnight; time dependent on the temperature, for making water to drink. Midnight, issue  $\frac{1}{2}$  gill of rum. Whilst weather was cold we always pitched in deep snow and banked up well; directly the tent was secured for the day, change boots and blanket socks for mocassins. 6.30. Dinner of pemmican, and  $\frac{1}{2}$  gill of rum; pipes. 7. Turn in; and after 8. A.M. no talking.

Every Sunday read a portion of the divine service for the day.

#### REMARKS.

##### On the STATE of the ICE, &c.

Next to a careful examination of the coast for cairns, wreck, or other traces of the missing Expedition, my attention was mainly directed to the state of the floe ice, to enable me to draw an inference as to the probability of a navigable sea existing at any period of the year in that direction.

To give a mere copy of the rough notes made on my outward and homeward journey, as to the appearance of the ice, would lead to no satisfactory result. I therefore take the liberty of giving an abstract of my remarks and observations upon that head.

About six miles from the north-west bluff of Griffith's Island, and in a south-west direction, a floe of extremely level ice, and three feet thick, (apparently of last winter's formation,) extended itself to within ten miles of Cape Walker; whilst to the eastward, and in a line from Griffith's Island towards Cape Bunny, a continuous pile of hummocks marks the point of contact between this level floe and the barrier of old ice which foiled the squadron in going westward last year.

Northward from Cape Walker, and with a N.W. curve towards Young Island, another pile of "pressed-up" ice marked the western limit in that direction of the young floe about Lowther Island.

In my outward journey we reached ice which, I believe, had not moved last year, when full ten miles to the eastward of Cape Walker.

From Cape Walker westward, to long.  $98^{\circ} 30'$  W., the floe is of an uniform description, varying in thickness, as seen at the tide-mark, from 6 to 12 feet, whilst the surface resembled in appearance and depth of snow, &c., the body of fixed ice between Griffith's and Cornwallis Islands.

Along the shore in this locality there was a narrow belt of hummocks, much rounded in outline by the action of summer thaws; but there were none of those piles of broken ice which denote a nip, or the movement at any time, of the floe, along the shore, as at the eastern face of Cape Walker, and off Griffith's Island, &c.

Thirty miles west of Cape Walker, and northward to a low island in the offing, an accumulation of floe ice commences, which may be said to have extended, with but slight alteration in its character, to the farthest point reached by me in a westerly direction. With an excellent telescope I was never enabled, from any elevated point on the land, to see aught else but this same description of ice to seaward in every direction.

Between long.  $99^{\circ}$  and  $101^{\circ}$  W. and long.  $103^{\circ}$  and  $105^{\circ}$  W. the floe could only be compared to a heavy cross sea suddenly frozen solid. The height of the top of the hummocks above the hollows, through which the sledges had to struggle, ranging from 15 to 25 feet.

The most convincing proof, in my opinion, of the age of these floes, was to be found in the fact, that cut where you would into the hummocks, and as deep as an axe would allow you, the ice was always fresh, and the water made from it was invariably preferred by the men for their cooking and drinking. The apparent shallow nature of the coast, together with numerous patches of shingle which showed themselves in the offing, tended, no doubt, to bind the floe to the land.

I am led to suppose that the sea along the major part of the land west of Cape Walker is frozen to the bottom, from having in several places when crossing indentations, and at some mile or two off shore, observed the gravel at the bottom of a fissure in the floe, which was a solid body, varying from 6 to 20 feet in depth.

On May 10th I have noted in the journal a narrow escape one of the men had when crossing one of these fissures.

In both the inlets crossed by Captain Ommanney and myself in longitudes  $100^{\circ}$  and  $101^{\circ}$  W., the ice was apparently of later date than that which lined the coast and extended across their entrances. This, I think, may be explained as follows: surrounding these inlets the highest land seen during our journey invariably occurred; and from these elevations, to judge by the accumulation of recent snow and old alluvial deposits, there must be a very great discharge of water into these inlets, which might easily dissolve the inclosed ice without moving the floe in the offing.

From  $101^{\circ}$  to  $105^{\circ}$  W. longitude, the floe, in addition to its exhibiting the same aged appearance as before, had evidently been subject to enormous pressure, by which large blocks, many tons in weight, were thrown up one on the other, in wild confusion. This pressure had evidently been from the N.W., as many of the masses of floe had taken the ground to the south-eastward, and lay with their elevated ends pointing to the N.W., as if heavy floes, pressing to the eastward in the offing, had thus broken up the land ice to the southward.

Taking all these circumstances into consideration, and comparing the ice seen during my journey with what I have before seen in these regions, I beg to express, as my opinion, that at no period of the year can there be a navigable sea for ships in the neighbourhood of the coast along which I travelled westward of Cape Walker.

(Signed) SHERARD OSBORN,  
Lieutenant.

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#### ON THE TRAVELLING EQUIPMENT, &c.

Notwithstanding the severity of temperature and weather undergone by us during the close of April and early part of May, I am still of opinion, that when the travelling operations are intended to exceed 50 or 60 days, that the 15th of April is as late as the commencement of operations should be deferred to. This especially refers to parties who may have to cross the floe ice, which, as was anticipated, became impassable for sledges shortly after the middle of June.

The personal equipment of my party, and the quantity of spare clothing, was in every way ample. One alteration, however, I would beg to suggest, as a safeguard for the feet from frost-bites during the early part of the journey, viz., that of having one pair of the cloth snow boots per man in lieu of one pair of the canvass ones. One man in my party succeeded in borrowing from a limited party a pair of the service cloth boots, and he may be said to have been the only one who did not suffer most acutely from cold feet.

The sledge and its fittings were perfect, and I might also say the tent, was it not so limited in size, by which the men were so much cramped that they did not rise as refreshed as one would have wished to see them.

The original tent, to which another cloth was added to afford room for my enlarged party of eight, would, I think, serve well for a party of seven men.

The wolf-skin blankets, from being composed of such a numberless series of small pieces, soon gave way in all directions, and defied such hasty repairs as we were able to afford them. They became likewise very offensive, from the undressed state of the skin. A buffalo robe, which I took with me, wore well, and was much warmer; I should recommend them instead of the wolf-skins, the extra weight being amply compensated by the comfort afforded the men.

The cooking apparatus, as far as the plan upon which it is constructed, is simple, and answers well; but in dimensions and solidity, I think too much has been sacrificed to economise weight.

The provisions were good, and not too much in quantity. One pound of biscuit would be preferable to three quarters; and I think half a pound of boiled pork would have been generally liked. In addition to the gill of rum per man daily, and which the men really enjoyed, I would recommend, in the event of parties travelling during the month of April, that an extra half gill per diem be issued to them.

The floor-cloth, when used for a sail, proved of the greatest service. The kites, when once up and the wind right astern, had also great power in dragging the sledge; but, having got frost-bitten in the fingers, whilst handling the line, I had to discontinue their use, for fear of like accidents to the men.

For fuel, I much prefer spirits to tallow, as being better under control in its consumption, lighter in bulk, and far cleaner for cooking with.

The best water bottles we had were those that were made of the thin tin. Glass cracked.

(Signed) SHERARD OSBORN, Lieutenant.

Captain AUSTIN to Lieutenant S. OSBORN, late of Her Majesty's Ship  
"Resolute."

Sir,

Woolwich, 23d October 1851.

I have to acknowledge the receipt of your report and journal of proceedings between the 15th of April and the of June last.

The long period of your journey, and the labour and privations you have undergone, entitle you and your crew to my best thanks.

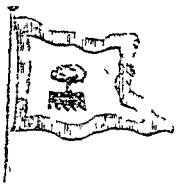
I shall have the pleasure of laying your report and journal before the Lords Commissioners of the Admiralty, who I have no doubt will fully appreciate your exertions.

The manner in which you have been able to speak of your crew has afforded me much satisfaction, which has been made known to them.

I am, &c.

(Signed) HORATIO T. AUSTIN,  
Captain Royal Navy, &c.





Motto — " Nothing adventure,  
nothing win "

6 30 p m  
Wind, S E 3 m  
Ther in shade, +13°

On march, 10 p m  
Wind, S E 6 o m s.

On march

2 a m Encamped  
Wind, S E 4 m s  
Ther in tent, +30° Outside,  
+15°  
Distance, 5'  
Hours under weigh, 4  
Encampment, 14h  
On march, 6 p m  
Wind S S E 5 o m

1 luncheon, 11 p m

On march, 1 a m  
Wind, S L 6 o m  
Encamped, 9 30 a m  
Miles walked, 7  
Wind, S L 7 c q o  
Hours under weigh, 7½

Encamped, 16h  
7 p m wind S L 7 c q  
7 20 on march

1 luncheon midnight  
Wind, S E 4 b c

On march, 1 a m  
Encamped, 4h 15m  
Ther in tent, 30° +  
outside, 18° +  
Miles walked, 10½  
Hours under weigh, 8  
Encamped, 14½h.

Encamped, 6 30 p m  
On march, 6h 45m  
Wind, S S E 6. 8 b c g

Luncheon, 11h, 45m  
Wind, S 4 o m g  
On march, 1 a m

Encamped, 2 1 m  
Wind, S 2 c m  
Ther outside, +10°  
Miles walked, 10'  
Hours under weigh, 8½  
Encamped, 11½h  
On march, 6 50

1 luncheon, midnight,  
Wind, N 1. o m  
Ther +10°

On march 1 a m  
Encamped, 5 a m  
Caln, o o m

Enclosure 13 of No. 11 of 1851.

JOURNAL of H.M. Sledge "ADVENTURE," attached as a limited Sledge  
to H.M. Sledge "True Blue," Lieutenant Osborn.  
Limited to Lieutenant Osborn.

*Tuesday, 15th April.*—At 6.30 P.M. left the ship in company with the various sledge parties attached to the searching divisions under the command of Captain Ommanney, Lieutenant Aldrich, and Lieutenant M'Clintock. Captain Austin and all the officers and men of the various ships accompanied us to the encampment formed on the preceding Saturday off the N.W. bluff of Griffith's Island, where we arrived at 9 P.M. Captain Austin read an appropriate prayer, and after shaking hands with the officers and addressing a few words to the men, took his leave. After exchanging three hearty cheers the divisions parted company for their respective routes

#### FIRST MARCH.

Soon after parting company, which we did at 10 P.M., a heavy snow storm hid our various divisions from us; the gloom of the weather contrasting strongly with the bright hopes and expectations that animated men and officers alike in our search for our missing countrymen. We found the floe good, but covered with deep soft snow, which rendered the work rather fatiguing.

*Wednesday, 16th April*—2 A.M. Encamped, the bad weather we experienced rendering it necessary. Enjoyed a warm cup of tea very much.

#### SECOND MARCH.

6 P.M. Started; floe very uneven; weather too thick to see more than a quarter of a mile off. We were occasionally obliged to clear a way through the hummocks with pickaxes, not being able to pick out a path. Pitched the tents at 11 P.M. for luncheon, this being a necessary precaution in cold weather or with any wind.

*Thursday, 17th April.*—Started at 1 A.M.; the wind being so fresh against us rendered it very fatiguing work. After some heavy work amongst the hummocks we at last reached a level floe, on which we encamped at 3.30. All hands slept well after their day's work.

#### THIRD MARCH.

When we awoke, had to dig the sledge out of the drift in which it was buried. 7 20. started; found a favourable change in the weather, the sky being clear overhead, although the snow still continued to drift heavily. Midnight, pitched the tent for lunch.

*Friday, 18th April.*—1 A.M. Started; the floe being still quite level, but covered with snow from 4 to 8 inches deep. Encamped at 4 15 A.M.; took advantage of the promising appearance of the weather to hang our wet clothes, &c. up to dry.

#### FOURTH MARCH.

Read prayers; started at 6.45 P.M. The weather thick; but clearing up at 11 P.M. enabled us to see Lowther Island, N.E. by E. about 11 miles. Weather coming on thick we soon lost sight of it. 11.45. pitched tent for luncheon.

*Saturday, 19th April.*—Started at 1 A.M.; floe the same as before; not even a hummock to relieve the eye; a more monotonous scene I can scarcely imagine. At 4 A.M. encamped among some small hummocks, the first we had seen during the day; it is an advantage to pitch amongst hummocks, so as to get snow for water from the deeper snow, as we found it brackish when taken from the level floe.

#### FIFTH MARCH.

Read prayers; started at 6.50 P.M. 9. observed several seals on the ice, went in pursuit, but returned without success. The thickness of the ice at one of the holes was about 3 feet. We observed Cape Walker at intervals through the mist; at 11. saw a recent fox track. 12. pitched tents for lunch.

*Tuesday, 20th April.*—Started at 1 A.M. At 2 A.M. the thermometer rose suddenly to +25°, with a sultry and oppressive feeling in the air.

Camped at 5 A.M.; a thick mist over the land prevented us seeing Cape Walker.

Ther. +31°.  
Miles walked, 10  
Hours under weigh, 9. 10  
Encamped, 19 $\frac{1}{2}$ h.

## SIXTH MARCH.

5 P.M. Read short divine service. 6.50. started with a freshening breeze; at 9 P.M. made sail, which we found a very great assistance, some of the sledges requiring only two men on the drag-ropes. Cape Walker showing at intervals through the mist, and appearing very close. 12. pitched tents for lunch.

On march, 7 p m

Luncheon, midnight.  
Wind, N.W 5. 7 c. g  
Ther. +7°.

*Monday, 21st April.*—Started at 1 A.M. under sail; floe level. 5. camped; Cape Walker S.S.W., 4 or 5 miles. Boots froze hard inside tent during the day.

Encamped, 5 a.m  
Ther +10°.  
Miles walked, 12  
Hours under weigh, 9 10

## SEVENTH MARCH.

The order to start was obeyed with even more than usual alacrity; men and officers being animated with hopes of soon finding some traces of our long sought-for countrymen. We started at 7 P.M. One of the most brilliant parhelia I have yet seen excited our admiration.

Read prayers  
Encamped, 14h

After a very cold and cheerless march, in which all hands were severely frost-bitten, we arrived at midnight at a very heavy chain of hummocks, varying from 20 to 30 feet in height; over these we had some difficulty in dragging our sledges, some of them were unloaded before attempting to cross. Captain Ommanney hoisted the union jack, and took possession of the land in the name of Her most Gracious Majesty Queen Victoria.

On march, 7 p.m.  
Ther in tent —8°.  
" outside —7°.  
Wind, W 5 c.

*Tuesday, 22d April.*—At 12.30. all the sledges had crossed, and camped under some high cliffs about 2 miles to the westward of Cape Walker.

Encamped, 1 a.m  
Wind, W S W 6 8 b c g  
Ther in tent —10°.  
" outside —20°  
Miles walked, 5  
Hours under weigh, 5 20  
Encamped, noon.  
Wind, W S W 6 8 b g

1 A.M. Lunched, and went to our bags; very few succeeded in obtaining any sleep, the sudden fall in the temperature being severely felt by all hands.

At 8 P.M. accompanied Lieutenant Meham and a party of men in a walk to the westward, hoping to obtain some clue to the direction of our missing expedition, and if possible clear up the horrid mystery which now hangs over their fate; another party was sent to the eastward.

The cliffs under which we camped run in a N.N.W. direction for about 3 $\frac{1}{2}$  miles, ending in an abrupt bluff, which we ascended; from the hill we perceived another hill terminating in a sharp point about 4 miles in a W. by S. direction; to this point we proceeded and ascended the hill; perceived another point about 3 miles off, but no appearance of a termination to the land, although its character had changed from the bold cliffs under which we were camped to low and gradually ascending hills. We returned to the encampment at midnight; where, much to our regret, we found that the search to the eastward had met with no better success than our own. Two remains of Esquimaux summer encampments were seen about a mile from the tents, apparently very old. A solitary white hare was the only living thing seen.

*Wednesday, 23d April.*—Lunched, and went to our bags. Weather too cold during the day to think of starting, as the wind was in our faces.

Encamped, 1 a.m  
Wind, W S W.  
Ther. in tent, —15°  
" outside, —26°

At 9 P.M. Her Majesty's Sledge "Success," under Mr. Krabbé, left us for Griffith's Island, taking back from the "True Blue," John Marshall, A.B., who had been severely frost-bitten in the feet on the preceding Monday night; from his kindness I obtained a tallow lamp and a small kettle, (with which, thanks to the forethought of Captain Austin, he had been provided,) this I found very useful. We then buried the India-rubber boats under a very conspicuous peaked cliff of red sandstone, about midway between the cape and the bluff at the N.N.W. termination of the high land.

11 p m  
Wind, W S W. 7 9 b g  
Ther in tent, —21°  
" outside, —27°

The wind this evening blew completely through the after end of the tent; the cold was so intense, that, although in my bag, my chronometer, which was in an inside pocket, stopped, so that after this its only use was as a timepiece.

*Thursday, 24th April.*—The weather cleared up and the wind moderated towards evening. We were detained 68 hours by bad weather.

Encamped, noon  
Wind, W S.W. 6 b g  
Ther inside, —4°.  
" outside, —11°.

Encamped, 68h.  
Detained by bad weather.  
On march, 8. 30.  
Wind, W.S.W. 3. o. m.  
Ther. outside,  $-7^{\circ}$ .

Luncheon, 1 a.m.  
Ther.  $-8^{\circ}$ .

Encamped.  
Miles walked, 7½.  
Hours under weigh, 7½.  
Encamped, 13.  
6 p.m. read prayers.  
Wind, calm, o. b. c.  
Ther. in tent,  $+40^{\circ}$ .

On march, 6. 30.  
Encamped, 11 p.m.  
Ther.  $-24^{\circ}$ .  
Miles walked, 4.  
Hours under weigh, 4½.

Encamped, 8h.  
On march, 7 a.m.  
Calm, o. b. c.  
Luncheon, 11. 30 a.m.  
Ther.  $-6^{\circ}$ .  
Lat. mer. alt.  $74^{\circ} 4'$ .  
Var.  $167^{\circ} W$ .

On march, 1 p.m.  
Encamped, 5 p. m.  
Miles travelled, 9.  
Hours under weigh, 8½.

Encamped, 14h.  
On march, 7 a.m.  
Ther. in tent,  $-15^{\circ}$ .  
" outside,  $-25^{\circ}$ .  
Lunch, 12. 30. p.m.  
Ther. in sun,  $0^{\circ}$ .  
" in shade,  $-15^{\circ}$ .

On march.

Encamped.  
Miles walked, 9.  
Hours under weigh, 9.  
Ther. in tent,  $+14^{\circ}$ .  
Encamped, 3 a.m.  
Ther. inside,  $-5^{\circ}$ .  
" outside,  $-34^{\circ}$ .  
Encamped, 17h.

On march, 10 a.m.  
Luncheon.  
Wind, W.S.W. 1. b. c.  
Ther. in shade,  $-2^{\circ}$ .  
Encamped.  
Miles walked, 6.  
Hours travelled, 7½.  
Thermometer during night,  
outside  $-5^{\circ}$  to  $-27^{\circ}$ ; inside  
 $+5$  to  $-15^{\circ}$ .

Encamped, 13½ hours.  
On march.  
Wind, S.W. 2. b. c.

## EIGHTH MARCH.

Lieutenant Browne, with Her Majesty's Sledge "Enterprize," parted company, and proceeded towards the cape. 8.30. started, recrossed the hummocks, and travelled along the floe at the edge of them; travelling fair.

*Friday, 25th April.*—1 A.M. pitched tent for lunch; started at 2.15. The confinement to the tents to which we had lately been subjected evidently produced a bad effect on the men, as they were more fagged than on previous occasions with harder work. Camped at 5.30. A.M.

## NINTH MARCH.

6.30 P.M. started; Mr. Ede and myself went inshore to look for traces, while the sledges crossed the bays. The land trending W. by S. rising gradually from the floe, is covered with snow 3 or 4 feet deep. Returned at 11 P.M.; found the party camped in consequence of the thermometer having fallen from zero to  $-24$  in half an hour; one of my men was slightly frost-bitten in the feet, fortunately he soon recovered.

## TENTH MARCH.

*Saturday, 26th April.*—In consequence of the low temperatures at night, Captain Ommanney determined on travelling by day; we accordingly started at 7 A.M.; floe good, heavy hummocks close in shore; land the same as before. 11.30. pitched tents for lunch. I found my artificial horizon, one on the same principle as Lieut. Browne's, for which I am indebted to the kindness of Messrs. May and Harwood, was, from some error in its construction, useless; having been made the day before we started, I had not had an opportunity of trying it; one very great objection to the principle is the difficulty in levelling them correctly in cold weather. Started at 1 P.M., floe tolerable, land gradually becoming lower and more shelving; no appearance of hills inland. Camped at 5 P.M.

## ELEVENTH MARCH.

*Sunday, 27th April.*—Mercury froze during the night, and contracted to  $-44^{\circ}$ .

7. Started; found the floe very uneven. Two officers inshore looking for traces. 12.30 P.M. lunched.

1.30 P.M. Started in company with Ede, and went inshore. Observed an island, discovered on the preceding day by Captain Ommanney, bearing N.W., and high land to the W.S.W. apparently a long way off; we also saw many traces of foxes and hares; the land trended more to the S.W., and was very low. From the appearance of the hummocks I should be inclined to think that the water must be very shoal off this part of the coast, and that the floe is of some age. The land was covered with snow of some depth; occasionally a little moss was seen, but none that would assist us to eke out our fuel. We returned at 5 P.M. after an unsuccessful search. Camped at 5 P.M.

## TWELFTH MARCH.

*Monday, 28th April.*—Received two days and a half provisions from Her Majesty's Sledge "Inflexible," Mr. Ede in charge. Sent George Francis, R.M., back by him, his finger having been badly frost-bitten, receiving William Caldwell (armourer) in his place. After exchanging three hearty cheers, he parted company on his return to the squadron. We started at 10 A.M. At 12 we entered a heavy chain of grounded hummocks. 12.30. pitched the tents for lunch. 1.30. started. Lieutenant Meham and myself went inshore; we found that the hummocks were smaller, and the floe smoother inshore. Returned, and camped at 6.15., having made but little progress, on account of the heavy hummocks; "One, two, three,—haul," being the constant cry all day. Land observed to the W.S.W.

## THIRTEENTH MARCH.

*Tuesday, 29th April.*—7.45. started among the same hummocks as we were in yesterday, and made for the shore to avoid them. 12.30. pitched tents for lunch. 1.30. started, the work becoming lighter as we neared the

shore, which we reached at 2.30. The travelling along shore was much better; the land was low, covered with snow, trended to the S.W. Camped 6.30. Most of the men complained of their eyes, the glare of the afternoon sun was very strong.

*Wednesday, 30th April.*—Early in the morning I was obliged to drop wine of opium into, and bandage, the eyes of two of my men. 7.30 A.M. sent the hands out to bury the dépôts; buried them on a limestone terrace, about 60 yards from the beach. Two cairns about 7 feet high were built about 20 yards apart; another cairn, smaller than the former, was built on another terrace about 200 yards higher up the beach. Of the security of these dépôts we were quite satisfied, as the dogs, after smelling about for some time, left the cairns apparently satisfied that there was nothing in them. We were obliged to send the men to the tents on account of the snow blindness. Lieutenant Osborn and two of his men were perfectly blind; another of his men had a very severe attack of diarrhœa. The total number of sick was seventeen; 15 with snow blindness, 1 diarrhœa, 1 frost-bitten toe, but not severely. We took advantage of our compulsory stoppage to dry our robes and blankets, &c. which were quite saturated. After luncheon Captain Ommanney, Lieutenant Mecham, and myself went up the hills, when we discovered a deep inlet, about 12' or 14' deep, and 3' or 4' broad. Our dépôt was buried on the eastern point of this inlet, so that no one could possibly miss the dépôt. This inlet ran up in a S.E. and N.W. direction; the land at the head ran apparently in a S.W. and N.E. direction; there also appeared to be a deep bay or inlet at the head of the large inlet. The floe was very hummocky and uneven, apparently of some age. We enjoyed a cup of hot tea after our fatiguing walk.

Luncheon, 12 30 p m  
Ther in shade, —1°  
Encamped, 6 30 p m  
Miles travelled, 9.  
Hours under weigh, 9½  
9 p m  
Wind, S.E. 5 c

Encamped  
Ther during night, inside —5°  
to +20°, outside, —15°.

Dépôt.  
Lat. 73° 57' N.  
Long 99° 40' W.  
Sights were taken by Captain  
Ommanney  
Encamped

Noon,  
Wind, S.W. 2 b c  
Ther in sun, +25°  
in shade, —5°.

*Thursday, 1st May.*—Sent the people out in the forenoon to build the small cairn higher. Kept all hands in during the afternoon. At 7 P.M. accompanied Lieutenant Mecham with a party of men to assist him, he having been sent with a made-up crew of sound men, and four days provisions, to explore the inlet. We returned at midnight, and found the thermometer had risen to —13°; the wind unfortunately had freshened, with every appearance of a coming gale.

Encamped, 8 a.m  
Calm, o b c  
Ther in shade, —13°  
in tent, +18°.

*Friday, 2d May.*—A heavy gale of wind from the S.E. prevented our moving from the tents.

Midnight  
Ther —13°  
Wind, S E 4 c. q  
Ther in tent, +4° to +14°  
Wind, S E 7. o m. q

*Saturday, 3d May.*—The wind gradually died away during the evening.

*Sunday, 4th May.*—We were delighted on turning out to find a beautiful day. The thermometer rose for the first time since Wednesday, 23d April, above the freezing point inside the tent. I was very glad to find all our snow-blind men had recovered. A ptarmigan was shot in the forenoon; we opened the crop, and found the contents consisting of willow buds, very good indeed. Our sledge being completely buried in the drift, we dug her out, and then supplied Lieutenant Osborn with 10 days provisions, completing him to 37½ days. We then made some water and all hands enjoyed a good wash. Captain Ommanney read divine service to all hands on the floe. All hands turned in for the afternoon, preparatory to recommencing night marching.

8 a.m  
Calm, o b c.  
Ther inside, +13°  
outside, +3°.

Encamped.

Divine service  
Noon, ther. +20°

#### RETURNING TO SQUADRON.

##### FIRST MARCH.

Received despatches and orders from Captain Ommanney, and after a detention of 120 hours, partly from snow blindness, partly from bad weather, I parted company from Captain Ommanney and Lieutenant Osborn, leaving all of them in good health and spirits. I followed the trendings of the coast, to keep clear of the heavy grounded hummocks we had previously passed through; the misty weather rendered this a difficult task, from the difficulty in distinguishing the land from the floe, till we found ourselves amongst the hummocks.

*Monday, 5th May.*—12.30. Pitched tent for luncheon. 1.30. started; obliged to follow the land as before lunch. 4.45. camped on the floe half a mile off shore. While the men were pitching I went inshore to examine

Encamped 120h Detained by  
snow blindness and bad weather  
On march, 7 30 p m.  
S W. 3 o g m s  
Orders from Capt. Ommanney  
that, in pursuance of directions  
from Capt H T. Austin, C B.  
I was to search Young Island  
and the east coast of Lowther  
Island.

Luncheon, 12 30  
Wind, S.W. 3. o g. m s  
Ther. —2°  
On march, 1. 30  
Encamped.

Miles walked, 18  
Hours under weigh, 8½

Encamped, 13¼h  
On march, 6 p m  
Wind, N W 2 b c

Luncheon, 11 30  
Ther —12°

On march

Encamped  
Miles walked, 15  
Hours under weigh, 9½

Encamped, 15h  
On march  
Wind, N W 4 6 o m q

Luncheon  
Wind, N W 2 o m q

On march  
Encamped  
Wind, 0 o m q  
Miles walked, 9  
Hours under weigh, 9½  
Distance made good, 7  
Searching Young Island

Encamped

Searching Young Island

Midnight  
Wind, S S W 7 9 o m g

Searching Young Island

Description of Young Island

the floe to seaward. I was glad to find it was smooth enough to allow us to steer a course for Young Island.

### SECOND MARCH.

Read prayers; started at 6 P.M., steering N.N. by E. Our progress was somewhat retarded by the ridges of snow, caused by the late gale. I should think floe was of an old formation. Passed about 10 miles off the island discovered on the 26th of April. 11.30. pitched tent for luncheon.

*Tuesday, 6th May.*—12.30. A.M. Started; a great deal of refraction to the northward and westward. Floe the same as before luncheon. 4.30. camped; observed Lowther Island bearing N.E. One of my men broke the thermometer.

### THIRD MARCH.

7.30 P.M. Started, weather too thick to see 100 yards ahead; it cleared up a little at 11 P.M. Observed Lowther Island N.E., Cape Walker S.E. The floe was tolerable; the sastrugœ ran in a N.W. and S.E. direction, showing that the prevailing winds were the same as we had experienced during the winter. From the thickness of the weather I found it of very great assistance in steering my course.

*Wednesday, 7th May.*—Pitched tent for luncheon at 12.15. Whilst at luncheon, the weather clearing up a little, fortunately enabled me to see Young Island about 2 miles to the N.W. 1.30. started. 3.15 camped on Young Island; before reaching the land we had to pass through half a mile of hummocks, none of them of any great size. While the men were pitching the tent I went inland to examine it and lay out my plans for a search on the morrow; returned to the tent at 4.30. While at dinner a female bear and two cubs paid us a visit, but would not come close enough for us to have a shot at them.

I turned out at 2 P.M., intending to explore the island before breakfast; but the glare being too strong to expose my men to, four of them having so recently recovered from snow blindness, I deferred it till evening. At 5.30 P.M., accompanied by two men, I started round the north side of the island, sending my captain of the sledge, with two men, round the other side, intending to meet them and cross the island and return to the tents by lunch time. I followed the coast line for about three hours, when the mist became so dense as to prevent us seeing more than a few yards, and we were unable to follow it any longer. We at last found ourselves in the middle of the island; with some difficulty I found my way back to the tent at 11.30. The breeze having freshened to a gale, accompanied by a thick dust and mist, with no signs of the other party, I began to feel very anxious about them, fearing they might have lost their way and got on the floe.

*Thursday, 8th May.*—The mist clearing up a little, at 2 A.M., accompanied by one man, who had not been out before, I went in the same direction as the missing men had gone in, hoping to find some traces of them, and as they had been some time absent I took their grog and some biscuit with me. My search was a fruitless one; I returned to the tent at 4.15. A.M., and about five minutes after my fears were removed by the return of the three men. It appears they saw me when I turned back, and fired a musket to attract my attention; fortunately they had seen me, and by following my traces found their way back, having been eleven hours away from the tent. It is with feelings of sorrow that I have to report that this search for our gallant comrades was as unsuccessful as the former ones. The following description of Young Island is partly from my own observations and partly from the report of the three men who were sent the other way, and came to my footsteps where I had struck off from the coast, and by which they were misled. The very misty state of the weather prevented my taking any bearings, or doing anything in the way of surveying.

*Young Island.*—The island must be about 9 or 10 miles in circumference, judging from the time we were walking, and not more than 4 broad at any part. The south end is narrow, gradually becoming broader towards the northern side. As far as I could judge, it was full of bays and

small inlets, heavy hummocks off the north side extending about two miles off shore. The rest of the coast was pretty free from hummocks, except tidal ones. The land is a series of limestone terraces, rising very gradually from the sea; the summit is not more than 60 feet above the level of the sea. The middle of the island appears to be a kind of sunken plain, covered with deep snow. The men thought themselves on the floe for some time, as not a patch of stone could be seen. There were no grounded hummocks to denote shoal water, though, from the appearance of the land, I should have fancied there would have been.

Noon,  
Wind S S W 7 9 o g.

#### FOURTH MARCH.

All hands slept well after the fatigues of the preceding night. We started at 7 P.M. under sail; the weather very thick and misty; the wind was so strong that two men were obliged to sit on the sledge to prevent it running ahead of the men. We cleared the heavy hummocks off the north coast of the island about 9 P.M. The chain appeared to run to the southward and eastward for some distance. After clearing the hummocks we entered on a tolerably smooth floe. I should imagine it to be an old one. At 10 P.M. the mist cleared off. I perceived Lowther Island right ahead. Steered for a bluff headland, which I imagined must be the S.W. point.

Encamped, 39½h  
Searching Young Island  
On march, 7  
Wind, S S W 7 9 o m g

Midnight. Lunched, without pitching the tent; we found it cold work.

Luncheon, midnight.  
Wind, S W 5 b c

*Friday, 9th May.*—Started at 12.30., the breeze still continuing fresh enough to afford very material assistance; the floe same as before. On closing the land I observed a beach between the point I had been steering for and another to S.E.; for the centre of this beach I steered. At 3.30. I saw a small cairn, with a flag flying. I steered for this, and crossing some heavy hummocks, camped on Lowther Island at 4 A.M. I then walked up to the cairn, and found that the depôt was buried beneath it. Of the excellent position of the depôt, I need say no more than that any party coming from Young Island could not possibly miss it in calm weather, if clear. The men were tired at the quick pace we had crossed, having done 21 miles in 8½ hours, and only three stoppages were made. Numerous bear tracks having been seen on the floe, I was glad to find, after a strict examination of the land near the depôt, that there was no appearance of any of those animals near it. I left a record of my visit, and having sufficient provisions to carry me back to the squadron, I did not disturb the depôt

On march

Encamped, 4 a.m.  
Miles walked, 21  
Hours under weigh, 8½

At depôt on Lowther Island

Deposited record of visit

#### FIFTH MARCH.

Started at 7.30 P.M. While the sledge went round the coast, I went up the hills, hoping that my search might be more successful than previous ones had been. The land at the S.E. part of the island rises very abruptly from the sea, at one part in perpendicular cliffs, about 300 feet high, with limestone terraces of 50 yards broad between the foot of them and the floe. It appears to be of limestone formation. I saw very little vegetation; a solitary hare's track was the only sign of animal life. I returned to the sledge at 9.30 P.M., sending it across the bays while I walked round the beach. After passing the cliffs before mentioned, the land gradually lowers, and again becomes steeper towards the north end; the N.E. end, like the S.W., terminates in a bold bluff. The weather became misty soon after parting from the depôt. As near as I could judge from the sun, my compass being useless, the land, after passing the S.E. point, trended N.E. for four miles, then N.E. by N. three miles, then N.N.E. four miles, after which it ran to the northward and westward. The east coast is full of small bays and indentations. The hummocks are inconsiderable, extending only a short distance off shore. About four miles off shore there is a large bank of heavy hummocks, apparently aground. From their appearance I should imagine they must denote the existence of shoal water.

Encamped, 15½h  
On march, 7 30.  
Wind, S W 3 o m

On march

Searching east coast of Lowther Island.

*Saturday, 10th May.*—12.45. Pitched tent for lunch. 1.30. started. The weather coming on too thick to see our way, we camped at 5 A.M.

Luncheon, 12 45 a.m.  
Wind, S W 3 o m  
On march, 1 30  
Encamped, 5 a.m.  
Miles walked, 13.  
Hours under weigh, 8½

#### SIXTH MARCH.

7 P.M. Started. Examined as far as the north bluff, without discovering any traces. Returned at 8.30. to the sledge; built a cairn, and left a

Read prayers  
On march, 7 p.m.  
Wind W 2 o m.  
Encamped, 14h.

On march for Griffith's Island record of my search. 9 P.M. started for Griffith's Island. We avoided the heavy hummocks which extend for a considerable distance off the north and N.E. coast, and entered on a beautifully level floe. Weather thick and misty.

Lunch, 12 15  
Encamped, 5 4 m  
Miles travelled, 15  
Hours under weigh, 9½

*Sunday, 11th May*—12 15. the weather was warm enough to allow us to lunch without pitching the tent. 1. started. Floe good. 5. camped. N.W. bluff of Griffith's E.S.E ; Brown Island N.E. by E.

## SEVENTH MARCH

Read prayers  
On march, 7 p m  
Wind N W 2 0 m  
Encamped, 1 th

Started at 7 P.M. About a mile from the encampment we entered a range of hummocks, which appeared to run in a N.E. direction towards Brown Island. For about two miles they were heavy, and would be impassable for a heavy sledge. These hummocks, I should think, were caused by the young floe coming in collision with the old.

Lunch 12½ 20m  
On march, 1 30

*Monday, 12th May.*—At 12. 20. lunched without pitching tent. Started at 1. 30. Saw five bears off the east point of Lowther Island, and one to the westward. The men worked very hard all night, endeavouring to reach Griffith's Island by morning; but the hummocks we fell in with, and did not clear till we came to the old floe, prevented us, and at 4. 45. we camped about 4 miles from the N.W. bluff. As an example of the curious effects of optical deception in these regions, about an hour before encamping I saw a black object on the floe, some distance off; this I at first took for a bear, although it looked too large; latterly I began to take it for a tent; when we stopped, several of the men looked at it through the glass, and as they agreed with me in thinking it was a tent, I immediately started off for it, looking round repeatedly at my own tent, and comparing the two appearances; I was convinced that I was right, nor was it till I had got within a hundred yards of it that I perceived it was the shade thrown on a hummock, the indistinct light which prevailed at the time rendering the appearance still more deceiving.

Encamped, 4 45  
Miles walked 9  
Hours under weigh, 8½

## EIGHTH MARCH.

Read prayers, 7  
On march, 8

Started at 8 P.M.; heavy hummocks for the first mile, all apparently old floe; after passing through them we got on the old floe off Griffith's Island.

We sighted the ships at 11. 45.

Arrival at ship

*Tuesday, 13th.*—Went ahead of the sledge to report my arrival. Met Captain Austin at 1 A.M., by whom I was cordially received; his first anxious questions after the health, spirits, and conduct of my crew, I was able to answer most satisfactorily to him; his next, after tidings of our missing countrymen, I was sorry not to be able to give an answer to. I then accompanied him to the sledge, when, after inquiring from each man how he was, he complimented them all on their general good conduct, cheerfulness, and alacrity they had displayed under all circumstances. We arrived at the ship at 1. 30 A.M., where we received a hearty welcome from all hands.

In conclusion, I can only add, that the conduct of the men from the time we left the squadron till my return was most satisfactory, never in any instance having to find fault; nothing could surpass the friendly and obliging manner they showed towards one another, or their civility and respectful manner to myself; and if ever I have the good fortune to belong to another party, I would choose the same men as I had before.

(Signed) R. VESEY HAMILTON,  
Mate, &c.

Date.	Hours under weigh	Distance travelled.	Remarks on the outward March
April 16th - -	4 00	5	
" 17th - -	7.30	6½	
" 18th - -	8 15	10	
" 19th - -	9.10	10	
" 20th - -	9.10	12	
" 21st - -	5 20	5	Arrived at Cape Walker
" 21st to 25th -	68 detained	- -	Detained by bad weather.
" 25th - -	7.45	7½	Departed from Cape Walker, Lieut. Brown parted company.
" 25th P.M. - -	4.30	4	
" 26th - -	8.30	9	In consequence of the sudden fall of temperature, Captain Ommanney changed travelling to day instead of night.
" 27th - -	9.00	9	
" 28th - -	7.15	6	
" 29th - -	9.45	9	
Total - -	90 10	93	
" 29th to 4th of May	120 detained	- -	Detained by snow blindness and bad weather, Lieut. Mecham being detached to explore an inlet discovered on the 30th of April.

Date.	Hours under weigh	Distance travelled	Remarks on our return March to Squadron
May 5th - -	8.15	13	
" 6th - -	9 30	15 { made } 13 good }	
" 7th - -	6.45	9 do 7	
" 8th - -	Detained - -	- -	Exploring Young Island
" 9th - -	8 30	21	Arrived at Lowther Island.
" 10th - -	8 45	13	Searching east coast of Lowther Island.
" 11th - -	9 15	15	Left Lowther Island.
" 12th - -	8 30	9	
" 13th - -	5 30	10	Arrived at squadron.
Total - -	65 10	105	
Outward - -	90 10	93	
Total of both marches	155 20	198	

No. of hours detained by weather and snow blindness	- -	188
Exploring Young Island	- - - -	39½
Encamped for rest	- - - -	626
Encamped for luncheon	- - - -	24

## REMARKS ON EQUIPMENT.

The tents are too small; mine was enlarged on board for 8 men, and would answer very well for 7; those made on board the ship appear to have answered well. A pocket at the after end of the tent would be a great convenience for the officer of the party to put his compass, thermometer, &c. in. Doubling the after part of tent about half way up would keep out the wind very much.

Clothing is quite sufficient, except for the feet. The canvass boots answered well during the warm weather, but in the cold weather we experienced deer skin mocassins would be advisable; they should be made of a large size, so that a sufficient quantity of woollen articles could be put on inside them.

Spectacles would be very desirable, for notwithstanding the men wore their veils, several were snow blind, whilst none of those who wore spectacles suffered any inconvenience.

Cooking apparatus ought to be very much stronger; everything should be rivetted, the solder of the kettles having melted; the pattern of the kettles is very good, but they are too small for eight men. The stew-pans are just half large enough; we were always obliged to have both the spirit and tallow lamp in use at the same time for dinner.

Tents.

Clothing

Spectacles

Cooking Apparatus.



- Provisions      Sufficient, except bread, which might be increased to 1 lb., in which case, I think, pemmican might be reduced to 10 oz. Tea at night when confined to the tent, from bad weather or other causes, much appreciated
- Blanket bags    The ship's blankets, of which my bags were made, are not thick enough for a longer period than a month, several of mine when I returned had holes in them, and they were all worn very thin.
- Floor-cloth     The damp struck through the floor-cloths when pitched on soft snow, in consequence of the heat of the body thawing the snow; but as they were made of good mackintosh, I think the damp would strike through anything we could substitute for them. When fitted as sails they were of very great assistance.
- Sledge-Brushes   Sledges answered admirably, nothing could have been better. The coir brushes were of very little good, mine and several others only lasted 5 or 6 days; they are too brittle for frosty . Large clothes brushes appeared to answer very well.
- Robes            I think buffalo robes would be preferable to the wolf skin; had one sewn on to my robes, which dried sooner, and took longer to become saturated than the wolf skins, besides being very much more durable.
- Knapsack        Knapsacks are very superior to the haversacks, not only from their larger size, but being fastened more securely are not so liable to be filled with drift, and in case of being obliged to abandon the sledge, are much better to carry than a haversack.

(Signed)      R. VESEY HAMILTON,  
Mate, &c.

Captain AUSTIN to Mr. VESEY HAMILTON, Mate, Her Majesty's Ship  
"Assistance," late in command of the sledge "Adventure."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,  
2d June 1851.

Sir,

I have to acknowledge the receipt of your journal of proceedings whilst in command of the sledge "Adventure," between the 15th of April and 13th of May last

Captain Ommanney has informed me, that while with him your conduct was "zealous and active;" which, coupled with the manner in which you performed the service intrusted to you after being detached, entitles you to my full approbation.

The circumstance of your having brought your men back with but one simple casualty of snow blindness, evinces care and attention.

I am much pleased with the account you are able to give of the conduct of your crew, which has been made known to them.

I am, &c.

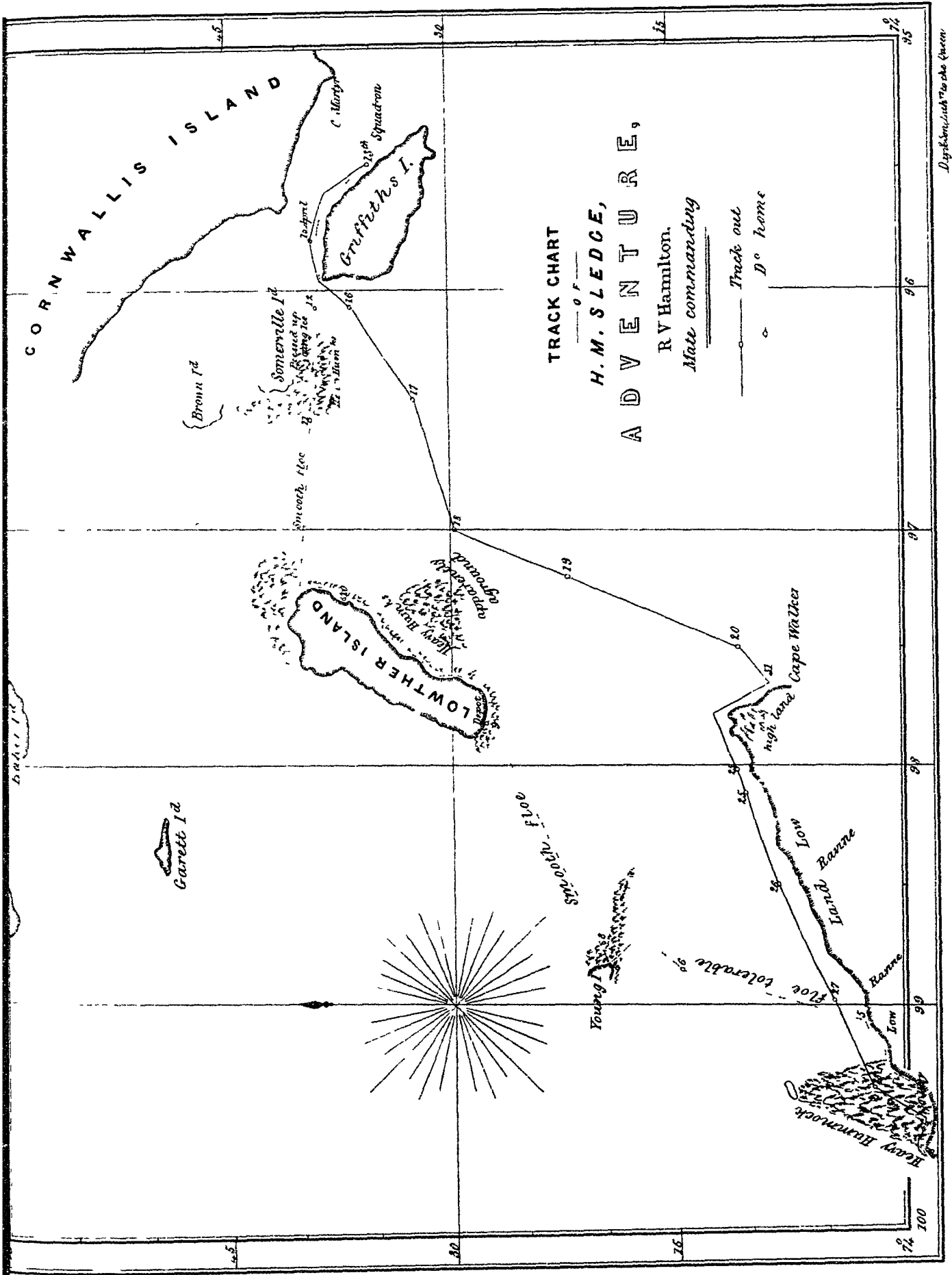
(Signed)      HORATIO T. AUSTIN,  
Captain, &c.

Enclosure 14 of No. 11 of 1851.

Captain AUSTIN to Lieutenant ALDRICH of Her Majesty's Ship "Resolute,"  
in command of the "Northern Branch, Western Division."

By Horatio T. Austin, Esquire, C. B., Captain of Her Majesty's  
Ship "Resolute," and in charge of an Expedition to the Arctic  
Seas.

Looking to the importance of a search along the southern and western shores of Bathurst Island, of the unexplored part between it and Byam Martin Island, and to the northward should any opening present itself up which it may appear probable for one of the missing ships to have proceeded, as also (should your resources admit) of an examination of the southern and western shores of Byam Martin Island, and that such search should be proceeded with at the same period as those in other directions of which you are fully cognizant, I comply with your earnest desire to be employed therein; besides which, your seniority in the expedition, your



Digitized by the Queen

lengthened experience as an officer, and your efforts in the autumn of last year to advance a depôt beyond Somerville Island, all tend to give me confidence in your judgment and prudence when placing this unexplored part in your hands.

You will therefore take under your command the officer and men (increased one man to provide for a casualty) named in the Appendix hereunto attached, who one and all have volunteered and been chiefly selected by yourself for this service, and who with their sledges have been under your control for preparation and equipment since the 10th ultimo, and, as soon as in every respect complete and ready, proceed by such route as you think most direct to the nearest point of the southern shore of Bathurst Island, where your allotted duties will commence.

As the Melville Island party will proceed to their depôt, already advanced somewhat to the eastward of your track, and a small party will also examine your depôt and that of the "Western Branch," with the unknown part between Cornwallis and Bathurst Islands, you will have reason to consider everything in your rear accomplished; so that you will have full scope for your energy, and the confidence of medical aid, and a most important party behind, until reaching the point where a change of direction becomes absolutely necessary.

Although the two distinct "branches," proceeding for a period in the same direction, are not compelled to keep company, yet I must remind you of the importance of a communication being available up to the latest period, without affecting the true object of either. However, it is not expected that the party for the most extended distance will check its advance. Having expressed these views, I leave the rest to yourself and Lieutenant M'Clintock, believing that both are equally desirous to carry out my wishes.

You having reached such point beyond which your resources would not be aided by the limited party, you will direct its return, first completing your own therefrom; at which period there is reason to hope that sufficient will be known of the strength and capability of every one to leave little in doubt on that head, taking care that the resources of the returning sledge are adequate to ensure its reaching the ship in safety, and acquainting me, or (if more convenient) stating verbally but carefully to the officer for my information, your anticipations of the extent of search you may be able to accomplish, and the probable date of your return.

I wish one of the printed notices with which you are supplied deposited each day near your encampment.

You and the officer with you will keep a journal of your proceedings, and a track of your route, for transmission to me.

Should you come upon any prominent points of land not already laid down, it is desirable that they should be fixed, and a number or letter only given for distinction, as also that such observations, sketches of headlands, &c. should be made as circumstances will permit, which, with the data from which the results will have been deduced, you will transmit to me as soon as convenient after your return. You will, however, distinctly understand, that discoveries and observations are wholly secondary to the great object of our mission,—*the most active, earnest, and persevering search for our missing countrymen*, any of whom should you have the happiness to meet, and they be unable to return with you, must be impressed with the assurance that no human effort shall be wanting to give them succour and relief.

In the event of casualty arising to yourself before separation from your limited party, you are referred to the provision made in the Appendix before mentioned.

I consider it advisable to impress upon you, that in the event of your depositing depôts of provisions at different stages to provide for your return, how important it is that they should be so arranged, with regard to proportion and distance, as to ensure a sufficient quantity being always at command in the event of unforeseen detention.

I must also express my conviction of every possible care being necessary to preserve the eyes from snow blindness and the feet from chafe, as

also of the advantage to be derived under present circumstances from eating sorrel, if such can be obtained.

It now only remains for me to direct your attention to the following points; viz.

First,—That the people, having undergone the privations consequent upon a winter passed in these regions, may not be equal to so lengthened a period of labour and further privation as if fresh from a more genial climate;

Second,—The increased labour and difficulty of travelling after thawing has commenced; and,

Third,—The uncertainty of the time at which the ice in the bays may break up.

All of which must guide you in the extent of your journey out.

Believing that all has now been done that the resources of the expedition will allow and human foresight can devise, I commend you to the care of the Great Disposer of all events, who is too wise to err and too good to be unkind, to direct, sustain, and preserve you in your undertaking of labour and privation.

Given under my hand, on board Her Majesty's ship "Resolute," at Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.

(Signed) HORATIO T. AUSTIN.

#### THE APPENDIX REFERRED TO.

##### *Extended Party.*

Provisioned and equipped for 40 days, with one runner sledge.	Lieut. Robert D Aldrich	-	-	-	Her Majesty's Ship "Resolute."
	Daniel Gough	-	-	Serjeant R.M.	
	William Coles	-	-	Gunner's mate	
	Peter Finnecey	-	-	Captain maintop	
	Robert Holly	-	-	A.B.	
	Thomas Ransom	-	-	A.B.	
	William R. Huggett	-	-	A.B.	
James Fox	-	-	A.B.		

##### *Limited Party.*

Provisioned for 40 days and equipped for 28 days, with one runner sledge.	Mr. R. B. Pearse	-	-	Mate	-	Her Majesty's Ship "Resolute."	
	James Robinson	-	-	Captain's coxswain	-		
	William Ward	-	-	A.B.	-		
	Henry Deller	-	-	A.B.	-		
	James Shingleton	-	-	A.B.	-		
	William Culver	-	-	A.B.	-		Her Majesty's Steam Tender "Pioneer."
	William George	-	-	A.B.	-		
John Harbourn	-	-	Private R.M.	-			

In the event of casualty arising to yourself before separation from your limited party, you will deliver your orders to Mr. Pearse, who will take charge and proceed in execution thereof.

(Signed) H. T. A.

#### OFFICERS and MEN composing Party.

H. M. Sledge "Lady Franklin"



Morro.—"Faithful and Firm"

Names.	Rank or Rating.	Age	Belonging to
Robert Dawes Aldrich	Lieutenant	42	"Resolute."
Daniel Gough	Serjeant R.M.	33	Do.
Tom Coles	Gunner's mate	31	Do.
Robert Holly	A.B.	29	Do.
W. R. Hoggitt	A.B.	29	Do.
Thomas Ransome	A.B.	39	Do.
James Shingleton	A.B.	21	Do.
John Harbourn	Private R.M.	25	Pioneer.

*Abstract of Orders.*

To proceed by such route as you think most direct to the nearest point of the southern shore of Bathurst Island, where your allotted duties will commence.

To search along the southern and western shores of Bathurst Island, or the unexplored part of it, between it and Byam Martin Island, and to the northward should any opening present itself up which it may appear probable for one of the missing ships to have proceeded; and, if resources admitted, to examine the southern and western shores of Byam Martin Island.

*Abstract of Journies.*

Number of days out	- - - - -	34
Ditto home	- - - - -	28
Total of hours travelled	- - - - -	308
Ditto distance estimated	- - - - -	550
Distance, direct line	- - - - -	} per chart {
Ditto point to point	- - - - -	
Ditto journies added up	- - - - -	553
Total hours encamped for rest	- - - - -	1,480
Ditto detained by weather	- - - - -	117
Mean rate travelling, per day, out	- - - - -	8.74
Ditto ditto home	- - - - -	10.65
Hourly rate of travel throughout	- - - - -	1.795

## Lieutenant ALDRICH to Captain AUSTIN.

Sir,

Her Majesty's ship "Resolute," Winter Quarters off Griffith Island. June 27th, 1851.

I have the honour and pleasing duty of reporting to you my safe arrival on board this ship at 8 h. 30 m. A.M. on Monday 16th, after an absence of 52 days, myself and party all well (with the exception perhaps of a little temporary debility).

The outline of my proceedings is as follows, and enclosed herewith is my daily diary and routine.

From the north point of Griffith Island, I continued as straight a course (N.W.) to Alison Inlet as the weather and a great quantity of rough and heavy ice would allow, passing between Somerville and Brown Islands, Lowther and Baker Islands, reaching the spot for my 1st depôt at 11 h. 30 m. P.M. Friday, 25th April, having previously in the evening fallen in with Lieutenant M'Clintock and the parties under his command, and arranged with him for meeting on the morrow.

From hence I kept the land, communicating with Lieutenant M'Clintock daily, and reaching Cape Cockburn on the 29th where I completed a 2d depôt of the most necessary articles of provision to thirteen days the two, and after a satisfactory exchange of men parted company at 11 h. P.M., when we halted for the night, and soon after lost sight of them in thick fog and dark misty weather. I had intended keeping close to Lieutenant M'Clintock, if he could have decided whether proceeding by the floe or coasting round Graham Moore Bay. The latter I considered most advisable for myself, as in the happy event of falling in with traces or evidence of the fate of our long missing countrymen the very earliest information and assistance might be given, reaching the west point of Graham Moore Bay laid down on the chart at 10 h. 30 m. P.M. 9th May, where I made my 3d and last depôt.

Reaching this cape, I proceeded alongshore and to the north-westward towards a point of high land observed in that direction many miles distant. Reaching it on the 13th, I ascended its summit to look well around for evidence of the fate or traces of those we were sent to seek. Observing more high land in the N.W. continued course in that direction, rounding an angular bay. Reached it on the 15th. Observed a continuation of land north westward. Followed its trendings as it gradually became low and very thick weather until the morning of the 18th May. During this day I walked on shore with a party again to seek and search for information, and decide

what further course to pursue. From the highest part of the land, merely a hill, I could not see further northward than 3 or 4 miles around a low point, owing to fog and mist.

Considering the land seen westward very important to touch upon, and even partially search whilst retracing our steps, being now 33 days out, moved on late at night westward for that purpose; but the weather became so bad, and the "sastragia" of Wrangel or ridges of snow, so difficult in crossing (being often two and three feet deep), that fatigue of myself and party compelled a halt after five hours march. A heavy head gale detained us here all the 19th; and as no prospect showed of its cessation, considered it my duty to bear up for my last "depôt," and devote what portion of time my resources allowed to examination of "Byam Martin Island."

Strong N.W. and fair winds carried us back on the 24th. Picked up my depôt, and crossed over to the N.W. point of the island. Continued adverse winds and bad weather quite prevented me walking round its western shore, as I had intended; and therefore sought "Parry's" place of observation on the (east) imagining some clue or information of our missing countrymen might there be found; but no sign of life or even vegetation existed, and I left it for Cape Cockburn on the 28th. Reached it and my second depôt at 2 h. A.M., 3d June.

Continuing our homeward-bound course eastward, arrived at our last depôt on the 6th, where we were delighted and grateful in finding such a valuable increase of stock in provision and other comforts, which no doubt added to the strength as well as it did the spirits of all.

From thence we kept the land, resting on it at convenient distances, and making easy marches "homeward," as you gave permission for in your letter; happily reaching the ship on the morning of the 16th June.

I feel it a pleasing duty reporting my entire satisfaction with the conduct and hearty services of all my party, and must also further commend to your notice "Sergeant Gough," for his exact attention to the care and issue of the provisions, James Shingleton (A.B.) of "Resolute," and James Harbourn (priv. R.M.) "Pioneer," for the readiness and spirit they evinced, in coming forward to join in lieu of the two men I considered it advisable sending back solely from weakness. It is singular, and I think it worthy of notice, James Shingleton has a brother and brother-in-law in Captain Collinson's expedition, a brother-in-law in the long missing one, and himself here, evincing, I think, a degree of enterprize.

It must always remain with me a source of regret it has not been my happy lot to have relieved our unfortunate countrymen, or even discovering a vestige of proof of their course and fate. Nothing I have seen can induce me to think it has been to the northward and westward. Night and morning it was my pleasure, and became my duty, seeking God's blessing and good success. I heartfully feel it has been largely bestowed on us, in the preservation of our health and strength; and with this observation I conclude,—it was always my impulse of feeling to carry out the most active, earnest, and persevering search for our missing countrymen.

I have, &c.

(Signed) ROBERT DAWES ALDRICH,  
Lieutenant.

#### Addenda to Letter, and data for observations.

The result of my search or discovery in a geographical point of view is, of there being a passage north-westward between Byam Martin and Bathurst Islands, and a continuous channel in that direction between the eastern shores visited by me and the distant land seen to the westward, (at about noon of the day I obtained my last meridian altitude of the sun, giving latitude  $76^{\circ} 01' N.$ , and longitude by account  $106^{\circ}$  west), 15 or 20 miles in breadth, and which I have stated in my report I considered to be the northern shore of Sabine or Melville Islands. My last day's travel northward then from that position was to the N. W. by W., 5h.=9 or 10 miles, with fair wind, halting two or three miles short of the extreme



north point steered for, but from which, as stated in my report, I could see nothing in any direction, owing to the thick and bad weather which followed soon after our arrival, continuing several days, also preventing any celestial observations beyond a few meridian altitudes and one good azimuth being obtained.

## Meridian altitudes observed.

Observed Altitudes $\odot$ L. L.	Azimuth.
	May 14th, 1851, in latitude $75^{\circ} 46' N.$
May 1st - - 29 44	and longitude by account $103^{\circ} 30' W.$
" 7th - - 31 21	(from Parry's west point of Graham
" 9th - - 31 52	Moore Bay), at 5h. 45m. P.M., the ob-
" 14th - - 32 45	served altitude of $\odot$ L. L. was $19^{\circ} 6'$ ,
" 15th - - 32 52	and bore by compass $E 10^{\circ} S.$ ; worked
" 16th - - 32 55	out same; return gives $169^{\circ} 55' 30''$ , east
June 2d - - 36 58	variation.

Previous to all observations the instrument, a quadrant, was adjusted, and a mean of  $+10'$  taken for all other corrections.

The chronometer watch supplied me (by Dent, 11,426) became in a few days useless, except for keeping tent times and regulations. Having been careful in regularly winding up, and not once detecting its stopping, can only attribute its great error, nearly three hours, being occasioned by the cold weather.

I feel it necessary a few observations on the floe, &c., should conclude this letter. In general it was smooth and good, excepting near prominent points; but whether this denotes open water at any distant or late period I am quite at a loss to conjecture or form any opinion on, as it equally is whether ships had passed in that direction, beyond my believing it impossible, without some vestige or proof remaining, a stone being turned, a cairn on some one spot in hundreds of miles erected, or, what is more common with us still, a cast-away "bouillie-tin," denoting a visit or route.

(Signed) ROBT. D. ALDRICH,  
Lieutenant.

REPORT of the PROCEEDINGS of Her Majesty's Sledge "Lady Franklin,"  
(Motto)—"Faithful and firm," from Tuesday P.M., 15th April 1851,  
to Monday A.M., 15th June.

## DAYS OF DETENTION and HOURS.

Date.	Hours.	Cause
April 25th - -	5	Depositing 1st depôt.
" 29th - -	5	Do. 2d do.
May 1st - -	4	Seeking brush (lost by accident), and making observations.
" 2d - -	10	Bad weather.
" 3d - -	4	Do.
" 4th - -	4	Divine service, and drying clothes.
" 8th - -	3	Bad weather.
" 10th - -	9	Do., and making last depôt.
" 11th - -	5	Divine service, and bad weather.
" 13th - -	6½	Bad weather.
" 14th - -	2	Examination of land.
" 17th - -	4	Do., and bad weather.
" 18th - -	10	Bad weather.
" 20th - -	2½	Do.
" 21st - -	10	Do.
" 24th - -	5	Do., and picking up depôt.
" 25th - -	10	Bad weather.
" 26th - -	10	Do.
June 8th - -	4	Divine service.
" 9th - -	4	Killing and flaying a bear.



## FIRST JOURNEY.

Noon + 30° Mid + 15°  
 Southerly, snow and drift.  
 Hours travelled, 9  
 Distance, 4 miles

*Tuesday Afternoon, April 15th, 1851,* was devoted to rest and quietude preparatory to travel, and partaking of our final dinner; tea at 5h. P.M. Left our ship at 6h. 10m. for our encampment on the north point of Griffith Island, arriving at 9h. Re-arranged our sledge, partook of a little refreshment (issued extra), when all were summoned around Captain Austin, with whom a hundred stout hearts joined fervently in a solemn prayer to Almighty God for his blessing and good success; an address followed, exhorting confidence and obedience; three hearty cheers and shake of hands succeeded, and the various divisions separated, myself direct for Somerville Island, but the weather became so thick and formidable for travel by night, I determined on alteration of hours, and the south-east wind increasing to a gale soon after, we pitched for the night, just in time to escape clouds of snow drift. After prayer retired to rest.

## SECOND JOURNEY.

- 25 Noon + 20 Mid  
 Fresh, S, and drift  
 Hours travelled, 8½  
 Distance, 8 miles  
 Rest and luncheon, 15½

*Wednesday, April 16th.*—After prayer, and breakfast at 9 A.M., proceeded with wind fresh, southerly, snow and drift, occasionally in clouds, deep snow and rough ice principally; halted and pitched tent for luncheon at 2h. P.M. Moved on at 3h., and reached within a mile and a half or two miles of Somerville Island, where we halted at 7h., my men being very much fatigued, the small sledge apparently dragging more heavily, although with lighter load, than the "Hotspur." Partook of supper, and prayer, again just in time to avoid the effects of an almost storm. The solder of our apparatus gave way, giving some little anxiety for the future.

## THIRD JOURNEY.

Noon + 25° Mid + 14°  
 Fresh, S, and drift.  
 Hours travelled, 9½  
 Distance, 9 miles.  
 Hours of rest, &c, 14½

*Thursday, April 17th.*—Continued fresh breezes, snow and drift obscuring all, but by noon more moderate. Having partaken of breakfast and prayer, at 11h., moved on very well all day, till passing the former island (Brown's) at 8h. 30m found much rough ice, and three times double banked or moved on one at a time, a quarter of a mile a head of the other, the ease and increased rate of movement, in my opinion, keeping all in better exercise than by unpacking, nor do I consider any actual distance lost, as there was no necessity for halt at any time to gain breath or strength. Observed Lowther Island S. W. Halted at 9h. 30m., again fortunately in time to avoid bad weather, enjoying our supper, prayer, and rest.

## FOURTH JOURNEY.

Noon + 25° Mid + 20°  
 Fresh, S, and drift  
 Hours travelled, 9  
 Distance, 9 miles  
 Hours of rest, &c, 16

*Friday, April 18th.*—Good Friday morning. Blowing heavily with thick drift obscuring all, detaining us till a little past noon; then, having enjoyed our breakfast, and read the prayers and psalms for the day, moved on all in good spirits, though ice very rough, many places thrown up 20 feet in height, three times being obliged to double bank. Halted at 8h. P.M., and after our welcome supper, enjoyed our heartfelt prayer and rest. Compared with our experience last autumn, less condensation inside the tent, which I attribute to the holes made for a slight ventilation.

## FIFTH JOURNEY.

Noon + 25° Mid + 20°  
 Calm, light east airs, thick mist  
 Hours travelled, 9½  
 Distance, 9 miles  
 Hours of rest, &c, 11½

*Saturday, April 19th.*—Rose to prayer and breakfast at 10h., and moved on soon after, all well and in good spirits, but two evidently weak. The cheering sun broke through the clouds soon after noon, but all else obscured, making the rough ice very formidable for passing through; 3h; observed; Brown Island N. E.; Lowther Island, S.; and soon after thick fog and haze obscured all. Halted at 10h., the men rather fatigued, but supper and prayer soon revived all, and slept soundly, judging by sound as evidence.

## SIXTH JOURNEY.

Noon + 20° Mid + 19°  
 Air light, P.M. Fresh, north,  
 snow and drift  
 Hours travelled, 7  
 Distance, 7 miles  
 Hours of rest, 17

*Sunday, 20th April.*—Easter Sunday. Thick hazy weather, all obscured but the sun at a little past noon. Performed divine service for the day, a little after breakfast, at 1h., moving on at 1h. P.M., being obliged to walk

backwards to keep the sledges in a line of march per compass, with myself ahead, which I found most fatiguing to mind and body. However, circumstances admitted of no delay, the floe being tolerably good some distance; but the weather again becoming bad, halted at 8h. 30m., being almost blinded by sleet, snow, and the perfect nothingness for the eye to rest on, which all found much more trying than the brightest sun. After supper, evening prayers and psalm for the day. All enjoyed rest and sleep.

## SEVENTH JOURNEY.

*Monday, 21st April.*—Fresh N.W. gales, snow and drift obscuring all but the sun. Noon, the weather cleared up beautifully fine; observed the main land, Garrett Island, N.N.W., Lowther Island, S. by E. All in good spirits, proceeding rapidly, but fresh N.W. breezes in the evening produced several frostbites. Temperature suddenly falling to  $-19^{\circ}$ , halted a little before midnight, to rub out bites by friction and early attention to warmth in blanket bag, enjoying our supper and prayer.

Noon  $-1^{\circ}$  Mid.  $-19^{\circ}$ .  
Fresh, N.W. gales and drift.  
Hours travelled, 10  
Distance, 9 miles  
Hours of rest, 14.

## EIGHTH JOURNEY.

*Tuesday, 22d April.*—A beautiful calm forenoon. Rose to breakfast and prayer 1h. P.M. Proceeded at 2h. towards Allison Inlet. 3h. the weather became very thick and hazy, sun and all obscured; our difficulty of travel also much increased by a continuation of heavy rough ice. 4h. wind N.W., light and fresh, with drift being ahead, making it severe work, and a great many face and hand frostbites was the consequence. 6h. luncheon, and again moved on at 7h., finally halting for the night at 10h P.M. Cold weather of the night much delayed our supper in cooking, but by midnight afterwards enjoyed our prayer and rest.

Noon  $-8^{\circ}$  Mid  $-26^{\circ}$   
Calm, fresh, N W drift, &c  
Hours travelled, 7  
Distance, 8 miles  
Hours of rest, 17

## NINTH JOURNEY.

*Wednesday, 23d.*—A fine morning. Prayers, and moved on after breakfast at 11h. 30m. Cold severe, especially with our head wind; ice also soon after became very, very rough and discouraging, being obliged to double bank till very late, but this fact in my opinion keeping all in much better exercise and warmth than by the slow single forward movement. 10h. P.M., The head wind and drift increasing rapidly, halted for the night, Garrett Island S.S.W., just visible occasionally. Enjoyed our hearty and welcome supper, prayers, and bed, but some complaining of cold.

Noon  $-24^{\circ}$  Mid  $-27^{\circ}$ .  
Calm, light, and fresh, N.W.  
Hours travelled, 9½.  
Distance, 7.  
Hours of rest, &c., 14½

## TENTH JOURNEY.

*24th April.*—Fresh N.W. breezes and squally, threatening the safety of the tent and our comfort. Rose to prayer and breakfast at noon, but could not proceed until wind and weather moderated. Suddenly at 5h. it ceased. Made a hasty luncheon, and proceeded till the weather again became most trying, and party fatigued, with some ugly-looking frost-bites, yet all in good spirits. Halted in consequence at 10h. 30m.; but at midnight temperature suddenly rose, and after prayer and supper all slept soundly.

Noon  $-25^{\circ}$  Mid  $-5^{\circ}$   
Fresh, moderate, and light,  
northerly  
Hours travelled, 4½  
Distance, 6 miles.  
Hours of rest, &c., 19½

## ELEVENTH JOURNEY.

*25th April.*—Winds light and southerly, with snow. 10h. rose to breakfast and prayer. Clearing a little towards noon, proceeded tolerably well through a little better ice than usual. 5h. 30m. observed the parties under Lieutenant M'Clintock to the northward, and in shore of us. Communicated at 7h., and agreed on the meeting to-morrow, as I had fixed on a well-defined high land ahead, supposed Allison Inlet, for depositing my first portion of provisions, and it being still some miles distant, and necessary to reach it to-night, did not halt till 11h. 45m., all much fatigued, having dragged, without time of stoppage, eleven hours. Had a hearty supper. Made arrangement for early rising, and digging hole for the depôt, to-morrow. Prayer, and enjoyed our night's rest.

Temp varying all day  
Noon  $+23^{\circ}$  Mid.  $+25^{\circ}$ .  
Air light, southerly, snow  
P.M., light northerly  
Hours travelled, 11  
Distance, 14 miles.  
Hours of rest, 13

## TWELFTH JOURNEY, AND MAKING FIRST DEPÔT.

*Saturday, 26th.*—Rose at 8h. A.M., and both crews proceeded on shore (excepting the cooks of each), and one man to square off, to dig hole until breakfast was ready. Found it most formidable work, but by frequent spell

Noon  $-24^{\circ}$  Mid  $-28^{\circ}$ .  
Moderate and fresh, north, fine  
but misty occasionally.  
Hours travelled, 7.

Distance, 8 miles  
Detention, 4 h., forming first  
depôt  
Hours of rest, 17

or change of hands progressed tolerably well. Breakfast, and prayer at 10h., returning to the shore, when finished, at 11h.: Completed our important job by 1h. P.M. Went off to luncheon, and broke up by 2h. 30m. At 6h. 30m. reached Lieut. M'Clintock's encampment, and kept company all afternoon, parting when we halted. At 11h. 30m., after rounding a bluff, saw two deer soon after (the first seen), but too wild for near approach. Temperature very low. Hastening to rest, after hearty supper and heartfelt prayer; all well.

#### THIRTEENTH JOURNEY.

Noon — 14° Mid — 36°  
Fresh N N W, P.M., calm, and  
light  
Hours travelled, 10  
Distance, 8 miles, course very  
indirect to join company  
Hours of rest, 14

*Sunday, 27th.*—Early A.M. fresh N.N.W. and misty winds, adding greatly to the already severe cold, much delaying our cooking, and freezing good grog inside the tent if not soon drank, or before the pipe was out. 11h. 30m. rose to prayer and breakfast. Did not read divine service, feeling the importance of not delaying, and meeting Lieutenant M'Clintock. Proceeded a little past noon. Saw four deer grazing, and found ourselves still on a very low ground or plain, extending many miles inland, nearly level with the sea. The difference not to be discovered but by clearing away the snow. Hauled southward to close Lieutenant M'Clintock's party. Luncheon at 6h., and proceeded soon after very well, halting at 10h. 30m., having observed the other party move seaward. Lieutenant M'Clintock visited us, and agreed on the final arrangement of the morrow, and exchange of men. Found the land much more comfortable than the floe. Prayer and supper at midnight. Weather severely cold, as per margin.

#### FOURTEENTH JOURNEY.

Noon — 16° — 20° Mid  
Calm and light, northerly  
Hours travelled, 7  
Distance, 8 miles.  
Hours of rest, &c., 17

*Monday, 28th April.*—The first general complaint of a cold comfortless night; perhaps the previous one having had a cold effect on our blanket bags. Up at 9h. 30m. to breakfast and prayer, and by 11h. were moving on. Reached Lieutenant M'Clintock's encampment at 4h. as they were breakfasting. Some preparing. Partook of our luncheon, and moved on towards Cape Cockburn, the land on which we were still being low as yesterday, and up to the cape. Stopped at 10h. 30m., party fatigued. Calm and comfortable, though temperature very low. Made preparations for separating, and limited party returning. Wrote Captain Austin and Mr. Brooman. Enjoyed supper, prayer, and rest.

#### FIFTEENTH JOURNEY.

Noon — 12° Mid — 17°  
Fresh north calm, P.M., fresh  
easterly  
Hours travelled, 6  
Distance, 8 miles.  
Detention, 5 hours, forming  
second depôt  
Hours of rest, 13

Up at 10h. to breakfast and prayer, and after repacking, with all provisions for depôt, &c., proceeded, leaving Mr. Pearse's tent standing (and two men to guard) for him to return to. 12h. 30m. from an iceberg observed Lieutenant M'Clintock's encampment. Reached them at 2h. P.M., and commenced digging hole for depôt, whilst luncheon water was preparing. Exchanged two men; James Shingleton, A.B., of "Resolute," and J. Harbour, private, R.M., received in lieu of Peter Finnecy, captain maintop, and James Fox (A. B.), both of "Resolute," both from weakness only, owing to long previous illness and debility. 3h. 30m. Mr. Pearse and party left, after exchange of hearty cheers. Securing our depôt occupied us till 5h. P.M., and at 6h. moved on, in company with Lieutenant M'Clintock's party, until we halted at 10h. 30m., well round Cape Cockburn in Graham Moore Bay.

#### SIXTEENTH JOURNEY.

Noon — 7° Mid — 17°  
Moderate east, misty, calm, and  
fine  
Hours travelled, 9  
Distance, 10 miles  
Hours of rest, 15

*Wednesday, April 30th.*—Rose at 11h. 30m., but could not get breakfast till 2h. P.M., owing to the cooking apparatus taking a most obstinate freak. The glass wicks were pronounced bad, and cotton succeeded. Moved on to the trending of the land northward along a low beach all day. Halted at 11h. P.M., intending to ascend a hill seen, and nothing visible westward, but on banking up our tent found ourselves already on the shore, and thick hazy weather rendered it useless also.

#### SEVENTEENTH JOURNEY.

Thermometer broken  
Ships  
Noon — 4° Mid — 20°  
Light south-west, fine

*Thursday, May 1st.*—Very cold, but a fine clear day ere noon. Wishing much for observations, and also in the time of making them to detach a

party back for the tent brush, its importance in comfort being considerable, rose at 10 h. to breakfast and prayer. Continuing our tent pitched, sent party in search, and in three hours they returned successful. Obtained a good observation sun's meridian altitude, which by bearing at noon gave 170° E. variation. Cape Cockburn S. E. 10 or 12 miles. Luncheon at 5 h., and proceeded northward till 11 h. Halted, and were obliged to wait three hours for supper, the apparatus for some undiscoverable reason (otherwise than cold) proving very obstinate. Prayer and bed.

Hours travelled, 6.  
Distance, 8 or 9m.  
4h detention, seeking brush and making observations.  
Latitude, 75° 10' N  
Hours of rest, 14.

#### NO JOURNEY.

*2d May.*—East fresh gales and heavy drift obscuring all around. Throughout the day did not move; unable to see many feet from the tent; contented ourselves with one meal (luncheon). At 7 h. P. M., weather continuing very bad, retired to our bags, and sought rest, after prayer, to keep off frostbites.

Noon — 1°. Mid. — 19°  
Fresh easterly gales; P M., heavy drift increased, &c.

#### EIGHTEENTH JOURNEY.

*Saturday, 3d May.*—Continued fresh E. gales. Quite unable and most unadvisable moving; drift penetrating everything; the sun totally obscured, as all else a few feet from the tent. Party most impatient with unfortunate detention, but fully relying on its being ordered for the best. Towards evening it moderated. Had luncheon, and moved on to the N. W. rapidly 4½ hours, halting for supper, prayer, and bed at 11 h., wishing much to proceed; but it would have altered hours of travel, and delayed a necessary drying of clothes as soon as the sun had well risen.

Noon + 10°. Mid — 1°.  
Fresh E gales, P M., increased  
Hours travelled, 4½  
Distance, 7 miles.  
Detention, 5 hours, bad weather  
Hours of rest, 14½

#### NINETEENTH JOURNEY.

*Sunday, 4th.*—Rose to prayer and breakfast at 9 h., and at 10h. 30m. read divine service, all most attentive and grateful, rejoicing in the tolerably fine day for rest, drying of clothes, &c. and bedding. Squared things throughout, and cleared of snow during P. M., until 5 h. After luncheon moved on for half a day with grateful hearts, and hopes for a more successful week than the past. Kept the shore, in consequence of very thick weather, and a more satisfactory search for evidence of the fate of our missing countrymen. Halted at 10h. 30m., and soon after prayer to bed.

Noon + 9° Mid 0°  
Light north, thick mist.  
Hours travelled, 5½  
Distance, 7 miles.  
Detention 4½ h., bad weather and sundry duties.  
Hours of rest, 14.

#### TWENTIETH JOURNEY.

*Monday, 5th.*—Fresh N. W. wind, thick, misty weather. Though on land quite unable to distinguish it without digging down. Moved on at noon, after prayers and breakfast, keeping along the edge of land trending round more westward and southerly. 6 h. luncheon. Quite enjoyed the evening, and favourable travel till 10 h. 45 m. Pitched for the night. A little past midnight, after prayer, all were quiet and comfortably housed in our blanket bags.

Noon + 13°. Mid. — 3°  
Calm, misty, P M., easterly  
Hours travelled, 9½.  
Distance, 11 miles.  
Hours of rest, 14½.

#### TWENTY-FIRST JOURNEY.

*Tuesday, 6th.*—Early, nice fine weather; but at 6 h. it became thick, with snow and mist, moderate easterly wind. Rose to breakfast and prayer at 10 h., and at 11 h. 30 m. moved on to the westward, along a low shingle beach, extending some few miles from the land of any moderate height. From a beautiful sight yesterday afternoon, nothing visible of those we are in search after, nor could a ship approach this shore. Floe very level, as if undisturbed for years. Halted to luncheon. A vain attempt for two hours farther progress, but fresh head wind, snow-drift obscuring sun and all around, and unable to keep the eyes from really streaming with water; pitched for the time. Weather became a little more moderate; moved on till 10h. 30m., when, nothing again visible; halted for supper, prayer, and rest. William Coles became indisposed the past 24 hours. Advised, and administered two aperient pills.

Noon + 9°. Mid. — 8°  
Moderate easterly, snow, P M., moderate and clear  
Hours travelled, 7.  
Distance, 8 miles.  
Hours of rest, 17

#### TWENTY-SECOND JOURNEY.

*Wednesday, 7th.*—A fine promising morn; but at noon it became very misty. Succeeded in obtaining the sun's meridian altitude, giving our latitude 75° 17'. Up at 10 h. to prayer and breakfast. Coles much

Noon + 6°. Mid. — 5°  
Calm and fine, P M., light and snow.  
Hours travelled, 9.  
Distance, 10 miles.

Hours of rest, 15  
Latitude, 75° 17' N

better. Partially reëtted sledge, moving on at 12 h. 30m. to the W.N.W. Two birds passed us (the first seen this year). 10 h. were obliged to encamp a little earlier than wished, the weather becoming horridly thick, and quite unable to distinguish a footstep before or behind. Enjoyed our prayer and rest.

#### TWENTY-THIRD JOURNEY.

Noon + 16° Mid + 9°  
Fresh S., mist and snow  
Hours travelled, 7  
Distance, 9 miles  
Detention 3 hours, bad weather.  
Hours of rest, 14

*Thursday, 8th May.*—Fresh south breezes; thick snow and mist. Rose at 9 h. 30m. to breakfast and prayer, but could not proceed until 3 h. P.M. Weather becoming more moderate, made a hasty luncheon, and moved on cheerily till 10 h. P.M., thus having lost but three hours. Enjoyed our supper, prayer, and rest. Kept the telescope continually at the eye, but throughout our march saw nothing of interest.

#### TWENTY-FOURTH JOURNEY.

Noon — 2° Mid — 9°  
Fresh westerly, heavy drift  
Hours travelled, 8  
Distance, 9 miles  
Latitude, 75° 18'  
Hours of rest, 16

*Friday, 9th May.*—A fine and beautiful morning, but the weather severely cold, and several eyes streaming with hot water. Gave those requiring the necessary drops of opiate wine. Rose to breakfast and prayer at 10 h., and clearing sledge and gear out of a hillock of snow-drift collected early in the morning, moved on at 12 h. 30m. to the westward. Luncheon at 6 h., and finally halted at 10 h. Nothing of sky or land discernible, or ought else worthy of note. After supper, to prayer and rest.

#### NO JOURNEY.

Noon — 12° Mid — 13°  
Moderate westerly, and misty  
10 hours bad weather and  
forming third depot  
Hours of rest, 14

*Saturday, 10th May.*—Calm; thick misty weather; sun and all else obscured. Rose at 10 h. to put our depôt on a point of land a few miles eastward of the west point of Graham Moore Bay, laid down per chart, and, if possible, dry bedding and clothes. Weather clearing at noon, proceeded on shore, and found a suitable spot, but most formidable to breaking up, solely from the fact of the spring sun not yet ever had any influence on the soil. This occupied us till 9 h. P.M., making a hole of common size and care, to leave a depôt on which perhaps our lives depended. However, the weather was so bad of itself we could do nothing or little in travelling, and just as we finished a N.W. gale with heavy drift came, and fortunate we considered ourselves not travelling by night. Enjoyed our evening's repast. Prayer and rest by just midnight.

#### TWENTY-SIXTH JOURNEY.

Noon + 19° Mid + 2°  
Fresh N.W. gale, P.M., now  
moderate, heavy drift  
Hours travelled, 6½  
Distance, 9 miles  
Hours of rest, 17½

*Sunday, 11th May.*—A west gale still blowing, with heavy drift, rose at 9 h., but continued in our bags till 5 h. P.M., the kettle again refusing work, influenced, I believe, solely by the weather. Breakfast at 1 h. P.M., and performed divine service, all joining in response, apparently most heartily and fervently. Weather moderating towards evening, partook of luncheon, and proceeded round a cape, No. 1., outside much rough ice. Land suddenly trending in a bay to a point (2.), N.W. by N.; about 5' distant off which there were, in massive heaps, the heaviest ice I have seen in these regions, laying in crusts one above another, 50 to 60 feet high, (ascended one part to look around), as if all westerly and northerly pressure had there met resistance. From thence the land takes a northerly direction. 10 or 15 miles on it verges westward to a point of high land, N.W. by N., forming a deep bay. Made a long march till 11 h. 30m. Enjoyed a hearty supper; prayer, and to bed. Temperature very low, as good grog again froze (in the tent) ere the pipe was finished. This day's march satisfies me of an existing passage between Byam Martin and Bathurst Islands.



#### TWENTY-SEVENTH JOURNEY.

Noon + 8° Mid + 1°  
Fresh N.W. gale, drift, calm,  
fresh breezes, drift in succession  
Hours travelled, 9½  
Distance, 15 or 16 miles  
Hours of rest, 14

*Monday, 12th May.*—Fresh N.N.W. winds; thick misty weather; sun obscured, as also all else. Up at 10 h.; breakfast and prayer. 2 h. P.M., more moderate; proceeded cheerily. 8 h. observed and opened a river in the N.E., continuing apparently in that direction; two remarkable perpendicular cliffs or upright bluffs (the only ones seen) southward of it; a deep bay intervening between them and the north shore. I think we have made 13' or 15' to-day. Misty and thick on western horizon. Much

more verdure appears here of a greenish brown tint, and this opinion is strengthened by the quantity of blades of grass and shell of seed blown off. Floe beautiful for travelling, but temperature still very low, and with little wind; severely cold. Halted at 11 h. 30 m.; prayer, supper, and rest. Misty weather. No bearings.

#### TWENTY-EIGHTH JOURNEY.

*Tuesday, 13th May.*—All enjoyed a good night's rest, though weather became very uncomfortable, fresh northerly gale having again commenced, shaking our tent furiously. Up at 11 h., but could not get breakfast till 1 h. 30 m. P.M. Prayer, and prepared for a start, if weather moderated. 7 h. it did so, and we moved on to the point seen to the north-west, circling the land within sight, hoping to realize our wish of aiding and discovering our missing countrymen; but in three hours time the wind and weather became so severe again, and wishing to ascend the land arrived at, halted for the night; supper, prayer, and to bed. Temperature still very low.

Noon + 12°. Mid. — 2°.  
Fresh gales, and northerly;  
moderate north; noon calm.  
Hours travelled, 2½  
Distance, 5 miles.  
Detention 6½, very bad weather.  
Hours of rest, 15½.

#### TWENTY-NINTH JOURNEY.

*Wednesday, 14th May.*—Beautifully fine towards 8 h. A.M. After breakfast and prayer proceeded to the top of the Cape 2. or land, for examination of country around; Sergeant Gough, Thomas Ransome, James Harbour with me. Cape 1. S.E. by E. Employed ourselves in making as good a cairn as the hard material allowed us, and left documentary evidence of our visit and proceedings. From its summit observed a low beach extended westward from a continuation of high land several miles north of this (due westward), then apparently joining more high land, which I consider most advisable following up to the north-west. The land eastward indicates a river, and having two well-defined points marking its mouth, with rough ice off both, proving motion of water at some period. Had luncheon at 2 h. P.M. outside the tent (first time), to enjoy the cheerful influence of the sun. Now calm. As we advanced saw some seals, which (being short of food) we should have been glad of and rejoiced over, but no near approach was possible. Observed a channel or gulf opening in the northern and east direction, judging it to be 4' or 6' broad, two points defining it at an angle of 45°. Considering the northern or north-west search more important, as in the event of our long missing countrymen having reached thus far they would continue course in that direction, resolved on not verging eastward. Sky clearing up beautifully clear westward, observed a long extent of land running apparently in a N.W. and S.E. direction, 30 miles distant. Wishing heartily my resources may allow my reaching it, halted at 9 h. 30 m. for supper, prayer, and bed.

Noon + 12°. Mid. + 2°  
Moderate N.W.; calm.  
Hours travelled, 8¼  
Distance, 12 miles.  
Detention 2 for examination of  
land  
Hours of rest, 13¼  
Latitude, 75° 43' N

#### THIRTIETH JOURNEY.

*Thursday, 15th May.*—Moderate south winds and fine, but very nipping in the wind. Breakfast and prayer at 11 h., and moved on to the north-west, to round the observed land seen. Soon after noon, on doing so, found land trending a little more northerly, but another still distant point N.N.W. westerly, for which we steered, closing with the land near enough to satisfy a rigid search. Again observing two seals, halted to luncheon at 5 h., and Sergeant Gough alone went to try and kill one, but returned at 6 h. unsuccessful. On passing, the land gradually becoming higher, observed a deep inlet, two points defining it, distant about east 4', and the northward N.E. 8' or 10'. Halted at 10 h. 30 m.; took bearings of western land (extreme points N.W. and S.W.), then to supper, prayer, and rest. Several complaining of their eyes, applied some drops of the opiate wine, as by the medical directions, advising to some also an aperient pill.

Noon + 23°. Mid. — 1°  
Light south, fine.  
Hours travelled, 8¼  
Distance, 16 miles.  
Hours of rest, 15½  
Lat. 75° 49'.

#### THIRTY-FIRST JOURNEY.

*Friday, 16th May.*—Fresh south; misty and drift. Up at 9 h. 30 m.; prayer and breakfast; moving on at noon towards extreme land seen north-westward. Arriving here at 8 h. 30 m., halted, considering our search in this direction farther unnecessary, and the western land seen very important, considering it to be the northern shores of Sabine and Melville

Noon + 10°. Mid. + 1°  
Fresh south; misty and drift.  
Hours travelled, 6.  
Distance, 10 miles.  
Hours of rest, 17  
Lat. 76° 1' N.

Islands, now seen extending southward to about the position where "Parry" marks (App. Isl<sup>d</sup>). The weather having set in warm and fine, shall alter travelling to-morrow night. Several complaining of colds, which I attribute to rise in the temperature. Nothing visible a few yards from the tent at midnight. Prayer and rest after supper.

#### THIRTY-SECOND JOURNEY.

Noon +17° Mid -3°  
Calm, thick mist and snow.  
Hours travelled, 4  
Distance, 6 or 7 miles  
Detention, 4 hours, thick  
weather, examination of land.  
Hours of rest, 16

*Saturday, 17th May.*—Calm; thick misty weather. The sun, land, and all obscured a quarter of a mile off,—but occasionally. Up at 8 h. 30 m. to breakfast and prayer. Towards noon, slightly clearing, proceeded on shore to look around as well as we could. Saw several deer, and went in pursuit, but which was unsuccessful. Ascended the highest part of the land (a hill), though low, and could not see more than low beach trending round to the northward, two or three miles distant. Collected a quantity of stone, building the best cairn we could, and deposited the documents, and names, age, &c. of the party. The soil here is much changed, and herbage more abundant, being apparently of a dark rich nature. Picked up some pieces of earth like coal, returning to luncheon. Weather now of that dark and dismal nature that, though a coloured object is discernible, my head and face came in collision with a ridge of rough ice ere I saw it. Breakfast at 9 h. P.M., and moved on for the land previously seen westward. Weather densely thick and misty; proceeded but slowly, being now quite unable to see the very deep sastragia or ridges of snow, frequently two to three feet deep; the men constantly falling down. These ridges running so well defined in a north-west and south-east direction tends to prove in some degree the existence of a channel. After four hours laborious effort to proceed, the men, much fatigued, and perhaps weak from medicine the previous night, and unable to see a second footstep before or behind, halted, and after prayer and supper to rest, hoping for better fortune on the morrow.

#### No JOURNEY.

Noon +21° Mid +10°  
Fresh westerly gales, heavy drift  
and snow  
Hours travelled, } None  
Distance - - }  
Detention, 10 hours, bad wea-  
ther  
Hours of rest, 11.

*18th May.*—Weather thick and misty, sun and all obscured, not an object discernable, five of the eight of party complaining of bad eyesight, and it being the sabbath, shall give one half-day's journey. 10 h. breakfast, and about noon performed divine service. As the day advanced the wind rose at N.W., and increased to a gale, becoming much worse throughout the night, until it became an almost hurricane, and no alternative remained but holding fast, the drift now penetrating in and through everything. 10 h. P.M., no hope of moving on, read prayer, and sought rest as we best could.

#### THIRTY-THIRD JOURNEY.

Noon +15° Mid +17°  
Fresh west gales and drift,  
P.M., more moderate  
Hours travelled, 8½  
Distance, 17 miles  
Hours of rest, 15½  
Returning

*19th May.*—Strong N.W. gales with heavy drift, the sun and all else obscured. Rose to prayer and breakfast, 10 h., and held on, as no prospect showed of moving on. Towards evening the wind slightly lulled. It became now a question how far it was consistent extending our search, our fuel only allowing one warm meal a day, and only this by applying a part of our rum. The wind fair for return, and impossible to advance against, decided on return, and moved on at 7 h. 30 m. for our last "depôt," and applying our remaining resources to search, in execution of orders relative to Byam Martin Island. Luncheon at midnight, pork very lean, occasioning much thirst with all. Having had a fair strong wind, made rapid progress, the sledge running ahead of the party. Halted at 5 h. 15 m., to supper and rest.

#### THIRTY-FOURTH JOURNEY.

Noon +12° Mid +6°  
Fresh westerly breezes, drift and  
mist.  
Hours travelled, 4½  
Distance, 9 or 10 miles.  
Detention 5 hours, bad weather  
and eyesight.  
Hours of rest, 14½.

*20th May.*—Fresh westerly gales; thick mist and drift obscuring all and every thing. Rose at 5 h. 30 m. to breakfast and prayer, and soon after moved on, deeply regretting the weather precluded hope of finding in this direction some evidence of our missing countrymen had they passed in this direction, often and often repeating,—as if by instinct repeating,—in my mind, the words containing the spirit of my orders, "the most active, earnest, and persevering search for our missing countrymen." Halted at midnight for luncheon, and proceeded, but in two hours, the

wind again increasing to a heavy gale, with corresponding drift, dreadfully affecting the eyesight, halted for the night, and sought comfort and rest in prayer and supper at 3 A.M., having, though a short journey, progressed rapidly.

#### NO JOURNEY.

*21st May.*—Tremendous N.W. gales, quite unable, in my opinion, to move or exist an hour outside, exposed to the climate. A most anxious day and night as I ever experienced, the stability of our tent being greatly endangered by a slight change of wind more northerly. Breakfast at 6 h., and continued wind and weather bound, saving our luncheon of pork and bread.

Noon +7° Mid +2°.  
Tremendous N.W. gale and drift.  
Hours detention, 10, horrid weather  
Hours of rest, 14

#### THIRTY-FIFTH JOURNEY.

*22d May.*—Continued fresh N.W. gale, moderating only at 4 h. P.M. 5h. 30. rose to supper and prayer, moving on at 7 h., with a light fair wind to the S.E., halting for luncheon at midnight. In a few hours after fell in with our old track, which assisted our progress much in the present thick misty weather. Unable to distinguish more, or describe the eastern land passed, than already done on our progress outward. With our light fair wind made tolerable progress; I think at least 2' per hour, judging by my own walking. This would give 18' to 20' for the journey. Halted at 6 h.; supper, prayer, and to rest.

Noon +17° Mid. +7°.  
Fresh N.W. gales, P.M., a little more moderate.  
Hours travelled, 8½.  
Distance, 17' or 18'.  
Hours of rest, 15½

#### THIRTY-SIXTH JOURNEY.

*23d May.*—A bright and beautiful morning; but weather during the day very changeable; thick and misty. Rose at 5 to prayer and breakfast, and when packed moved on. Luncheon at midnight, and at 3h. observed the before-mentioned river very plainly, in its various meanderings, opening to the N.E. Halted at 5h. 45m.; supper, prayer, and rest. Having made another rapid march (with our now light sledge) to our depôt on the west point of Graham Moore Bay, laid down Byam Martin Island in sight to the southward, to which I shall proceed as soon as my depôt is picked up.

Noon +16° Mid. +14°  
Light and fresh, N.W. and fine P.M., fresh and drift.  
Hours travelled, 4½.  
Distance, 9 or 10 miles.  
Hours of rest, 19½.

#### THIRTY-SEVENTH JOURNEY.

*24th May.*—Rose at 4h. to move on for our depôt, halting short of it 1½ mile, being the nearer to Byam Martin Island. The weather and wind very changeable; round the compass, from heavy fog, drift, and mist to bright sunshine. Found great difficulty in reaching our depôt, from the dense clouds of mist and thick fog. However, I was the more rejoiced by success in 2 hours; and, all being right, I left printed documents, and Sir John Ross's advertising bill for the Margate steam packets. Returned, and enjoyed our grog, not having had any the past 24 hours, in consequence of leakage, but still unable to afford drinking Her Majesty's good health so loyally in liquor (though not wanting in spirit) as we wished. Luncheon at midnight. Stopped at 6h. to prayer, supper, and rest.

Noon +19° Mid. +4°  
Fresh N.W., heavy drift.  
Hours travelled, 9.  
Distance, 11 miles.  
Detention 3 hours, breaking up depôt.  
Hours of rest, 12

#### NO JOURNEY.

*25th May.*—Soon after being in bed the winds and weather again became very boisterous, and densely thick, as it had previously threatened. 6h. rose to prayer and breakfast, preparatory for moving; but this at present being quite impossible, read divine service, and remained wind and weather bound the rest of the day, much, very much, adding to fatigue of mind and body.

Noon +16° Mid +4°  
Fresh N.W. gales and drift  
Hours of detention 10, horrid weather.  
Hours of rest, 11.

#### NO JOURNEY.

*Monday, 26th May.*—Continued furious N.W. gales; drift and mist obscuring all; quite unable to see anything 4 yards from the tent; such throughout the day, the sun not once visible. Our prayer and usual meals at appointed times.

Noon +26° Mid. +19°  
Heavy N.W. gales and drift.  
Detention, 10 hours.

#### THIRTY-EIGHTH JOURNEY.

*27th May.*—Continued fresh N.W. gales and drift. Now, at 8h. A.M., 48 hours in bag, wind and weather bound; but, happy am I to say, borne with patience, and hope for better days, and heartily further surrendering grog for fuel, to continue our extended search for our missing countrymen.

Noon +18° Mid. — 1°  
Fresh N.W. gales, heavy squalls and drift.  
Hours travelled, 5½.  
Distance, 7 miles.  
Hours of rest, 16½



5h. breakfast and prayer, but did not move until late, and then but slowly; more affecting the eyesight than ought else, being frequently obliged to go on my knees to distinguish anything (the sastragia) to guide us. Luncheon at 11h. P.M., and much enjoyed our lime-juice. 5h. 30m. reached some shingle banks lying north side of Byam Martin Island, near the N.W. point of the island, 4' to 5', and relished our dry walk and bed on it; a nice sandy spot. Enjoyed our cold pemmican supper and lime-juice; but again complaining of eyesight, no doubt the consequence of such densely thick miserable weather; all hid in obscurity; crossing was very laborious, —crossing the sastragia. Administered opiate wine and a few pills.

#### THIRTY-NINTH JOURNEY.

Noon +24° Mid +11°  
Moderate N W, thick mist and  
drift occasionally  
Hours travelled, 5½  
Distance, 7 miles  
Hours of rest, 16½

28th May.—Continued thick, misty, damp, foggy weather. Rose at 5h. to breakfast and prayer. Our sledge requiring repair, relashing and squaring occupied 2 or 3 hours, and moved on eastward, in consequence of the weather making it quite useless proceeding in search westward, as so heartily desired and desirable. Our resources would not allow of delay with such a state of weather, and all but 3 complaining of bad eyes. Moved on at 11h. after luncheon, and proceeded tolerably quick till 7h. along the north shore of Byam Martin Island, encamping at this hour near its east point, which shelves out very low to a long distance, with much rough ice aground on it. Gave patients (3) an opiate pill each, as per instructions, participating myself.

#### FORTIETH JOURNEY.

Noon +18° Mid +14°  
Moderate N W; squalls of  
snow  
Hours travelled, 5½  
Distance, 11 miles.  
5 hours of examination of coast,  
14 miles  
Hours of rest, 17½

Thursday, 29th May.—Fresh N.W. breezes, snow, and drift, bringing tent moorings home, until, 5 P.M., it became more moderate. Breakfast; prayer; packed, and proceeded to the S.W. in search of Parry's place of observation, intending to devote 1½ days journey for that purpose, thinking it a matter of certainty if our missing expedition had passed westward curiosity and duty also would bring them here to make comparisons; but not a mark existed of any living thing, nor is any part of the coast yet visited so thoroughly barren as here, where I had expected, as Parry found, marks of deer and musk oxen. Our patients are much better, excepting Serjeant Gough. After a 4 or 5 hours unsuccessful search, returned to the tent; partook of luncheon, and moved on eastward for Cape Cockburn, with fair wind made good progress, steering by it and the sastragia. Encamped at 5h. 30m. Our cold supper on pemmican and lime-juice did not occupy long. 6h. to prayer and rest.

#### FORTY-FIRST JOURNEY.

Noon +18° Mid +26°  
Moderate westerly, snow and  
drift  
Hours travelled, 7½  
Distance, 9 or 10 miles.  
Hours of rest, 16½.

Friday, 30th.—Fresh S.W. winds, and tolerably fine, a few hours only. Rose to breakfast and prayer at 5h., and as soon as packed proceeded eastward. All much better this morning, but the misty S.W. damp is greatly the cause. Nothing to guide us all day, but moving on at an angle of 45°, crossing the sastragia in regular ridges of a N.W. and S.E. direction. Towards the latter end of this day's journey I was obliged to seek relief to the eyes by walking alongside the sledge, keeping them intently engaged thereon, and when we halted nearly all were similarly complaining. Halted at 5h. 30m. A.M., having made a good night's march and progress eastward towards Cape Cockburn. It is impossible to describe the pain and feeling which the complete absence of light and shade creates.

#### FORTY-SECOND JOURNEY.

Noon +37° Mid +19°  
Overcast, misty, calm, and thick,  
with snow  
Hours travelled, 8½  
Distance, 8 or 9 miles.  
Hours of rest, 15½

Saturday, 31st May.—Continued thick overcast weather; wind calm and westerly; all again complaining of its dreariness and horrid affection of the eyes. Rose to breakfast and prayer at 5h. P.M., and soon after moved on. Sun, sky, and land hidden in mist and fog, having also to encounter much rough ice, by which I imagine ourselves near the shoal laid down in the centre of Graham Moore Bay. Towards midnight, and early A.M., winds veering southerly with snow; luncheon at midnight, and halted, all much fatigued, at 5h. A.M. Supper, prayer, and rest; I, indeed, glad to steep my senses, for first time, in forgetfulness.

## FORTY-THIRD JOURNEY.

*Sunday, 1st June.*—Light and southerly; thick mist and snow obscuring all; but the sun occasionally showing. Weather otherwise warm and comfortable. Breakfast and prayer, 4h. 30m.; our last pork in hand, and, having had none for 3 days, all much enjoyed. Observed some land indistinctly to the northward. Moved on at 6 P.M. through much rough ice and loose snow. Luncheon at 11h. Halted finally at 1h. 30m. In consequence of the weather, especially at night, determined on travel by day again until it improved. Prayer, supper, and rest.

Noon + 35°. Mid. + 31°.  
Light S, snow and mist.  
Hours travelled, 8½.  
Distance, 11 miles.  
Hours of rest, 15½.

## FORTY-FOURTH JOURNEY.

*2d June.*—Continued thick misty weather; sun almost invisible at noon. Prayer; breakfast; and moved on eastward towards a point seen last evening through the haze, but momentary. 4h. P.M. observed land seen to be our depôt, Point Cape Cockburn. Luncheon at 10h., and at 2h. A.M. landed, and proceeded to our store, which we found untouched and safe, much to our joy, as also that of the Melville Island party; foxes alone appearing to have shown any curiosity near them. Enjoyed a hearty supper, grog, and replenished fuel. Prayer, and rest on good dry soil. Left usual notice.

Noon + 26°. Mid. + 24°.  
Thick fog, light S.E., snow.

## FORTY-FIFTH JOURNEY.

*Tuesday, 3d June.*—Continued densely thick fog. Most fortunate in thus early having reached our depôt, and, all anxiety at rest, intending to follow the land in future. Rose at 11h. to prayer and breakfast; sun invisible; no observation, though so much desired; shook out all our things, and squared our sledge. Moved on at 2h. to round Cape Cockburn, myself ascending the hill half way up to seek for water, and we had gone but a mile or two ere I found the first fresh water this year, running down the hills. The men were much overjoyed. Funnel cans and pannikins were at work, and soon after filled, as also our mouths. Quite regaled ourselves in the running stream. Whilst thus engaged, a large and small flight of ducks flew past, close overhead, but were beyond gunshot ere our guns were reached. Soon after four other large flights of hundreds going to the N.W. (same direction) followed, quite out of distance, and we were disappointed of our duck supper, having ready made water; but as good a one followed, upon part of a Cooper's 8 lb. tin of soup and pemmican mixed, one gill of spirits boiling it, thus enabling us to divide our allowance of ½ a pint per diem into two cookings. Prayer and rest; most grateful to our God for all past and present mercies, only wishing it had been our lot to have discovered our missing countrymen. Dropped a printed notice.

Noon + 26°. Mid. + 22°.  
Calm, thick mist.  
Hours travelled, 7  
Distance, 8 miles.  
Hours of rest, 17.

## FORTY-SIXTH JOURNEY.

*Wednesday, 4th June.*—Fresh easterly winds. Wm. Coles was taken ill in his bowels, for which I gave 1 pill opii, and having been previously much purged, a little quinine in hot grog, in 2 doses, 2 hours apart; towards evening he was much relieved, and, by appearances, quite recovered, after a good pannikin of hot tea in addition. Breakfast and prayer at 4h., and moved on eastward, the weather partially clearing, but winds very piercing hard, the quantity of spirits used last night, 1 gill, being quite insufficient this evening. After a tolerable 8 hours march, halted at 2h. to relieve the weak, although very much better; and after supper to prayer and rest. Deposited a notice.

Noon 26° Mid. 10°  
Fresh easterly, mist and drift  
Hours travelled, 8  
Distance, 8 miles.  
Hours of rest, 16

## FORTY-SEVENTH JOURNEY.

*Thursday, 5th June.*—Fresh south-easterly and fine. Patients very much recovered, and in consequence moved on, soon after breakfast and prayer, round the supposed Alison Inlet. At 2h. P.M. ascended the highest part of the land, whilst the sledge skirted round below, to look around for evidence, considering it a prominent point, and search for water, which I again happily found and replenished from. Several deer were seen grazing below, the soil being rich and dark, much covered with moss of several colours. Found and picked up as a specimen a small shrub. Halted for luncheon at 10h. 30m., and again proceeded, and reached our third and last depôt at 3h. A.M., grateful indeed for the very bountiful addition to our stock; most joyfully also perused the welcome notes.

Noon 32°. Mid. 24°  
Moderate south, and fine  
P.M., fresh do.  
Hours travelled, 8  
Distance, 9 miles.  
Hours of rest, 16.

## FORTY-EIGHTH JOURNEY.

Noon 33° Mid. 22°  
Calm and cloudy, fresh east,  
and drift  
Hours travelled, 6½  
Distance, 9 miles.  
Hours of rest, 17½

*Friday, 6th.*—We could not afford to splice the main brace, but had a jolly supper upon part of the new supply. Drank the healths of those who sent it and brought it. After prayer to rest, and slept soundly all day, till duty again called. At 6h. P.M. to breakfast, tea and milk; packed, and proceeded, making an easy journey eastward, as by permission. 10h. 30m. luncheon, and halted at 3h. A.M.

## FORTY-NINTH JOURNEY.

Noon 29° Mid 35°  
Light easterly, and fog,  
r 11, fresh S W  
Hours travelled, 7.  
Distance, 9 miles.  
Hours of rest, 17

*Saturday, 7th June 1851.*—Thick foggy calm weather. Enjoyed a hearty supper of pemmican, soup, and lime-juice (every day, as weather warms, the more welcome), and after heartfelt prayer to rest, having reached a point eastward, and found a beautiful dry level for encampment. Fresh westerly breezes and thick weather, towards evening. 6h. P.M., after a good day's rest, to breakfast, prayer, and duty, moving on eastward towards "Round Hill," and beyond it, a coal-black remarkable projecting point, under which we halted after a tolerably easy journey, wishing also to examine around, and kill some deer seen, for the ship, if possible; several in sight; Sergeant Gough and James Harbourn went in pursuit, but were again quite unsuccessful. After luncheon, some of the rest up and around the hill. The soil appears to be of volcanic origin, and darkened by saturation from melting snow. Its appearance is peculiar, and large pieces are frequently falling from it. There is not, as I supposed, anything resembling coal, nor would it ignite when tried. Supper, prayer, and rest.

## FIFTIETH JOURNEY.

Noon 34° Mid. 29°  
Moderate south, thick mist.  
Hours travelled, 4½  
Distance, 10 miles

*Sunday, 8th.*—Several ducks and deer seen, but too wild for approach. Found and procured afresh supply of beautiful water, proving a great addition to our comfort, as, after breakfast at 4 h., enjoyed a beautiful wash, having been 54 days without one, except in temp. all , or an article of apparel off for the purpose, quite freshening all up in appearance and comfort. A quick thaw by day filled all our pannikins with melted snow, although the sun was invisible. After all were thus comfortable, and dressed, read divine service. One half day's journey. Luncheon at 11h., and soon after proceeded eastwardly. Halted at 5h. 30m. Having a good floe and fine fair wind, made good progress.

## FIFTY-FIRST JOURNEY.

Noon 36° Mid 32°  
Moderate and fresh S.E., snow,  
fog, and drift.  
Hours travelled, 6  
Distance, 9 miles.  
Detention 1 hours, killing and  
flaying a bear  
Hours of rest, 14

*Monday, 9th.*—Moderate and fresh westerly winds; frequent snow storms. Several deer were seen, but too wild for approach. Noon, rose to get observations, but the sun remained totally obscured. Saw a bear seaward, and succeeded in killing it. Afterwards brought it on shore for dissection and flaying, for blubber and fuel, which proved a great addition. This occupied one half the journey. Several more deer were seen, and dispatched Sergeant Gough and William Coles in pursuit, after breakfast and prayer.

## FIFTY-SECOND JOURNEY.

Noon 41° Mid 32°  
Calm light south, and fog and  
snow  
Hours travelled, 7  
Distance, 12 or 15'.  
Hours of rest, 17

*Tuesday, 10th.*—Parties all returned, and enjoyed a hearty and well-cooked supper upon our new fuel, at 5 h. A.M., and after prayer to rest. Rose for observation at noon, but the weather continued thick with snow. Breakfast at 5 h.; packed up, after prayer, and proceeded eastward. Saw two more bears, and several small flight of ducks, but too wild for approach. Luncheon at 11h., and, having reached Baker Island a little past midnight, and finding a beautifully dry spot, halted for supper, prayer, and rest.

## FIFTY-THIRD JOURNEY.

Noon 39° Mid. 32°  
Calm, bright, and beautiful  
Hours travelled, 9  
Distance, 15 miles.  
Hours of rest, 15

*Wednesday, 11th.*—Calm and bright beautiful day. Gladly shook out and dried all our traps. Another bear was seen, but would not approach, or allow it. Enjoyed our rest. Breakfast, and prayer at 6h. P.M., and proceeded eastward (crossed the island east and west to the floe) towards the eastern land seen. Peaked hill, S.E. by compass. As the day closed so did the fine weather, scarcely completing the first 24 hours fine weather in succession etc all again was involved in fog and mist.

## FIFTY-FOURTH JOURNEY.

*Thursday, 12th.*—Miserable misty weather; light southerly wind throughout. Halted at 4 h. A.M. in consequence. Had but just made all comfortable when the land steered for showed itself a little distance eastward. Enjoyed our supper, prayer, and rest at 6 h. A.M. until 5 h. P.M., when we again moved on in darkness and dreariness. Luncheon at 11 h.

Noon 35° Mid 29°  
Light, S.W. and fine misty  
Hours travelled, 8  
Distance, 8 miles.  
Hours of rest, 16

## FIFTY-FIFTH JOURNEY.

*13th May.*—On the point of land previously seen the water streaming down in torrents. 3 h. found ourselves, in consequence of bad weather, so entirely surrounded by land that I considered it most advisable looking round ere proceeding, finding ourselves in pools of water and loose deep snow. The effects of a succession of such miserable weather most trying to body and mind. 4 h. halted on a tolerably dry spot, and after supper to prayer and rest.

Noon 37° Mid 33°  
Moderate and light S.E., mist  
and fog  
Hours travelled, 5  
Distance 6 miles.  
Hours rest, 19

## FIFTY-SIXTH JOURNEY.

*14th May.*—Thick misty weather, but clearing partially towards noon. Observed land, supposed to be Brown Island, and soon after ourselves surrounded in an almost deep bight or bay not described in the chart. P.M. a heavy shower of rain, the first this season. Rose at 5 h. to breakfast and prayer, moving on along the land, all knee deep, and most frequently deeper, in water and snow. Halted for luncheon at midnight. Found great relief and warmth by drawing off our boots, and well wringing our blanket, wrappers, and stockings.

Noon 36° Mid 31°  
Fresh S.E., fog, hail, and rain  
Hours travelled, 8  
Distance, 11 miles.  
Hours of rest, 16

## FIFTY-SEVENTH JOURNEY.

*Sunday, 15th May.*—Light westerly winds; misty and fine towards morning, and at noon rose to get observations, but the sun too indistinct. Finding a large pool of beautiful clear water, refreshed ourselves by a thorough cleansing, and enjoyed it greatly. Made an early breakfast at 3 h. P.M., and read divine service. 6 h. the sky and weather cleared, and we had the pleasure of again seeing our "home on the deep," not appearing at a greater distance than 13 or 14 miles. Decided on a straight course. Packed and proceeded at 7 h. Halted at 10 h. 30 m. to first luncheon, warm tea, and again wringing out our stockings, &c. Moved on at 11 h. 15 m.; then plainly sighting the ships by glass, and halted again at 2 h. 30 m. for a final wring, and draught of warm chocolate, which indeed proved a saving luxury after so many days and hours wet feet. Moved on at 3 h. 30 m., and as we advanced found the floe becoming more difficult for travel.

Noon 36°. Mid 34°  
Moderate S.E., sleet and fog  
Hours travelled, 13  
Distance, 18 miles.  
Hours of rest, 11

Not until 8 h. 30 m. A.M. did I reach the ship; and the party, at 9 h. 15 m., meeting with a hearty welcome from all ship and mess mates, having by direct measurement on the chart marched 17 miles; rest was next to an impossibility, the contrast felt being too great for relief to the mind.

*Remarks upon the Description and Quantity of Provision.*

*Pemmican.*—A delicious and substantial food. The allowance, 1 lb. per diem, I think more than sufficient.

*Pork.*—Allowance I think ample, and quality good, but being often lean occasioned thirst if eaten, and should therefore recommend a selection of pieces for travelling parties.

*Bread.*—I think ample; but the men sometimes wished more. It kept beautifully dry in the canvass bags.

*Tea.*—At all times most welcome and refreshing. Its quantity, as allowance, must materially depend on fuel; but should recommend an additional quantity in the event of meeting it.

*Chocolate.*—A most nutritious article of food for breakfast. Allowance I think ample, and quality much enjoyed by the party.

*Sugar.*—Allowance ample, if no additional tea.

*Potato.*—A great addition to pemmican, hot preserved meats, or soups.

*Lime-juice.*—An essential and great luxury, but very dependent on fuel.

*Rum.*—The allowance I think only just sufficient, and should much recommend one third of a gill in addition ; not for necessity's sake, but as a curative for cold and snow water, its effects, I think, being often felt.

*Remarks on the principal Articles in the Equipment.*

*Tent.*—I think as comfortable in size, &c. as a tent can be. The holes made for ventilation I found prevented such a collection of congealed vapour as I experienced last autumn ; and I can only recommend, in addition, a strengthening band of canvass (especially at the doorway), to prevent the upripping of the seams when expanded between the pikes.

*Wolf Skins.*—Unquestionably the best, in my opinion. It cannot be expected on such a service but there must be something disagreeable, and I know nothing less so, combining so much warmth and comfort ; drying very easily also.

*Felt Bags.*—Most essential, and very comfortable. I consider them very superior to those made of blanket.

*Cooking Apparatus.*—Small for 8 men, yet if larger would demand more fuel, which could not be afforded. The glass wicks we could do nothing with after the first week, and always burnt cotton. There are also many weak parts which the inventor should and might easily have riveted efficiently, instead of soldering only, which soon gives way. Our own served all necessary purposes, otherwise.

*Floor-cloth.*—I should recommend a second one, light canvass oiled, if Macintosh could not be given. I do consider we derived much comfort and dryness from our own.

*Long Sledge.*—I feel convinced has a considerable advantage over the small size, and may be drawn with, I believe (with the same strength) an addition of 200 or 300 lbs. equally, especially in rough ice.

*Remarks, &c. on Walking Dress and Spare Clothing, &c.*

*Boots.*—Canvass were considered by my party the best article for walking in we could have had, until the ice and snow became soft, and thawed. I should recommend a pair of leather boots being taken out, and left at the first depôt made, for walking in with. One pair canvass lasted me throughout my journey.

*Mocassins.*—Canvass ; a very comfortable article for travelling ; to some, relieving the foot of that pressure or confinement which boots rather tight at times occasioned. The lambskin ditto were thought cold and useless.

*Duck Jumpers.*—Felt very warm and essential in windy weather, or with snow.

The other various articles of the walking dress added much to comfort in their several uses.

*Spare Clothing.*—We found quite sufficient in quantity and material ; and I cannot call to mind any further remark or improvement to be made on the whole, beyond the few above stated. Our enjoyment of health I think the best proof possible, in a varying temperature of 76° : from +40° to -36°.

Spare cooking apparatus made on board was found most efficient and useful, being adapted to wood, moss, or tallow ; to be improved only by a tin or boiler made for it, instead of the 8lb. bouillie tins, but which I consider unnecessary when canisters of that size are carried out.

(Signed) ROBT. DAWES ALDRICH,  
Lieutenant.

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Captain AUSTIN to Lieutenant ALDRICH.

Sir,

Woolwich, 21st October 1851.

I have to acknowledge the receipt of your report and journal of proceedings between the 15th of April and the 16th of June last.

The long period of your journey, and the labour and privations you have undergone, entitle you and your crew to my best thanks.

I shall have the pleasure of laying your report and journal before the Lords Commissioners of the Admiralty, who I have no doubt will fully appreciate your exertions.

The manner in which you have been able to speak of your crew has afforded me much satisfaction, which has been made known to them.

I am, &c.  
(Signed) HORATIO T. AUSTIN,  
Captain, &c.

Enclosure 15 of No. 11. of 1851.

Captain AUSTIN to Mr. R. B. PEARSE, Mate of Her Majesty's Ship "Resolute," in charge of the Sledge "Hotspur."

By Horatio T. Austin, Esquire, C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

Being aware of your earnest desire to be employed in the search on foot about to be entered upon, looking to your position as senior mate, to your officer-like conduct, and trusting to your caution and moderation in the management of those who will be under you, I have much satisfaction in appointing you to command the limited party under the senior lieutenant of the "Resolute," to accompany him as long as he may consider your presence will add to his efficiency.

You will therefore take under your command the seven men hereafter named, who, one and all, have volunteered, and been fully approved by yourself for this service, and who with their sledge have been under your control and responsibility for preparation and equipment since the 10th ultimo. Place yourself under the orders of Lieutenant Aldrich, and follow such directions as you may from to time receive from him during the period of this particular service.

With reference to your return, after being detached, relying on your prudence and watchfulness, I feel that the system of a more experienced officer during the journey out will not be lost sight of; and have only to add, that I hope to have the satisfaction of seeing the fervent interest and zeal, with the same efficiency, shown by the mates, of the active period of our service, displayed upon the present occasion.

On your return you will deposit each day near your encampment one of the printed notices with which you are supplied.

You will keep a journal of your proceedings and a track of your route, which, with such observations, sketches of headlands, &c., as you may have been able to make, are to be transmitted to me as soon as practicable after your return.

Given under my hand on board Her Majesty's Ship "Resolute" in Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.

(Signed) HORATIO T. AUSTIN.

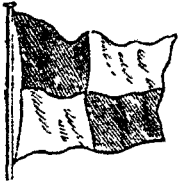
THE SEVEN MEN REFERRED TO.

James Robinson	-	-	Captain's	cockswain	} Her Majesty's Ship "Resolute."
William Ward	-	-	A.B.	-	
Henry Deller	-	-	A.B.	-	
James Shingleton	-	-	A.B.	-	
William Culver	-	-	A.B.	-	
William George	-	-	A.B.	-	
John Harbourn	-	-	Private	R.M.	

Limited party. Provisioned for 40 and equipped for 28 days, with one runner sledge.

H M. Sleigh "Hotspur"

## Limited to Lieutenant Aldrich.



Motto.—"In Deo confido"

Men's Names	Age.	No	Rank or Rate.	Ship belonging to
Mr. R. B. Pearse	21	1	Mate - -	"Resolute."
James Robinson -	36	2	Capt. fore-castle -	Do.
William Ward -	27	3	A.B. - -	Do.
James Shingleton	22	4	A.B. - -	Do.
Henry Deller	30	5	A.B. - -	Do.
William Culver -	31	6	A.B. - -	"Pioneer"
William George -	28	7	A.B. - -	Do.
John Harbourn -	37	8	Private R.M., 3d C.	Do.
Peter Finneey -	31 5	9	Capt. of maintop	"Resolute," in lieu of No. 4.
George Malcolm -	33	10	Capt. of hold -	Do. do. No. 2.
James Fox - -	26	11	A.B. - -	Do. do. No. 8.

The original sleigh crew.

Nos 9, 10, 11 returned in lieu of Nos. 2, 4, and 8, who proceeded with long parties.

An Abstract of Weights, Her Majesty's Sleigh "Hotspur."				lbs	oz
Constant weights	-	-	-	398	0
20 days provisions for "Hotspur"	-	-	-	356	8
Provisions for "Lady Franklin"	-	-	-	674	8
Total weight	-	-	-	1,429	0
Weight for each man to drag	-	-	-	204	2

JOURNAL of H. M. Sleigh "HOTSPUR," attached as limited party to  
Lieutenant Aldrich.

Sir,

In accordance with your wishes, I have the honour to lay before you the following brief outline of the daily proceedings of Her Majesty's Sleigh "Hotspur," under my command, from the 15th day of April to the 9th of May 1851. Not having been supplied with a chronometer, the times of proceeding and pitching are only approximate; and the fact of not having a thermometer prevented my registering the temperature.

April 15th

## FIRST JOURNEY

6h. 10m. P.M., left the ship, and proceeded with the rest of the sleigh crews, accompanied by Captain Austin and a party of officers, for the sleighs, where we arrived at 9h. Gave the men half allowance of grog and some biscuit, and secured the sleighs for starting. After which, the whole gathered in a circle round Captain Austin, who offered up a very impressive prayer for divine assistance in the great undertaking that all were so deeply interested in.

9 30 start

Wind S.E., W 10 m.

After shaking hands all round, and exchanging three hearty cheers, proceeded in company with the "Lady Franklin" for the north end of Somerville Island. Weather thick, floe bad, and sleighs very heavy. 10h. P.M., lost sight of the land, and other sleighs. 11h. P.M., Lieutenant Aldrich having determined on travelling by day for the present, pitched our tents and turned in.

Time encamped 11 hours

Estimated distance from ship 8 miles.

April 16th

Wind S.E., 5 m.

## SECOND JOURNEY

9h. A.M., breakfast. Men slept warm and well, but the heat of their bodies during the night had melted the snow under the floorcloth and wetted it. Struck tents and proceeded. Floe even, but snow deep, and weather bad for travelling.

Estimated distance 8 miles.

Time encamped 1 1/2 hours

April 17th

## THIRD JOURNEY

Wind S.W. by S c

2h., pitched one tent for lunch. 7h. P.M., pitched for the night; the men tired, but the "Lady Franklin's" more so than the "Hotspur's."

10h. A.M., breakfast; struck tents and started. Lieutenant Aldrich gave the order to change sleighs; floe moderately good, but occasionally obliged to double bank. Passed the north end of Somerville Island.

Sh. 50m. P.M., pitched. Weather fine, but wind fresh.

Lieutenant Aldrich being of opinion that the "Hotspur" is lighter than the "Lady Franklin," sent us 120 lbs. and three days pemmican.

10h. A.M. proceeded; floe not so good; changed sleighs; found we could keep the lead with either; wind fresh during the night.

Sh. P.M., pitched; saw a white fox, and killed a marmouse.

10h. A.M., proceeded; floe very bad, frequently obliged to double bank; weather warm, but the glare from the snow trying to the eyes.

Sh. P.M. pitched; J. Harbourn, suffering slightly from snow blindness, administered two drops of "vinum opii," and tied a handkerchief over them.

After breakfast, read prayers. 10h. A.M.; proceeded; floe moderately good at starting, but towards the end of the day very bad.

Sh. P.M. pitched; Henry Deller suffering slightly from snow blindness, administered two drops of "vinum opii."

10h. A.M. proceeded; floe better, but frequently obliged to double bank. in the afternoon land in sight (Bathurst Island).

Sh. P.M. pitched. The men who have suffered in their eyes are now quite well.

10h. A.M. proceeded; floe very bad, and weather severe; in double banking across some hummocks, carried away three seizings; unstowed and relashed the battens with spun yarn, the hide being perfectly rotten. 8h. P.M. weather too inclement to proceed, pitched; examined men's feet, and found them all well, but nearly all had been severely frostbitten in the face.

Weather very severe; unable to proceed.

3h. P.M. Lunch; wind moderating, proceeded; but floe very bad.

9h. P.M. pitched; James Shingleton's boots being too tight to travel in with safety, borrowed a pair from "Lady Franklin."

10h. A.M. proceeded; floe very bad indeed; obliged to double bank nearly the whole day; but the weather pleasant for travelling. Sh. 30m. P.M. pitched.

10h. A.M. proceeded; weather mild, after the recent severe cold; floe better than yesterday, but still requiring an occasional double bank; whilst at lunch, observed the tents of the western branch inshore of us about three miles; hauled inshore for a bay, to bury a depôt and communicate. 8h. P.M. Doctor Bradford visited the sleigh, to inquire into the state of the men's health, several of their men having suffered severely from frostbites.

9h. P.M. 30m. pitched; our own men all well.

10h. A.M. breakfast; took the depôt (eight days), and implements for burying it. Found the ground very hard, but succeeded in making a hole three feet deep. Put in the depôt, filling the interstices with small shingle, and covering it with large stones of from 80 to 150 lbs. weight, filling the crevices as before, with gravel, and snow, and piling the whole about two feet six inches above the level. Lieutenant Aldrich also buried a notice in a small cairn, close to and over the depôt. Placed a long bamboo with a black soup and bouilli tin filled with pebbles (the wind, or the slightest touch from a bear, would make it rattle,) on the top of it, which makes a capital mark, as the land behind is covered with snow. Its situation is in a bay about a quarter of a mile to the eastward of a high bluff. The bluff is about 6½ or 7 miles to the eastward of a low point that forms the eastern boundary of the extensive plains called by Sir Edward Parry "Alison's Inlet." Its prominent marks, on the other hand, being a round hill 4 or 5 miles to the eastward, and a low point about 8 miles to the eastward of the bluff; the point and the bluff forming the boundary of the bay.

Found the foremost welding of one of the runner irons carried away, turned her end for end, stowed, and proceeded. Floe good, but the difference in the dragging not so perceptible as I expected, our weight having been decreased nearly 150lbs.; pitched for lunch abreast of Lieutenant M'Clintock's sleighs; after lunch, proceeded for the low point. 9 P.M., pitched under the low point; saw two deer at the distance of about half a mile, sent two men over the point to try and get a shot at them but without success; on the point they saw six hares; night bitterly cold.

Found my left big toe black from a frostbite, and the sole of the foot slightly inflamed and very tender.

Estimated distance 5½ miles.

April 18th. Encamped 13 h.  
Wind South 8 b c q  
Weight per man 219 lbs

FOURTH JOURNEY  
Estimated distance 6 miles.

April 19th. Encamped 14 h.  
Wind N E. 2 o m

FIFTH JOURNEY  
Estimated distance 6½ miles

April 20th. Encamped 14 h.  
Wind East, 1 o.m.s.

SIXTH JOURNEY  
Estimated distance 7 miles.

April 21st. Encamped 14 h.

SEVENTH JOURNEY.  
Wind N W 7, b c  
Estimated distance 8 miles

April 22d. Encamped 14 h.  
Wind N W, 6 b c

EIGHTH JOURNEY  
Estimated distance 8 miles  
Time lost by weather 6 hours.

April 23d. Encamped 19 h.

NINTH JOURNEY.  
N.W., 5 o c m;  
3 b c

Estimated distance 4 miles.

April 24th. Encamped 13 h.

TENTH JOURNEY  
Wind N W., 2 b.  
Estimated distance 6 miles.

April 25th. Encamped 13½ h.

ELEVENTH JOURNEY  
N W, 3 m c  
Communicate with western  
branch

Estimated distance 6½ miles.

April 26th. Encamped 12½ h.  
East 5 b c

TWELFTH JOURNEY.  
Bury the 8th-day depôt

Description of mark.

Appearance of the land round  
the depôt.

First game seen.

Estimated distance, 7 miles.

April 27th. Encamped 13h.  
N.W. by 4 b.c.



- Crossing the plains
- 10h. A.M., proceeded in a direct line for Cape Cockburn. Found the land, although covered with snow, much heavier to drag on than the floe. Saw 5 deer, and the recent tracks of musk oxen. Ground heavy; frequently obliged to double bank.
- Five deer seen
- THIRTEENTH JOURNEY
- Estimated dist. 8 miles.
- April 28th Encamped 14½ h  
W N W 2 b
- 7h. 30m. P.M., pitched; distance from the floe 3 or 4 miles.
- Remarks on travelling with sleighs over land
- 10h. P.M. proceeded for Cape Cockburn; the dragging very heavy, and always requiring a standing pull if the runners touched the soil. Observed a tent ahead; came up with Lieutenant M'Clintock's sleigh, he having been forced to pitch last night (his luncheon time), James Wilkie the captain of his sleigh, not having been able to pass his urine for some hours but the man now perfectly recovered. 8h. P.M., joined company with the rest of the sleighs. 11h. P.M., pitched under Cape Cockburn. George S. Malcolm (captain of the "Excellent") joined my sleigh, he having been severely frost-bitten in the feet, and Doctor Bradford recommending his immediate return. Jos. Robinson left me to join the Melville Island party (a ready volunteer).
- FOURTEENTH JOURNEY
- Estimated dist 10 miles
- George S Malcolm joins sleigh
- April 29th Encamped 14 h.  
Wind S F 1 b v
- Lieutenant Aldrich preferring the long sleigh to the short, relashed her, and stowed her with the remainder of his provisions. Supplied him with a new boarding pike in lieu of one broken, and a spare batten in case of accident. 1h. P.M., proceeded with Lieutenant Aldrich, leaving my own tent pitched by the sleigh, with two men to look after it,) to round the cape.
- Part company with Icut.
- Aldrich, he having on his sleigh and in his depot 47 days provisions.
- I exchange two men
- FIFTEENTH JOURNEY
- Estimated dist back 4 miles from Cape Cockburn
- April 30th Encamped 14h  
South 2 b c
- 4h. P.M., came up with the western branch. Parted company with Lieutenant Aldrich, he intending to bury a second depôt under the cape. James Shingleton, A.B., and John Harbourn, R.M., joined the "Lady Franklin." Received Peter Finney, captain of maintop, and James Fox, A.B., in lieu of them, their constitution not being so well adapted to stand the rigours and privations of Arctic travelling. Struck tent after lunch, and proceeded. 8h. P.M., pitched. George Malcolm was well able to keep up with the sleigh, and wished to pull; at supper he ate moderately.
- SIXTEENTH JOURNEY
- Estimated dist 13 miles
- Geo Malcolm works
- 10h. P.M., proceeded; the "Dasher" (Mr. Shellabear's sleigh) returning from the western branch in company. Malcolm complaining of his feet but well able to keep ahead of us. 7h. 30m. P.M., passed the low point, and pitched. Malcolm had a severe fit of vomiting. Made him some tea, but he was not able to keep it on his stomach, and as he had passed a restless night, gave him two opium pills. In the morning he was unable to stir, and when being lifted out of the tent, complained of pains all over.
- May 1st Encamped 14½ h  
Westerly 3 b c
- Geo Malcolm on the sleigh
- SEVENTEENTH JOURNEY
- I cartine depot
- 10h. A.M., placed him on the sleigh, covering him with four parts of the wolf skin and one of buffalo, and proceeded. Floe good, and wind being fair, set the sail. 3h. saw two bears ahead. Stopped for lunch, and the bears coming closer, Mr. Shellabear and one of the men got shots at them, but with little effect. Went on shore to examine the depôt, taking one man with me. Found the depôt untouched, but the recent track of a bear within ten feet of it. Left a notice for Lieutenant Aldrich. Returned to the sleigh, and communicated with Mr. Shellabear, informing him of my determination of striking off straight to the ships, my men being all in good health, and the distance not more than to the Autumn depôt. Floe not so good as on shore; 8 P.M., pitched.
- Strike off for the ships
- Estimated dist 11 miles
- 10h. A.M., proceeded. The floe moderately good, but the wind fresh, and weather very thick. 2h. P.M., pitched for lunch; the weather too unfavourable to proceed. George Malcolm drank some tea, and eat a little biscuit, being his first food since the vomiting. He appeared very much better after it, but still too weak to move, and suffering from pains all over. Cut all the fat off the pork for fuel, and stopped half allowance of rum. No supper.
- May 2d. Encamped 14 h  
S E 8 m c
- Time lost by weather 5 hours
- Weather too inclement to proceed after lunch Estimated dist. 5 miles
- EIGHTEENTH JOURNEY
- Reduce allowance
- 6h. A.M., weather improving Had supper. 3h. P.M., had breakfast, and proceeded. Floe very bad. 10h. P.M., weather clearing. Saw what I took for Lowther Island, but which eventually proved to be Garret Island. Towards the end of the day, and as I neared island, the floe improved. George Malcolm slightly delirious. 2h. A.M., pitched.
- May 9d Time lost 5 hours  
Encamped 25 hour  
S E by 5 o in
- NINETEENTH JOURNEY
- Estimated dist 8 miles
- May 4th Encamped 14 h  
Southerly 3 m c
- Estimated dist. 9 miles
- TWENTIETH JOURNEY
- May 5th Encamped 12 h.  
N E. by 2 b c
- 2h. P.M., proceeded for the high land (which I took for Brown's Island, as we had always on our way out called Garret's Lowther Island). Floe very
- TWENTY-FIRST JOURNEY

bad, but weather clearer than when we started. The land ahead now plainly visible; the north end high and bold, and the south end low; the whole looking as if I had the south end of Brown's on with the north end of Somerville Island, and the bearing of the centre was 112° 30', or E.S.E., the same as their bearings would be if I had had them in a line; and, although the supposed distance was very great, we had seen Brown's Island on our way out on the fourth day from passing it at a distance of at least twenty-five miles. Midnight, pitched.

Estimated dist 8 miles.

Noon, weather fine and clear, proceeded. Floe very bad as we neared the island, and could see no opening; altered my course for the north end of it. Floe very good. Set the sail as we neared the north end. The hummocks again delayed us. 11h. P.M., pitched under the north point of Lowther Island. Sent two hands to the top of the point, to take a look round. My own foot being painful, I thought it best not to try ascending the hill myself. Men returned, having seen Brown's, Griffith, and Somerville Islands. Malcolm delirious, and very noisy all night, preventing the rest from sleeping.

May 6th Encamped 12 h.  
W.N.W 1 b c m

TWENTY-SECOND JOURNEY  
Estimated dist. 12 miles

Noon, weather clear, proceeded, picking our way among some very heavy hummocks, and frequently going through the snow up to our thighs. After about an hour of this work we got to the good floe. Wind being fair, set the sail. Saw three bears. 3h., weather came on thick. 4h. P.M., weather so thick and unpromising that I determined to pitch rather than run the risk of getting amongst the hummocks. Had raw pemmican for lunch, and turned in, as our provisions would not admit of our having supper till we started again. Saw a ptarmigan.

May 7th Encamped 13 h.  
S.W 4. b c

TWENTY-THIRD JOURNEY.  
Saw three bears  
Detained by weather 21 hours  
Time lost 6 hours.  
Estimated distance 5 miles -  
S.W 7-8. o.m.s

1h. P.M., there being no signs of a break in the weather, I resolved to proceed. Had pemmican, and proceeded. 6h., weather cleared a little. Served out the last of the rum and some raw pemmican for lunch. Weather clearing, saw the three islands, and took the following bearings: Griffith N. 65° E., Somerville N. 55° E., and Brown's island N. 25° E. 6h. 30m., proceeded; set the sail; floe moderately good. Midnight, being abreast of Somerville Island, the floe ahead good, and the wind moderately fair, I determined on making a forced march for the ship. Pitched; made cocoa, and fried pemmican. 2h. 30m., made sail, and proceeded; the sail helping us much. 11h. 30m. A.M., the men being very tired, and the outer point of Griffith Island still distant a good three miles, gave the order to pitch, and cook the remainder of the pemmican with what spare wood we had on the sleigh, whilst I walked on board for assistance. 4h. 10m. P.M., I arrived on board, and reported myself to Captain Austin, who immediately sent a party to bring the sleigh in. 7h. 30m., "Hotspur" arrived.

Saw a ptarmigan

May 8th Encamped 20h  
S.S.W 7 o m s

TWENTY-FOURTH JOURNEY.

6 weather cleared

May 9th.  
Estimated distance travelled  
without sleep 28 miles  
No of hours absent from  
ship - - - - 577  
" travelled - 258½  
" encamped - 318½  
No. of miles out - - 98½  
" home - 110  
Average per day out, 7 miles  
" home, 11 miles

*Remarks on Equipment of H.M. Sleigh "Hotspur."*

I found that in hummocky ground the long sleigh had a great advantage over the short one, and as they stow better, and draw as easily over the good floe, they are the best adapted for Arctic travelling.

Articles. Long sleigh.

The canvass bottom and sides I found very useful.

I found my tent quite large enough, but I should suggest enlarging them with a whole, instead of a goring cloth, as the difference in weight would not be above 5 lbs, and it would set better in a breeze, as it now bellies very much.

Large tent.

Very good for low temperature, but not enough to keep the wet out with the thermometer above zero. I would therefore recommend a second made, either of macintosh, or duck soaked in boiled oil, as the weight would not be above 10 lbs.

Floorcloth

Unexceptionable.

Wolf skins.

Very good, but not equal to felt.

Blanket bags

This is the only bad article I had away, it being too slight, and not large enough.

Cooking apparatus.

I should prefer canvass boots, the second pair (for the low temperature) being made considerably larger than before. Mocassins made with a large tongue (to keep out the snow) are very comfortable, but wear out too soon.

Boots.

*Remarks on the Provisioning of H.M. Sleigh "Hotspur."*

Pemmican	The allowance was very good ; but as our cooking apparatus was small, and fuel short, we could never cook more than $\frac{2}{3}$ ths of our allowance.
Biscuit	Our allowance was small, and it would have been a great deal better if it had been sifted, as we had a haversack full of dust in it.
Pork	The pieces should be picked. Ours had so much lean in it that on two or three occasions we could not eat any for lunch, as it made us so thirsty.
Chocolate	Very good, and the allowance liberal, and I think it better for breakfast than tea.
Fuel (tallow)	My allowance was short. 2lb. a day, with strict economy, would cook your meals ; but on that allowance you could not cook tea after pemmican.

Sir,

In conclusion, I have much pleasure in testifying to the good conduct of the men I commanded Their zeal and willingness on all occasions cannot be too highly commended.

(Signed.) I have, &c.

RICHARD BULKELEY PEARSE,  
Mate, &c.

To Captain H. T. Austin, R.N.  
&c. &c.

A General Abstract of the Proceedings of Her Majesty's Sleigh "Hotspur."

Number of days out	-	-	-	13 $\frac{1}{2}$ days.
Number of days home	-	-	-	10 $\frac{1}{2}$ days.
Total hours travelled	-	-	-	258 $\frac{1}{2}$ hours.
Total distance travelled	-	-	-	208 $\frac{1}{2}$ miles.
Distance in a direct line	-	-	-	180 miles.
Total hours encamped for rest	-	-	-	318 $\frac{1}{2}$ hours.
Total hours detained by weather	-	-	-	65 hours.
Mean rate of travelling per day out	-	-	-	7 miles
Mean rate of travelling per day home	-	-	-	11 miles.

R. B. PEARSE

Captain AUSTIN to Mr. R. B. PEARSE, Mate, late in command of the Sledge "Hotspur."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,  
30th May 1851.

Sir,

I have to acknowledge the receipt of your report of proceedings from the 15th ultimo to the 9th instant, which is very carefully made.

I am much pleased with the manner in which you have performed the service intrusted to you.

Your "aid, and zeal, and dragging," spoken of by Lieutenant Aldrich, was both spirited and encouraging to the men. The preservation of your crew from frostbite or other casualty, enabling you to supply three of them to other parties, evinced both care and management ; and your exertions to return in as short a time as possible with the sick man you had received from another sledge were highly creditable.

Your account of the conduct of the men who were under your command is very satisfactory, which has been made known to them.

I have, &c.

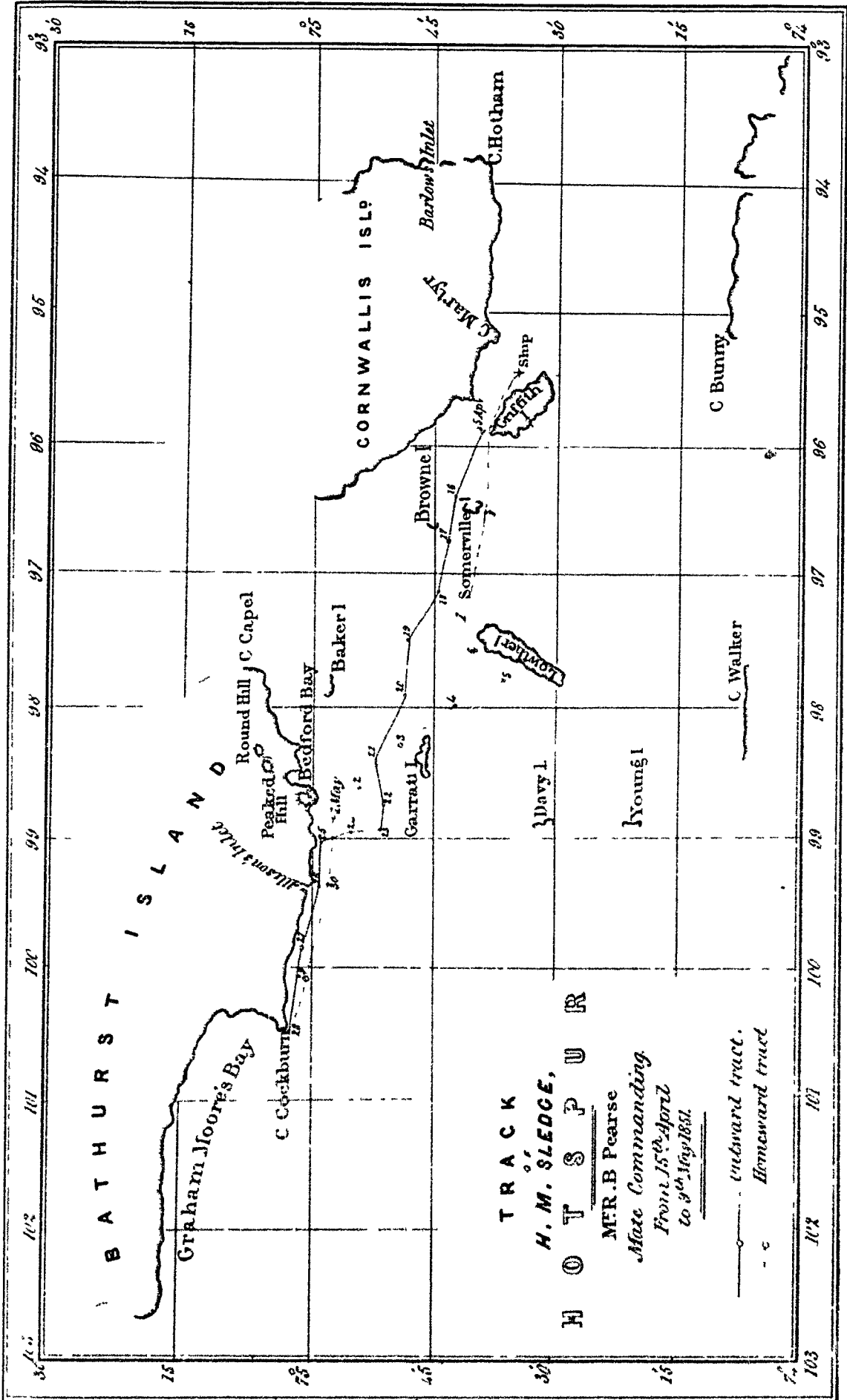
(Signed) HORATIO T. AUSTIN,  
Captain, &c.

Enclosure 16 of No. 11 of 1851.

Captain AUSTIN to LIEUTENANT M' CLINTOCK, in command of the "Western Branch," Western Division.

By Horatio T. Austin, Esquire, C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

In pursuance of the instructions directing the operations of this expedition, and looking to your previous experience in arctic travelling, relying on your prudence and zeal, and taking into consideration your



earnest desire to reach Melville Island, you have been selected for that lengthened journey. And being very desirous that medical aid should be available, so far as it can be with so large a number of men as that composing the western division, a double party will be attached to you, which will also in point of resources ensure as far as possible your reaching Winter Harbour, and extending the search, should it be called for from traces found there. It is therefore a source of much satisfaction to me being able to attach to you as your second so experienced and capable an officer as Mr. Bradford, the surgeon of the "Resolute," who is animated with the same ardour as yourself in this important undertaking.

You will therefore now take under your command the officers and men named in the Appendix hereunto attached, who one and all have volunteered, and been chiefly selected by yourself for this service, and who with their sledges have been under your control and responsibility for preparation and equipment since the 10th ultimo; and as soon as in every respect complete and ready, proceed in the route that your experience and judgment may deem the best and most direct for reaching and safely returning from Winter Harbour; at which place, should either of the missing vessels have touched, some traces it is hoped will be discovered.

In order to facilitate your operations, and with the view of accomplishing the most extended search in the least amount of time, the senior lieutenant of the "Resolute" will examine the shores and trace the indentations to the northward between the islands; so that in the event of traces not being found previous to the last opportunity for communicating with the "northern branch," your not having to deviate from the one object will prove of great advantage to you.

Although it is not directed that the two distinct branches proceeding along the northern shore should continue together until their separation becomes absolutely necessary, yet I desire to impress upon you the importance of a communication between them being rendered available up to the latest period, for the following reasons; viz.

First,—With so large a body of men in one direction medical aid may be of great value;

Second,—In the event of traces being found by the "northern branch" your services may become of the greatest importance in that direction; and,

Third,—In the event of casualty in the extended parties, there would be a larger number of men from which to complete.

Having expressed these views, I leave the mode for best carrying them out to the zeal and prudence of Lieutenant Aldrich and yourself.

With reference to any separate line of search that you may be able to make by detaching Mr. Bradford, having stated the object of increasing your "branch" to a double party, I leave to your own discretion; observing, that I expect you will make every arrangement you can for your return in company. Should you so detach Mr. Bradford, you will furnish him with such directions as may be necessary, and instruct him that his duties during such separation will be a distinct responsibility.

You having reached such points beyond which your resources would not be aided by the auxiliary or limited parties, you will direct their return, first completing the extended parties from them; at which period there is reason to hope that sufficient will be known of the strength and capability of every one to leave little in doubt on that head; taking care that the resources of the returning sledges are adequate to ensure their reaching the ships in safety, and acquainting me, or (if more convenient) stating verbally but carefully to the officer, for my information, your anticipations of the extent of search you may be able to accomplish, and the probable date of your return.

I wish one of the printed notices with which you are supplied deposited each day near your encampment.

You will keep a journal of your proceedings and a track of your route, for transmission to me, and direct the officers accompanying you to do the same.

Should you or Mr. Bradford come upon any prominent points of land not already laid down, it is desirable that they should be fixed, and a

number or letter only given for distinction ; as also that such observations, sketches of headlands, &c., should be made as your knowledge or that of Mr. Bradford may deem useful ; all of which, with the data from which the results will have been deduced, you will transmit to me as soon as convenient after your return. You will, however, distinctly understand, that discoveries and observations are wholly secondary to the great object of our mission,—the most active, earnest, and persevering search for our missing countrymen ; any of whom, should you have the happiness to meet, and they be unable to return with you, must be impressed with the assurance that no human effort shall be wanting to give them succour and relief

In the event of casualty arising to yourself, or to any of the officers accompanying you, before separation, you are referred to the provision made in the Appendix before mentioned.

I consider it desirable to caution you that in the event of your depositing depôts of provisions at different stages to provide for your return, how important it is that they should be so arranged with regard to proportion and distance as to ensure a sufficient quantity being always at command in the event of unforeseen detention.

Further, with reference to a proper protection of the eyes from snow blindness, the feet from chafe, and the advantage to be derived under present circumstances from eating sorrel, if such can be obtained, I consider it only necessary to refer you to your past experience in these matters, and to the professional knowledge of Mr. Bradford.

It now only remains for me to direct your attention to the following points ; viz.

First,—The people having undergone the privations consequent upon a winter passed in these regions may not be equal to so lengthened a period of labour and further privation as if fresh from a more genial climate ;

Second,—The increased labour and difficulty of travelling after thawing has commenced ; and,

Third,—The uncertainty of the time at which the ice in the bays may break up.

All of which must guide you in the extent of your journey out.

Believing that all has now been done that the resources of the expedition will allow, and human foresight can devise, I commend you, and those with you, to the care of the Mighty Disposer of all events.

Given under my hand on board Her Majesty's ship "Resolute" at Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.

(Signed) HORATIO T. AUSTIN.

THE APPENDIX REFERRED TO.

FIRST PART

*Extended party.*

Provisioned and equipped for 40 days, with one runner sledge.	Lieutenant M'Clintock	- - - -	} H. M. Ship "Assistance."
	James Wilkie	- Captain fore-castle -	
	James Dawson	- - A. B. - -	
	William Richards	- - A. B. - -	
	John Salmon	- - A. B. - -	
	James Hoile	- - A. B. - -	
	James Rodgers	- - A. B. - -	

*Limited party.*

Provisioned for 42 and equipped for 28 days, with one runner sledge.	Mr. Wm. B. Shellabear	Second master	-	} H. M. Ship "Assistance."
	James Fullarton	- Gunner's mate	-	
	Robert Urquhart	- Private R.M.	-	
	Foster M'Kenzie	- A.B.	-	
	Thomas Hood	- Private R.M.	-	
	George Wood	- Boatswain's mate	-	
	Henry Morgan	- Private R.M.	-	

## SECOND PART.

*Extended party.*

Provisioned and equipped for 40 days, with one runner sledge.	{	Mr. A. R. Bradford	-	Surgeon	-	-	H. M. Ship "Resolute."
		Benjamin Young	-	Captain foretop	-	-	
		Robert Hoile	-	Sailmaker	-	-	
		Moses Tew	-	A.B.	-	-	
		Eli Bone	-	A.B.	-	-	
		William Swaney	-	A.B.	-	-	
		Samuel Rogers	-	Private R.M.	-	-	

*Limited party.*

Provisioned for 42 and equipped for 28 days, with one runner sledge.	{	Mr. Walter Wm. May	-	Mate	-	-	H. M. Ship "Resolute."
		Geo. S. Malcolm	-	Captain hold	-	-	
		Thomas Brown	-	Blacksmith	-	-	
		John Davies	-	Bombardier	R. M. A.	-	
		Benjamin Strutt	-	A.B.	-	-	
		John Wight	-	Private R.M.	-	-	
		John Hieels	-	Private R.M.	-	-	

*Auxiliary party.*

Provisioned for 42 days and equipped for 20 days, with one runner sledge.	{	Mr. John P. Cheyne	-	Mate	-	-	H. M. Ship "Resolute."
		Joseph Organ	-	Ice quartermaster	-	-	
		William Elliott	-	Carpenter's mate	-	-	
		James Folly	-	Ship's cook	-	-	
		Thomas Record	-	Musician	-	-	
		Henry Cumber	-	Officers cook	-	-	
		Richard Bland	-	A.B.	-	-	
Nicholas Holton	-	Stoker	-	-			

In the event of casualty arising to yourself before separation, you will deliver your orders to Mr. Bradford, who will take charge and proceed in execution thereof, and Mr. Shellabear will take the place of Mr. Bradford; and in the event of casualty arising to Mr. Bradford, Mr. May will take the part assigned to that officer.

With reference to casualties amongst the men, a fair proportion should be provided from those of each ship for the extended parties, so long as efficiency will admit thereof.

I have, &c.  
(Signed) H. T. A.

## Lieutenant M'CLINTOCK to Captain AUSTIN.

Her Majesty's Ship "Assistance," off Griffith's Island,  
10th August 1851.

Sir,

I beg to acquaint you of my return to this ship on the 4th July, having carefully examined the southern coast of Byam Martin Island, and of Melville Island from Point Griffiths to Cape Dundas. From thence, its continuation to Liddon's Gulf was discovered and examined. Winter Harbour, and cairns erected by Sir Edward Parry in three different places, have also been visited, but, I regret to inform you, without finding any traces of Sir John Franklin's expedition. Those shores do not appear to have been visited, even by Esquimaux, since the voyage of 1819-20.

I was happily enabled to detach my companion, Mr. A. R. Bradford, surgeon of Her Majesty's ship "Resolute," for the examination of the east coast of Melville Island, which he accomplished to an extent of 70 miles, as well as the circuit of Byam Martin Island, and was equally unsuccessful in obtaining traces of the missing expedition.

After my departure, on the evening of the 15th April, I proceeded with the five sledges under my command for the depôt of provisions previously placed on the west coast of Cornwallis Island, and completed provisions there on the 18th. From thence we proceeded for Bathurst Island; but did not succeed in reaching Cape Capel until the 22d, in consequence of a heavy gale of wind, and continued thick weather, which occasioned us considerable delay in rounding a newly-discovered island,

The temperature had also undergone a very material change ; from 20° above zero to 28° below. On our arrival at Cape Capel the surgeon examined several severe frostbites which had occurred during the preceding march, and reported three of the men disabled. I therefore despatched the sledge "Parry," Mr. Cheyne, mate, back to the ships with the sufferers, after having completed the other parties with his provisions, and secured a sufficient quantity in a pit, as a depôt for their return. The weather increased in severity. On the 23d we were obliged to encamp, as it was absolutely un-safe to expose the men to such inclement weather. Here we were confined to our tents until midnight of the 24th. On the 25th we met the sledges "Lady Franklin" and "Hotspur," Lieutenant Aldrich and Mr. Pearse. Communicated with them daily until the 29th, when we finally separated. On the night of the 27th the thermometer registered 36° below zero, being the greatest cold we experienced. Fortunately the weather was fine, and winds light, so that our progress was not materially delayed. It was however necessary to shorten our journeys considerably, and the officers and men suffered continually from frostbites.

Reached Cape Cockburn on the evening of the 28th. Here it was found necessary to send back five men who had become disabled by frost-bitten feet.

I made the necessary arrangements with Lieutenant Aldrich for Messrs. Pearse and Shellabear to return in company to the ships with all possible speed, receiving these men in lieu of others selected from their parties. The remaining parties were filled up with provisions, and a depôt secured for their return, by the "Dasher." On the 30th April the parties separated. The "Lady Franklin" proceeded westward along the shore of Bathurst Island ; the "Hotspur" and "Dasher" to the eastward on their return ; and the three remaining sledges, "Perseverance," "Resolute," and "Excellent," which now comprised my party, across Graham Moore Bay for Byam Martin Island.

I beg to remark in this place that the most disagreeable duty I have had to perform was to enforce the return of those men who had received injuries (much greater than they themselves were aware of), and who evinced the strongest desire to proceed, even endeavouring to conceal from each other their frostbites, and the pain which labour occasioned them. The weather became rather less severe, the temperature varying from 10° to 28° below zero, and by exerting all our efforts Byam Martin Island was reached on the 6th May, although we had been confined to our tents for forty hours by a south-east gale of wind. A more disagreeable detention than one of this kind cannot easily be imagined ; seven persons in a space 8 feet 8 inches long by 6 feet 8 inches broad, scarcely able to keep themselves warm ; and, as it is necessary to cook in the tent, the vapour speedily condenses, and descends in a shower of fine snow, penetrating and wetting the fur robes and clothing.

Here I determined to send back the "Excellent," Mr. May, mate. One or two more exchanges of men were necessary ; and, after supplying us with provisions, and depositing in security a supply for our return, Mr. May left us on the same evening. The weather was now decidedly milder, and our journeys were lengthened accordingly. Travelled round the south end of Byam Martin Island, and then across for Melville Island.

On 11th May we encamped off Point Griffiths ; its south-east extreme. The condition and resources of my party being such as to confirm me in the opinion that Winter Harbour was well within my reach, I felt it to be my duty to detach the "Resolute," Mr. Bradford, up the eastern coast, and thus double the extent of our research. Arrangements were made for separating, and orders drawn up for Mr. Bradford's guidance (a copy of these orders are inserted in my journal).

In the evening we parted company upon our respective missions.

I now commenced the examination of the southern shore of Melville Island with the utmost care. By far the greater portion of it has been actually walked over, and, at intervals, the hills ascended, and the ice examined with a telescope.



On arriving in Skeyne Bay, five days provisions, the gutta percha sledge boat, and every article which could be dispensed with until our return here, was left en caché. After a day's rest we continued our journey, and, favoured by fine and mild weather, made good progress. On the 19th, reindeer and musk oxen were seen, and two of the latter shot; a second depôt of provisions was left, and the examination continued to the westward. This abundant supply of fresh beef, combined with the improvement in the weather and temperature, was very beneficial to the men. A couple of bears had previously been shot, and their blubber afforded a most welcome addition to our fuel. On 21st May we crossed the mouth of Winter Harbour, and encamped upon Point Hearne in a strong north-west gale of wind, which detained us twelve hours. During our further progress westward another musk ox was shot. Reached Cape Dundas on the 27th May. Soon after passing it, discovered land to the north-west. Followed the coastline, which now trended rapidly round to the north-west, north, and north-east, and finally joined the southern entrance of Liddon's Gulf. The land seen on the 27th was found to be connected with the north side of Liddon's Gulf, and extended westward from thence. Its visible extreme was in latitude  $75^{\circ} 17' N.$ , longitude  $117^{\circ} 40' W.$

Banks' Land was also seen to extend westward to latitude  $74^{\circ} 17' N.$ , and longitude  $118^{\circ} 10' W.$

Although the discovery of land westward of Cape Dundas rendered it improbable that any traces would be found in Liddon's Gulf, yet I determined to examine it, and had some hope that Bushnan Cove, described by Sir Edward Parry as being so favourable a position for game, might have attracted shooting parties from the ships, if detained upon the northern coast of this island, the distance across being only twenty-three miles.

It was with extreme reluctance that I turned my back upon the newly-discovered land stretching away far to the westward; but I had already expended more than half our provisions, and was upwards of 300 miles in direct distance from the ships; moreover, the rapid advance of summer rendered travelling over the ice exceedingly precarious; under these circumstances the safety of my party demanded our immediate return. Sir Edward Parry's record at Bushnan Cove was found, but in such a dilapidated condition as to be scarcely legible. It was replaced by one of this expedition. Had it been in a better state of preservation I would most gladly have left it undisturbed.

We found here everything mentioned by Sir Edward Parry as having been left by his party when his broken cart was abandoned.

The remains of the cart served us for fuel. Some small portions of it, as well as a few other relics of our predecessors, were brought away. The very slow progress of decay in this climate was strikingly evident on inspecting the site of Sir Edward Parry's encampment of June 1820. The wood appeared almost unchanged; the bones of ptarmigan (off which his party supped) were merely bleached; and the pieces of cloth, canvas, rope, and twine strewed about still retained much of their original strength and colouring.

We proceeded from here on the 1st June, crossed Liddon's Gulf, and commenced the land journey to Winter Harbour. Examined the monument on Table Hill when passing it, and arrived at Winter Harbour on the 5th. A reindeer and musk ox were shot whilst crossing the land. Winter Harbour and its low shores were still deeply covered with snow; so much so that we had some difficulty in finding the site of the observatory. The snow was dug off it, and the spot carefully examined.

The only object conspicuous above the snow was a remarkable sandstone rock near the entrance of the harbour, and close to which we encamped. Beneath it a hare had taken up her residence, and during our stay of 36 hours was constantly feeding about within a few yards of our tent. The fearlessness of this animal was almost, in itself, a convincing proof that our countrymen had not been here.

Cut the date, "1851," upon this rock, near the inscription which records Sir Edward Parry's visit, and placed a record upon the top of it.

Left Winter Harbour on the 6th June. Examined a record left by Sir Edward Parry near Fife's Harbour. Returned to Skeyne Bay on 11th June; picked up the provisions and other articles left there, and finally left Melville Island on the 13th June.

On the 16th reached our depôt upon Byam Martin Island. The summer had now overtaken us; our travelling was usually through pools of water on the ice, or deep soft snow; it had become exceedingly laborious, and although the sledge was but lightly loaded, our progress was often very slow. From this position to the nearest point of Bathurst Island, a distance of 29 miles, was only accomplished in 4 days. From thence we travelled round Graham Moore Bay to Cape Cockburn, which we reached on the 24th. Mr. Bradford had left it the day before. Arrived at Cape Capel on the 28th, and soon after we were joined by Mr. Bradford and his party. I was very sorry to learn that he had latterly been obliged to travel on the sledge in consequence of a severe fall.

After a halt of a day and a half to rest the men, we proceeded together to the depôt on Cornwallis Island, and from thence to the ships, arriving alongside H.M. Ship Assistance shortly after noon on the 4th of July.

The seasonable supply of fresh food at Melville Island not only kept the men in vigorous health, but enabled me to extend the search beyond what my provisions would otherwise have permitted.

The state of the ice is constantly described in my journal; and whilst the absence of traces are negative proofs that the missing expedition has not been detained or met with accident along these shores, the condition of the ice off Cape Dundas affords almost positive proof that they have not passed to the westward.

It is now my pleasing duty to make known to you how ably I have been supported by the officers placed under my command, and I attribute in a great measure to their example the admirable conduct of the men.

Mr. Bradford's performance whilst prosecuting a separate search fully justifies the confidence I had placed in him; and owing to his careful attention to the men during the very severe weather in April we are indebted for the comparatively few injuries sustained. When not required for other duty, the officers were constantly labouring with their men in dragging the sledges. It was a service in which all felt and acted alike.

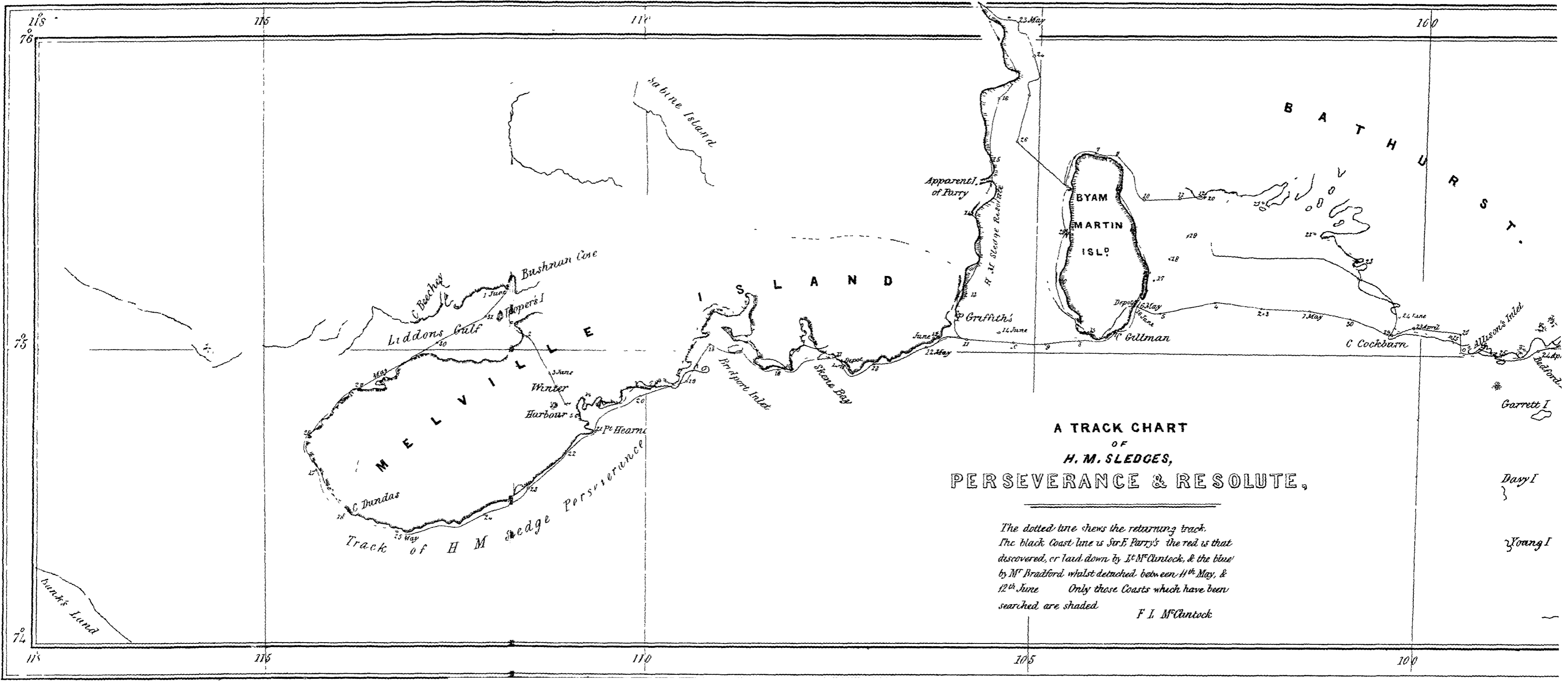
Of my own party, I would gladly speak at greater length. Their physical capabilities have been very severely tested during this journey of 770 geographical miles; but I deem it sufficient to recommend them to your notice, with this observation, that all I could say in praise of their spirited perseverance and patient endurance of fatigue and privation is not more than their due. And I also beg you will favourably consider the exertions and sufferings of those men who received injury by frost-bites in the early part of our journey, and therefore returned to their ships in a disabled condition.

Success in the grand object which stimulated us forward in the search was not vouchsafed to us; but that we have been preserved from accident, and sustained in health and strength, throughout this trying period of eighty days, has caused us to return with hearts filled with gratitude towards Him from whom all blessings flow.

I have, &c.

F. L. MCCLINTOCK, Lieutenant, &c.

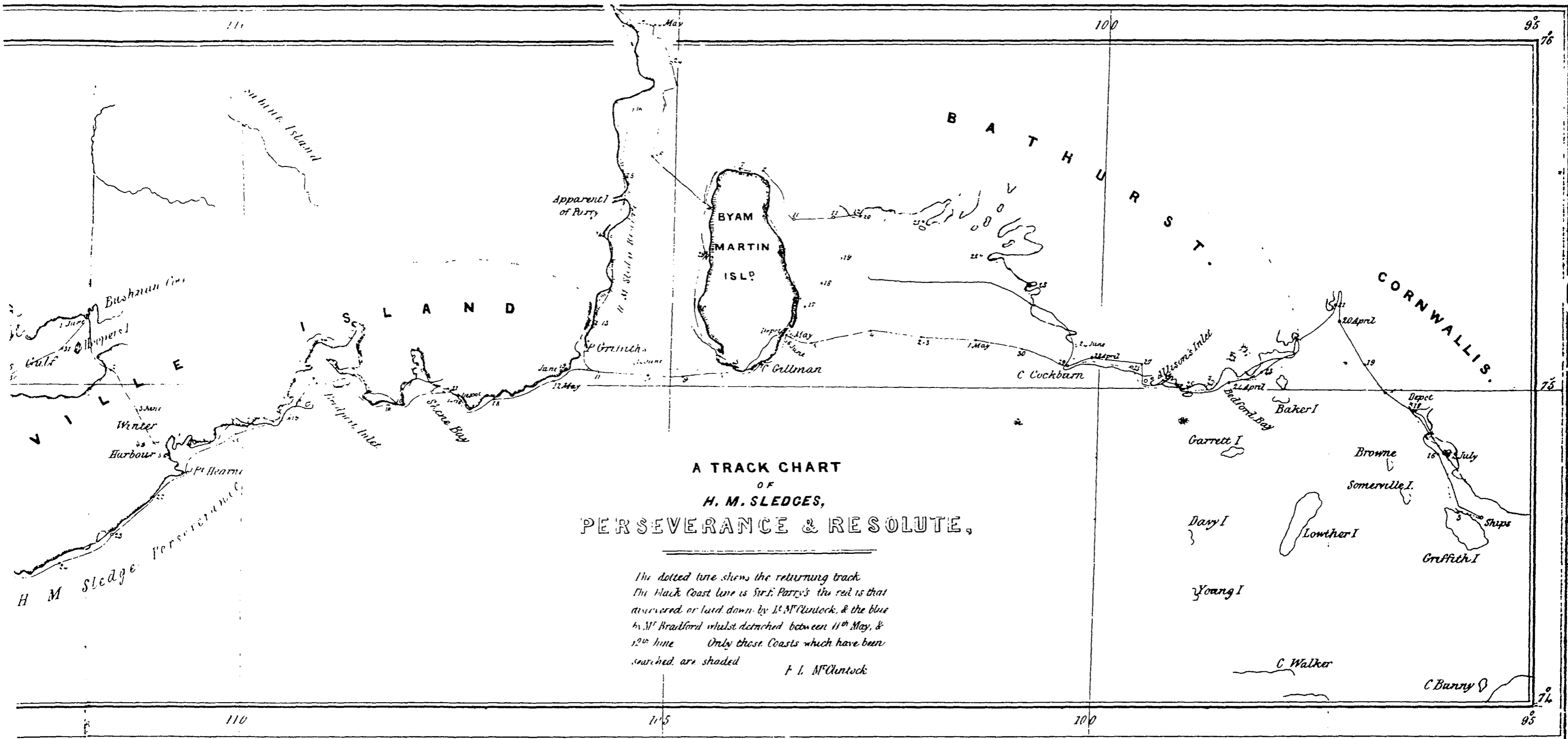
No. of Enclosures.	Subject.
1	Journal of proceedings.
1	Chart of track.



**A TRACK CHART**  
 OF  
**H. M. SLEDGES,**  
**PERSEVERANCE & RESOLUTE,**

*The dotted line shews the returning track.  
 The black Coast line is Sir E. Parry's the red is that discovered, or laid down by Lt McClintock, & the blue by Mr Bradford whilst detached between 11<sup>th</sup> May, & 12<sup>th</sup> June Only those Coasts which have been searched are shaded*  
 F. I. McClintock

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 Young I



**A TRACK CHART  
OF  
H. M. SLEDGES,  
PERSEVERANCE & RESOLUTE.**

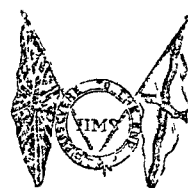
*The dotted line shows the returning track  
The black Coast line is Sir J. Parry's the red is that  
discovered or laid down by Lt. M. O'Connell, & the blue  
by Lt. M. Bradford whilst detached between 11<sup>th</sup> May, &  
12<sup>th</sup> line Only those Coasts which have been  
sounded, are shaded*

F. L. M. O'Connell

*Day & Son, Lith. to the Admiralty*

JOURNAL of PROCEEDINGS from the 15th of April to the 4th of July  
1851, whilst searching for the missing Expedition under the Command of Captain Sir John Franklin.

H M Sledge + Perseverance



Names.	Quality.	Age	Ship	Remarks.
Mr F L. McClintock	Lieutenant	- - -	Assistance.	
James Wilkie - -	Capt forecstle -	34	Do.	
John Salmon - -	A B. - -	24	Intrepid	
Thomas Hood - -	Private R M. -	29	Assistance -	Received from Dasher.
James Hoile - -	A B. - -	25	Do	
John Heels - -	Private R M. -	28	Resolute -	Received from Excellent
James Dawson - -	A B. - -	23	Assistance	

ABSTRACT OF WEIGHTS

Constant weights	- - -	417
Provisions and packages (41 days)	- - -	822 $\frac{1}{2}$
Total weights	- - -	1,239 $\frac{1}{2}$
Weight, per man	- - -	206 $\frac{1}{2}$
Daily decrease of weights	- - -	20

The observations are in Italics.

The true direction of the wind is given.

DEPARTURE.

The necessary preparations for travelling being completed, and sledges packed, they were advanced to the north point of Griffith's Island on the 12th April. On the 15th the travellers, accompanied by Captain Austin and nearly all the remaining officers and men, left the ships at six o'clock in the evening. The weather was dull and gloomy, with light southerly winds; but shortly after starting it freshened, and commenced snowing. On arriving at the sledges the tents were pitched, snow melted, and some biscuit and rum served to the travellers. Previous to starting Captain Austin read prayers, and when the sledges were drawn up in travelling order he took leave of each officer, and addressed a few impressive words to each sledge's crew, enjoining a steady perseverance in their noble enterprise, and implicit obedience to their leaders. We started at ten o'clock. The northern and southern divisions, each consisting of seven sledges, returned the cheers of those who remained behind, and cheered each other most heartily. There was exhibited by both officers and men a degree of earnestness and deep feeling which nothing short of the humane objects of our labours, and the perilous undertaking we had embarked in, could call forth. The men were so excited that they could scarcely be prevented from pushing forward with their utmost strength, each party hoping to be the first to afford relief to our long absent countrymen. The Melville Island division, under my orders, was composed of the following parties :

Names of Sledges.	Names of Officers	Rank	No of Men	Nature of Equipment
Perseverance -	Mr McClintock -	Lieutenant -	6	Extended party.
Resolute - -	Mr Bradford -	Surgeon - -	6	Same
Excellent - -	Mr May - - -	Mate - - -	6	Limited party.
Dasher - - -	Mr Shellabear -	2d Master -	6	Same
Parry - - -	Mr Cheyne - -	Mate - - -	7	Auxiliary.

In less than half an hour we lost sight of the southern division, and shortly after of Lieutenant Aldrich's and Mr. Pearse's parties. At 11 h. P.M., the wind having freshened sufficiently, the sail and three kites were set upon my sledge. The other sledges also made sail. Our course was almost directly before the wind, and these auxiliaries lessened the labour of dragging considerably.

The floe was smooth, and had but two or three inches of soft snow on it. Our average pace whilst moving was one mile and three quarters an

hour; but the men took frequent spells of three or four minutes each. As the thickness of the weather obscured the land, our kites were very useful in directing the course.

Tuesday, 16th April.—Lunched at 0 h. 30 m. A.M.

Encamped on the floe at 4 h. 0 m. The land was then visible.

Bearings.  $\left\{ \begin{array}{l} \text{Browne's Island, E by N} \\ \text{A long point on Cornwallis Island, S. E.} \end{array} \right.$

Gloomy weather, with snow at intervals. Our tents were warm, and, with the exception of a few novices who could not bag their heads as comfortably as the rest, we slept soundly all day.

At noon it blew strongly, with thick drifting snow.

#### First Journey.

Hours travelled,  $8\frac{1}{2}$   
Encamped for rest,  $14\frac{1}{2}$ h  
Stopped for luncheon,  $\frac{3}{4}$ h  
Distance accomplished, 14m  
Wind, S S E 2 to 6.  
Weather, o g s  
Temp  $+15^{\circ}$   
Detained for refreshment and divine service, 1 hour.

P.M. Proceeded at 6 h. 20 m. Made sail, and set two kites. Floe very smooth, but the freshly fallen snow lay in deep drifts. On the hard winter's snow or bare ice the sledges would sometimes run along under sail alone.

As the land was not visible, we were glad to have our kites to steer by. Lunched at 11 h. 50 m. P.M. A point in sight.

Thursday, 17th April.—A.M. The weather was now very disagreeable, blowing strongly, with falling and drifting snow. Kept along the land until it began to lead us off our course. We therefore took advantage of such shelter as it afforded, and encamped upon a low beach of limestone and shingle, at 1 h. 30 m.

#### Second Journey

Hours travelled,  $6\frac{1}{2}$   
Encamped for rest,  $13\frac{3}{4}$ h  
Stopped for lunch,  $\frac{3}{4}$ h  
Distance accomplished, S F  
by E 14 miles  
Wind, 5 to 7, S S E  
Weather, g q s  
Temp  $+15^{\circ}$   
Detained by bad weather 3 hours

At noon there was rather less wind.

*South point of entrance of an inlet, S E by E.  $\frac{3}{4}$  E.*  
*North extreme of Cornwallis Island, E.  $\frac{1}{4}$  N.*  
*Extremes of Browne's Island, N.E. — N N.E.  $\frac{3}{4}$  E.*

P.M. More pleasant weather.

Started at 6 h. 20 m. Made sail, and set kites. The sledges proceeded direct for the extreme point of Cornwallis Island visible, whilst Mr. May accompanied me in a walk along the beach to the entrance of the inlet.

About 150 yards from the beach, and 70 or 80 feet above the sea, we found a round stone building, about five feet high, and closed in on the top with flat stones. Pulled down a portion of it, but the interior was filled with snow. I was exceedingly anxious to examine it at the time, but have since seen Esquimaux huts exactly similar in construction. We walked to an eminence a few hundred yards further up the inlet, which commanded a good view of its extent.

We met scarcely any traces of vegetation. Here and there rude masses of limestone protrude through the loose frost-vent fragments which cover the surface of this land.

Crossed the inlet, and walked to the depôt carried out in October 1850. Found there a note written by Mr. McDougall on Tuesday evening 15th, stating the potato cases had been broken open, and their contents eaten, by bears, and that he had buried in the earth a sufficient quantity of provisions for my division.

The sledges arrived at 11 o'clock. Encamped and lunched.

#### Third Journey

Hours travelled,  $4\frac{3}{4}$   
Encamped for rest,  $14\frac{3}{4}$ h  
Stopped for luncheon,  $\frac{3}{4}$ h  
Distance accomplished, E  $\frac{1}{4}$  N  
8 miles  
Wind, 4 to 6 S S E  
Weather, c  
Temp  $28^{\circ}$  to  $18^{\circ}$   
Detained at depôt, 5 hours

Friday, 18th April.—A.M. Before supper we dug up the provisions, and made preparations for completing up to forty-one days provisions before starting in the evening.

There were many fresh fox tracks about the depôt. The tin record case left here last October, and lashed to a pike planted in the ground, was found lying on the snow, the top torn or bitten off, but the paper safe inside. The pike was broken.

Supper at 5 o'clock, and then to rest.

P.M. Weather somewhat clearer, but wind still fresh. Land resembling an island was seen; also more distant land to the right of and overlapped by it. After breakfast completed provisions, and secured the remainder

in a pit, covered over with earth, stones, and a good coating of snow. A pike was placed over it to mark the spot.

*Left extreme of land seen, E. by S.  $\frac{1}{2}$  S.*

*Browne's Island, right tangent, N.  $32^{\circ} 40'$  W.; left tangent, N.  $43^{\circ} 40'$  W.*

Left the depôt at 8 h. 5m., and travelled for the extreme point of land, which was occasionally visible. Our sails were set, and we made considerable progress over a tolerably smooth floe. At intervals it was crushed up into ridges of hummocks, showing ice one foot thick, with sharp angular edges, which must have been formed and broken up late in the autumn. We were now passing over the space where I saw clear water on 6th October last. At midnight we passed the point, and came upon an old and hummocky floe.

Saturday, 19th April.—Soon cleared this rough ice, and at 1 h. A.M. came upon a remarkably level floe, with but little snow on it. Lunched.

*The point passed at midnight bore W. by N. 2 miles; another point, S. by E. 3 miles. More distant land, apparently connected with it, was seen stretching away to the north, until lost to view in the mist.*

Encamped on the ice at 5 h. 5m. A.M.

Fourth Journey.  
Hours travelled,  $\frac{1}{2}$ .  
Encamped for rest, 15.  
Stopped for lunch,  $\frac{3}{4}$ .  
Distance accomplished, E. by S.  $\frac{1}{2}$  S.  $12\frac{1}{2}$ .  
Wind, 5 to 2, S.E. by S.  
Weather, o. g. m.  
Temp. +  $20^{\circ}$ .

Noon. Found my chronometer had stopped; supposed it to have sustained some pressure, as on opening it, and touching the fly-wheel, it went on again. The sun was not visible.

Bearings.  $\left\{ \begin{array}{l} \textit{Point passed at midnight, N. } 70^{\circ} \textit{ W.} \\ \textit{A cape, S. } 14^{\circ} 30' \textit{ W.} \\ \textit{Right tangent of Browne's Island, N. } 55^{\circ} 00' \textit{ W.} \end{array} \right.$

Compared with Mr. Bradford's chronometer:

	h.	m.	s.	
Mine - - -	15	45	51	
Bradford's - -	11	54	00	(Slow 31m. 20s on ship M. T.)
	3	51	51	
	0	31	20	

Mine, fast - 3 20 51 on ship M. T.

P.M. The mist cleared off a little. Two snow buntings seen. A considerable extent of land is visible, but its continuity could not be distinguished. Our encampment appears to be eight or nine miles off shore. The land is of moderate height, without any remarkable features. Its surface is gently undulated.

Started at 8 h. P.M. The snow was level and hard, but there was much old packed ice, with leads through it. At 11 h. P.M. my supposed "small island" proved to be both large and high; but there appeared to be a small island on its southern side. Travelled for its right extreme. Think it probable this may be Baker's Island, of which Parry gives no description.

Sunday, 20th April.—Lunched at 1 h. 15 m. A.M. Gloomy weather; mist hanging over the north-eastern land. Encamped at 6 h. 0 m. A.M.,  $1\frac{1}{2}$  miles from this supposed islet.

*Tangents of supposed islet, S.  $40^{\circ}$  E. to S.  $83^{\circ}$  E.*  
*Centre of a distant island, N.  $35^{\circ}$  E.*

Passed the fresh tracks of a bear and cub. This was a very laborious journey. The sledges were very heavily laden, and our sails were greatly missed, there being no wind. As the crew of the "Parry" were unequal in strength to those of the other sledges, I directed Mr. Cheyne last evening to supply each party with four days bread previous to starting. Thus relieved of about 90lbs. they were able to keep pace with the rest.

At 7 h. P.M. started for the right point of the supposed islet; the wind strong, and rapidly increasing; thick snow drift; thermometer falling.

At 8 h. P.M. reached the point. Saw another one before us. Travelled for it across a little bay open to the E.N.E. The head of this bay is a low shingle ridge, 150 yards in width. On passing the second point we saw a high bluff headland, distant one mile. Travelled for it across another small bay. On reaching it we saw a second high bluff still further off.

*Land resembling a small island bore*  $\left\{ \begin{array}{l} \textit{S. } 43^{\circ} 40' \textit{ E.} \\ \textit{S. } 49^{\circ} 00' \textit{ E.} \end{array} \right.$

*Land visible from S.  $79^{\circ}$  E. to N.  $59^{\circ}$  E., its continuity not distinguishable; at 9 P.M. land seen to S.  $22^{\circ} 30'$  E.*

Fifth Journey.  
Hours travelled, 9.  
Encamped for rest, 13.  
Stopped for lunch, 1.  
Distance accomplished, S.E. 11 m.  
Wind, 2 N.E. 4 N.N.W.  
Weather, o.g.m.  
Temperature,  $18^{\circ}$  to  $20^{\circ}$ .

It was now 10 h. 40 m. P.M., blowing a fresh gale in our faces, and with temperature + 11°.

Seeing that this land was either a large island or peninsula, and was leading us much too far to the north, we returned to the first point, and travelled round under its lee.

Monday, 21st April.—At 0 h. 15 m. encamped on the most sheltered spot we could find on the southern side of the point, and got into our bags as quickly as possible. The cold was now severely felt; the temperature very low, and wind blowing a strong gale, thick clouds of snow-drift flying. This land is composed of slaty limestone. Two snow buntings and the track of a bear seen.

Noon; got observations.

Sixth Journey.  
Hours travelled, 5½.  
Encamped for rest, 14¼.  
Stopped for lunch, none.  
Distance accomplished, S. E.  
by S. 4'; N.N.W. ¼ W. 2¼'.  
Wind, 4 to 9, N.N.W.  
Weather, o.g.q.  
Temperature, + 19° to - 9°.  
Detained by bad weather, 5 hours.

Latitude by observation,  
74° 14' 49" N.  
Variation nearly 159°  
west.

Chronometer.			☉			Index correction, + 2' 00" Temperature, + 10°
1228.			° ' "			
h.	m.	s.	°	'	"	
3	20	48	52	40	50	
	24	32		40	50	
	27	5		41	20	meridian altitude.
	28	30		41	00	

The point passed at midnight of the 18th, N. 60° W.  
Right tangent of Browne's Island, N. 51° W.

Although this observation showed me to be to the north of Cape Capel, I felt greatly relieved at having ascertained my position, of which I had been very doubtful, not having seen the sun or any object by which I could find it since leaving the ship. Our six journeys had been made in very thick weather; the distances were merely estimated, and the courses as indicated by a very sluggish compass. The variation we knew increased rapidly as we advanced westward; but that also I was obliged to estimate.

The wind had considerably abated, and the sun shone out brightly. Crossed over the little hill under which we were encamped, and saw Bathurst Island before me, also land extending round to the north-east.

P.M. Started at 7 h. 50 m. The wind still fresh, and snow drifting, but sun bright. On clearing this point, travelled direct for Bathurst Island, midway between its southern extreme and the peaked hill. Two parhelia visible. The wind was bitterly cold, and nearly in our faces; but at 10 o'clock it fell light. The officers assisted at the drag-ropes during this night's journey. Land was now visible from Bathurst Island, extending or overlapping round to Browne's Island.

Tuesday, 22d April.—A.M. At 0 h. 15 m. halted for ten minutes to lunch, finding the weather too cold to stand still longer. Did not dissolve snow, as we usually do when we halt to lunch. Reached the land at 3 h. 10 m., and encamped.

*Took bearings.*

Point of last encampment, S. 28° W.  
Centre of Browne's Island, N. 67° 30' W.  
Distant land (Lowther Island), N. 28° 30' W.  
Extremes of Baker Island, N. 7° 0' W.; N. 19° 30' W.  
Southern extreme of this land, N. 1° E. 1½ miles.  
Northern extreme " S. 5° E. ½ mile.

Seventh Journey.  
Hours travelled, 7¼.  
Encamped for rest, 14.  
Stopped for lunch, ½.  
Distance accomplished, N. 28°  
E. 10'.  
Wind, 2 to 5, N.N.W.  
Weather, b.c.  
Temperature, - 9° to - 19°.  
Detained by bad weather 3 hours.

In hauling the sledges up on the land the "Dasher" was severely injured, the upper part of one of the runners being broken. It was fished with a spare crossbar. Several frostbites occurred during this night's march, the officers reported every such accident to me. When Mr. Bradford had examined them, he reported three men, namely, John Fullarton, Richard Bland, and Henry Cumber, severely frostbitten in their feet; the latter unable to proceed. These mishaps, together with the damaged state of the "Dasher," obliged me to deposit Mr. Cheyne's depôt here, instead of carrying it on for another night's journey, as I had intended.

Mr. Shellabear changed sledges with Mr. Cheyne, and exchanged John Fullarton for William Elliot. Whilst these exchanges were being effected, each party received four days provisions from the "Parry;" and our pickaxes and shovels were kept busily employed in excavating a pit in the frozen earth for the depôt to be placed in.



I gave Mr. Cheyne written orders, together with the necessary compass bearings from point to point, for his return. Prepared a record to be left here; and leaving him to secure his depôt, which was intended for the return of the four parties now about to proceed westward, and consisted of four days provisions for each, we started at 9 h. 40 m. P.M. At eleven o'clock rounded a low point, off which some ridges of gravel extend for 200 or 300 yards. This point forms the north-eastern side of a large and deep bay circling round towards a bold point distant 8 or 9 miles, and towards which we now travelled. Before crossing the bay, I landed on the low point, and found many whales bones, and the ruins of an Esquimaux encampment, which, if time permits, I shall examine on my return. There was some vegetation about these ruins; and near here I saw the foot-prints of a reindeer, a glutton, a lemming, a bear, and of several foxes. This low shore was composed of a mixture of limestone and sandstone; the former predominating. Set our sails, and proceeded at the rate of two miles an hour, the officers regularly sharing the labour of dragging with the men, when not required as pioneers. Our sledges were again heavily laden, but the wind blew keenly, so that our halts were short and few.

Wednesday, 23d April.—Had a hasty lunch at 1h. 30m A.M. Dispensed with grog water.

Encamped at 4h. 30m., off shore  $\frac{1}{4}$  mile.

We would have encamped on the land, but here the coast is steep, and faced with snow, so that bare ground can only be reached by ascending 40 or 50 feet. This land is of moderate elevation, level, and terminates in a bold point. The ice travelled over during this night's journey was very smooth, and where parts of it had been broken up last autumn the exposed edges showed it to be only of the same season's formation; whereas the ice travelled over on the previous journey was old and hummocky.

Bearings. { *Bold point, north  $1\frac{1}{2}$  miles.*  
*Extremes of Baker Island, W. by N., W. by S.; distant 5'*

The weather was very cold and gloomy. Pitched our tents with all speed, and at once got into our blanket bags, to restore warmth to our feet. Our usual practice was to have supper first, and then get into the sleeping bags; but I felt great anxiety about the men's feet, and omitted no precaution which could be adopted to guard against frostbites. Their hands and faces were repeatedly bitten during this night's journey. Ordered tea, in addition to the ordinary supper of warm pemmican, biscuit, and grog.

P.M. The officers of the parties reported several of the men's feet frost-bitten, and which was not discovered until they had taken their boots off. I therefore requested Mr. Bradford to inspect all the men's feet. There were many trivial cases; but George Malcolm and Benjamin Strutt, both of the "Excellent," were severely frostbitten; the former in his left foot; the latter in his great toe. Malcolm was no longer able to work. I had noticed him wearing a comfortable looking pair of moleskin leggings, but did not detect that he wore leather boots underneath, which undoubtedly was the principal cause of his misfortune. As many of the canvass boots had contracted by perspiration from the feet during the mild weather of the 16th and 17th instant, and were now hard frozen, I directed all so circumstanced to wear their canvass mocassins over as many pair of stockings as they could get on.

Started at 8h. 45m. P.M. Exceedingly cold weather, but wind fair. Made sail. Passed through some rough ice off the point, and opened out another, for which we travelled across Bedford Bay, leaving Baker Island directly behind us. This bay is rather deep, and has high land all round it.

The wind gradually freshened. Frostbites were constantly playing about the men's faces. Scarcely was one cheek restored when the other would be caught. It was too cold to lunch, so we hastened on in the hope of obtaining shelter under the land. In this we were disappointed. The weather became too severe to proceed, and Mr. Shellabear having lost sensation in

*Bearings taken on this low point.*

*Round hill, N E.  $\frac{3}{4}$  E.*

*Right tangent of Baker's Island, N. by W.*

*Bold point, N. 26°, E. 8' or 9'*

*Eighth Journal*

Hours travelled, 7.

Encamped for rest,  $13\frac{1}{4}$

Stopped for lunch,  $\frac{1}{2}$

Distance accomplished, N by

E  $\frac{1}{2}$  E.  $10\frac{1}{2}$  m

Wind, 4, N N. W

Weather, o c q

Temperature — 19° to — 27°

Detained by severe weather

3 hours.

both his great toes (although he had been dragging at his sledge without intermission since starting), we were obliged to encamp at midnight when about half way across the bay.

## Ninth Journey.

Hours travelled,  $3\frac{1}{2}$ .  
 Encamped for rest, 14.  
 Stopped for lunch, none.  
 Distance accomplished, N  $1^{\circ}$   
 E. N. E.  $4^{\circ}$ .  
 Wind, 4 to 9, north.  
 Weather, a. c. q.  
 Temperature,  $-27^{\circ}$  to  $-1^{\circ}$ .  
 Detained by weather 10 hours.

Thursday, 24th April.—The wind soon freshened to a strong gale; clouds of snow-drift drove past, and the weather was extremely cold and cheerless. The ice travelled over during this journey appeared to be only of last winter's formation, and had been much broken up off the bold point late in the autumn.

It blew with unabated fury all day, coming down from the high land of the "round" and "peaked" hills in violent squalls. Towards evening the weather improved so much that we prepared to start.

At 11h. P.M. the wind died away suddenly; weather gloomy and dull. Started for the western point of the bay. When the weather is dark, and sky obscured with heavy clouds, there is scarcely sufficient light to select the best routes through rough ice. No frostbites occurred during this journey, and we all felt delighted to be again in motion after our 23 hours detention in a tent 8 feet 8 inches long by 6 feet 6 inches broad. During the gale our little tent was very cold, and the steam of cooking, together with the moisture of our breath, condensed in considerable quantity on the inside of it, so that each flap caused a shower of fine snow to fall over us, penetrating and wetting our blanket bags.

## At lunch took bearings.

West extreme, E. N. E.  
 East extreme, W. S. W.  
 Little hill (round flat-topped) S  $\frac{1}{2}$  W.  
 The new island extremes { N E  $\frac{1}{2}$  N.  
 { N by E.  $\frac{1}{2}$  E.

## Tenth Journey.

Hours travelled,  $7\frac{1}{2}$   
 Encamped for rest,  $11\frac{1}{2}$   
 Stopped for lunch, 1.  
 Distance accomplished, E N E  
 $5\frac{1}{2}$  m.  
 Wind, calm.  
 Weather, a. g.  
 Temperature,  $-1^{\circ}$  to  $-4^{\circ}$

## Compared chronometers.

	h.	m.	s.
Mine	10	4	54
Bradford's	6	13	15
	3	51	39

Friday, 25th April.—At 2h. 30m. passed the west point of Bedford Bay. It is low; has some very large hummocks pressed up on it, and projects about one third of a mile beyond a very remarkable round flat-topped hill. From this point towards the west end of an island, not seen by Sir Edward Parry, there are detached ridges of heavy hummocks, indicating shoals. Lunched at 3 o'clock,  $\frac{1}{2}$  a mile beyond the point, and then proceeded direct for the next point, which we rounded at 5h. 30m. inside some detached gravel ridges, and on which much heavy ice was pressed up.

The recently fallen snow was soft on shore; and the sea, which here appears to be shallow, was covered for several miles with crushed up ice. Found this land to consist almost wholly of sandstone; there being only a few fragments of limestone intermixed. Was much struck with the beauty and luxuriance of a bright red lichen (*Iecanora elegans*?) growing upon the sandstone blocks. The fringe of hummocks which line this coast now confined us to the beach, which fortunately was the only practicable route for sledges. After travelling round a shallow little bay, encamped on a low gravel ridge at 6h. 10m. Dull weather; some light snow falling occasionally. The same weather throughout the day.

In the evening started at 8h. 20m. Observed 2 sledges on the ice, travelling in for the land. Showed our colours, and soon made out our friends, Lieut. Aldrich and Mr. Pearse, and their parties. At 10 o'clock communicated with them; all well. They had travelled direct over very rough ice, passing north of Garrett Island, and had not as yet landed. They were now proceeding for a high bluff hill on the west side of a bay, for the purpose of depositing a portion of their provisions. This hill was about 4 miles from our encampment, and is the only one seen since leaving Griffith's Island which presents buttress-like projections near its summit. Travelled on to the westward. At midnight we were off this hill. Eastward of it is a fine bay, and a break in the back land, which, seen from a distance, resembles an inlet. The land on the west side of the bay is high, and in some places precipitous.

Saturday, 26th April.—Lunched at 40 minutes past midnight, and encamped upon a low point at 4h. 20m. This journey was very laborious; snow soft, and ice rough, from having been much broken up in the autumn. Most of the upturned pieces were only a foot thick, the sharp edges showing that the sun had not acted upon them. Passed several tracks of foxes, and a few of gluttons, but none of bears.

## Eleventh Journey

Hours travelled,  $7\frac{1}{2}$   
 Encamped for rest,  $15\frac{1}{2}$   
 Stopped for lunch,  $\frac{3}{4}$   
 Distance accomplished, N  $79^{\circ}$   
 E., 8 miles.  
 Wind, 1, northerly.  
 Weather, g m.  
 Temperature,  $-10^{\circ}$  to  $-15^{\circ}$

Eastern extreme (the point of last night's encampment), S.  $79^{\circ}$  W.

Right tangent of new island, S  $83^{\circ}$  W

Extremes of Garrett Island, N.  $56^{\circ}$  W. and N.  $61^{\circ}$  W.

Western extreme of land (a very low point), N.  $70^{\circ}$  W.

P.M. At 8 o'clock Aldrich and Pearse joined us, and lunched. At 8h. 40m. we all proceeded together. Passed over rough ice, many old floe pieces and hummocks being frozen together. The shore is low, and sea appears to be very shallow.

Made sail. At midnight we were 1 mile south of Allison's Inlet. Westward of it the land is extremely low and level for 15 miles, when Cape Cockburn, which from here appears like an island, rises to moderate elevation.

Sunday, 27th April.—Lieutenant Aldrich's parties encamped upon the east side of Allison's Inlet, which appears to be only the mouth of a small river. Lunched at 1 o'clock, 2½ miles to the S.W. of Allison's Inlet. Travelled outside of very heavy hummocks until 3h. 40m., when we passed through them, and encamped on the land. It is so low here that the line of hummocks alone point out the boundary between land and sea. Several fresh fox tracks passed during this night's journey.

Twelfth Journey.

Hours travelled, 6½  
 Encamped for rest, 16½  
 Stopped for lunch, ½  
 Distance accomplished, E.N.E.  
 9 miles.  
 Wind, 2, N.E.  
 Weather, c  
 Temperature, — 14° to — 28°

Bearings. { *Western extreme (Cape Cockburn), E.N.E.*  
*Eastern extreme of land, W.S.W.*  
*East point of Allison's Inlet, S.W. by S.*

Started for Cape Cockburn at 8h. 20m. P.M., deceived by its flatness. Lieutenant Aldrich had kept more inland. His party saw 9 reindeer and 2 hares. Passed the tracks of 30 or 40 reindeer, almost all of them going northwards. As I thought we might possibly avoid going round Cape Cockburn by crossing the low land north of it, and which I hoped would prove a narrow isthmus, we kept rather inland; but the snow was soft, and ground slightly undulated, so that the sledges dragged heavily, requiring the utmost efforts of the officers and men to keep them in motion; I therefore relinquished the attempt.

Monday, 28th April.—At 0h. 30m. A.M. halted for ½ an hour to lunch. I walked to Lieutenant Aldrich's encampment, which was about 3 miles behind and inland of our luncheon position. Arranged with him to meet us this evening to effect an exchange of men, and that Mr. Pearse and Mr. Shellabear might return together in company. Saw 3 or 4 reindeer, but they were extremely wild.

Thirteenth Journey

Hours travelled, 5½  
 Encamped for rest, 14  
 Stopped for lunch, ½  
 Distance accomplished, E.N.E.  
 7 m.  
 Wind, calm  
 Weather, c.—b c  
 Temperature, midn — 35°,  
 noon — 7°  
 Detained by a sick man 2  
 hours

James Wilkie, captain of my sledge, was unwell from cold and over-exertion. At 2h. A.M. he became worse; therefore, ordering the other sledges to proceed, and complete the night's journey, I pitched my tent. By attending strictly to Mr. Bradford's directions he was relieved of pain, and in a few hours was nearly recovered.

Some tracks, supposed to be those of musk oxen, were seen.

P.M. At 3h. 30m. Lieutenant Aldrich, Mr. Pearse, and their parties came up, lunched, and passed on.

*Took approximate sights for time and variation.*

Watch		☉		Watch fast on M. T. at place, 3h. 15m. 00s. nearly.
h.	m. s.	°	' "	
9	3 31	15	35 10	<i>Height of eye, 15 feet.                  Index correction, + 45"                  Temperature 9° below zero.</i>
	4 28		31 20	
	5 20		27 20	
	7 10		21 30	

h. m. s.		φ	Bearings
9	8 30	N. 76° E.	Cape Cockburn, N. 80° E.
	9 35	77°	Eastern extreme, S 74° W.
	10 40	74°	
	11 15	77½°	

Started at 6h. 00m. P.M. Weather clear and calm. Reached the other sledges at seven o'clock, as they were about to start. Proceeded together for Cape Cockburn. Two of my party complain of frostbitten toes, and Wilkie appears far from well. Assisted to drag myself during this night's journey. Lunched at 10h. 30m. Enormous masses of ice are pressed up

on the shore about the Cape. At midnight, having reached the most convenient spot for a depôt, we encamped.

*Bearmgs* { *A remarkable cliff near the top of the cape, W.S.W. 1',*  
                  *inshore 250 yards*

Commenced to dig a pit. The ground is whitish sandstone, and frozen so hard that it required four hours labour with a pickaxe to get down twenty inches. Mr. Bradford examined all the people's feet. The result is, three of the "Dasher's," although at present able to work, are unable to proceed further. Two of my party are scarcely able to work, and must return; and one of the "Resolute's" is incapacitated from rheumatism. George Malcolm's foot is now very painful. He also returns to his ship.

Tuesday, 29th April.—The necessary exchanges were arranged; also preparations for completing provisions from the "Dasher," and depositing five days provisions for each of the advancing parties.

A ptarmigan was seen.

P. M. At three o'clock Lieutenant Aldrich came up, lunched, and deposited a portion of his provisions. Effected the following exchanges of men:

James Robinson (capt. f.c.)	from "Hotspur" to "Resolute."
John Bartlett - (marine)	- "Resolute" to "Dasher."
George Malcolm (capt. hold)	- "Excellent" to "Hotspur."
John Ellott (carpenter's mate)	- "Dasher" to "Excellent."
Thomas Wood (marine)	} - "Dasher" to "Perseverance."
Robert Urquhart (marine)	
James Rodgers (A. B.)	} - "Perseverance" to "Dasher."
William Richards (A. B.)	

Mr. Shellabear supplied each party with five days provisions; placed his depôt (for our return) in the pit, and secured it with a large heap of stones and earth. A record was left.

I wrote a short account of our proceedings to Captain Austin; and gave Mr. Shellabear his orders to return with all the speed his disabled party was capable of, and in company with Mr. Pearse as long as convenient for both parties.

Started at 8h. 20m P.M., parting from the returning parties with the usual hearty "three cheers." It was with sincere regret I bade farewell to those poor fellows whom it had become necessary to send back. Unconscious of the danger of neglecting their injured extremities, and despising the pain which labour occasioned, they still desired to go on; and their sad countenances betrayed the bitter disappointment felt at being unable to proceed further on our humane mission.

Lieutenant Aldrich proceeded with us until 9h. 30m., when he encamped.

Made sail to a S.S.E. breeze. Found the floe to be old and uneven, but snow on it hard, and travelling good. Crossed upwards of forty bear tracks, and numerous fox tracks, proceeding direct for Byam Martin Island.

Wednesday, 30th April—0h 45m. A.M. lunched. At these low temperatures (10° to 25° below zero) the fat of salt pork becomes hard, and breaks like suet; and as the temperature falls below -25° our rum becomes thick. To drink out of a pannikin without leaving the skin of one's lips attached to it requires considerable experience and caution.

The bottles of water carried by the men in their breasts were generally frozen after an hour or two, and after repeated trials it was found that inside the trowsers waistband was the best place to carry them, and retain their contents in a fluid state, encamped at 4h. 20m.

Shortly after pitching our tents, a bear was seen approaching. The guns were prepared, men called in, and perfect silence maintained in our little camp. The animal approached rapidly from to leeward, taking advantage of every hummock to cover his advance, until within seventy yards; then, putting himself in a sitting posture, he pushed forward with his hinder legs, steadying his body with his fore legs outstretched. In this manner he advanced for about ten yards farther; stopped a minute or two intently eyeing our encampment, and snuffing the air in evident doubt; then he commenced a retrograde movement, by pushing himself backward with his fore legs as he had previously advanced with the hinder ones. As soon as

#### Fourteenth Journey

Hours travelled, 5½  
Encamped for rest 14  
Stopped for lunch, ½  
Distance accomplished, E. by  
N 5 miles  
Wind, 1, N W 2, N E  
Weather, c m  
Temperature, —11° to —25°  
Detained completing and depositing provisions, and exchanging men, 6 hours

*Cape Cockburn, W.N.W.*  
10 miles

he presented his shoulder to us, Mr. Bradford and I fired, breaking a leg, and otherwise wounding him severely; but it was not until he had got 300 yards off, and received six bullets, that we succeeded in killing him. It proved to be a large male, extremely thin. All the fat and blubber, amounting only to 50 lbs., was taken, also some choice steaks. The stomach contained portions of seal.

P.M. Cloudy weather, but calm and clear. Had bearsteaks for breakfast.

Started at 9h. 10m., P.M. travelling by compass direct for Byam Martin Island over good floes. Some of this ice appeared to be of last winter's formation.

Thursday, 1st May.—Halted to lunch at 1h. 30m. A.M. Encamped at 5h. 55m. During this night's journey several bear and a great many fox tracks were passed. The land westward of Cape Cockburn appears to be low generally, but at intervals it rises abruptly, and resembles flat-topped islands.

*Took observations for time and variation.*

Watch			☉			Watch fast on M. T. at place, 3h 30m. 0s nearly.
<i>h.</i>	<i>m.</i>	<i>s.</i>	°	'	"	
9	39	23	14	10	10	<i>Index error + 45"</i> <i>Height of eye, 6 feet.</i> <i>Temperature, - 20°</i>
40	5		13	10		
41	3		18	20		
<hr/>			<hr/>			<i>Cape Cockburn, S. 85° W.</i>
<i>h.</i>	<i>m.</i>	<i>s.</i>	☉			
9	42	0	S. 84°	0'	W.	
42	30		82°	0'		
43	00		80°	20'		
43	30		79°	40'		

P.M. Dull, cold, and cheerless weather.

Started at 10h. 30m. under sail. Saw three bears together. Dark weather. A slight haze came over, obscuring the distant objects, and also making it almost impossible to distinguish the deep snow-drifts and smaller hummocks, so that our progress was very tiresome, but rapid.

Friday, 2d May.—Lunched at 2h. 10m. A.M. A fresh wind; sky overcast and misty. Encamped at 6h. 10m. The ice travelled over appeared to be very old. The few large hummocks seen were rounded lumps, apparently wasted down under the sun's action; and where heavy floes had met, and crushed up, there was a rampart of snow, with a few hummocks only remaining. The average depth of snow, by a few rough measurements, was two feet. No traces of animals seen during the day. The wind increased to a fresh gale, raising up the snow, and carrying it along in thick clouds; but the temperature rose, so that we were warm enough to sleep soundly.

P.M. No improvement in the weather, therefore we were unable to proceed.

Saturday, 3d May.—Still blowing a strong gale from S.S.E., with very thick snow-drift. A thermometer in the knapsack under my head registered +20°. At noon the gale began to moderate, and at 8h. P.M. it was nearly calm.

Started at 9h. 45m. Light variable winds, with an overcast sky and misty horizon. Soon got on a floe with less snow on it; yet the snow-drifts,—the sastrugi of Baron Wrangell,—were nearly at right angles to our course, and greatly increased the labour of dragging.

Sunday, 4th May.—Lunched at two o'clock. The same weather, and same kind of travelling.

Encamped at 6h. 25m. The weather promises to be fine. My compass has become very sluggish; hitherto it has acted quickly. Land has been indistinctly seen, bearing E. by S. No traces of animals met with.

#### Fifteenth Journey

Hours travelled, 7½  
Encamped for rest, 16¾  
Stopped for lunch, ¾  
Distance accomplished, E S E  
9 miles.  
Wind, S-4, S.S.E  
Weather, c  
Temperature —12° to —20°  
Detained flinching a bear 2 hours

#### Sixteenth Journey

Hours travelled, 8.  
Encamped for rest, 16½  
Stopped for lunch, ¾  
Distance accomplished, E. by S  
9 miles  
Wind, calm  
Weather, b c m.  
Temperature, —10° to —19°

#### Comparison

	<i>h.</i>	<i>m.</i>	<i>s.</i>
<i>My watch</i>	10	53	29
<i>Mr Bradford's</i>	7	1	0
	<hr/>		
	3	52	29

N.B.—On 2d May Mr. Bradford's watch ran down.

#### Seventeenth Journey

Hours travelled, 7.  
Encamped for rest, 14.  
Stopped for lunch, ¾  
Distance accomplished, E ½ S  
10 miles  
Wind, S, south, 9, S S.E.  
Weather, o q m  
Temperature —4° to —10°

Wind, 9 to 2, S.S.E  
Weather, c g m  
Temperature, —4°  
Detained by weather one journey, or 9 hours lost

#### Eighteenth Journey

Hours travelled, 8  
Encamped for rest, 14½  
Stopped for lunch, ¾  
Distance accomplished, E by S  
9½ m  
Wind, 2, N E ½  
Weather, b c m  
Temperature —4°

P.M. Started at 8h. 45m. under sail.

Passed over a mile of very uneven ice. The remainder of the night's journey was over ice apparently younger, but hummocks were occasionally met with.

Nineteenth Journey

Hours travelled,  $8\frac{3}{4}$   
 Encamped for rest,  $15\frac{1}{4}$   
 Stopped for lunch,  $\frac{3}{4}$   
 Distance accomplished, E  $\frac{1}{2}$  S  
 11 m.  
 Wind, 1 to 5, N E  
 Weather, c g m  
 Temp, zero to  $3\frac{1}{2}^{\circ}$

Monday, 5th May.—Lunched at 1h. 30m. A.M. Our sails were of great assistance to us during this night's journey. Encamped at 6h. 15m. No land in sight. A fresh breeze throughout the day.

P.M. Saw Byam Martin Island distant, about eight miles.

*Bearings from encampment.*

*North extreme of Byam Martin Island, S. 43° E.*  
*South extreme, N. 74° E.*  
*Apparent east point, S. 72° E.*  
*West entrance of Bathurst Island, S. 25° W.*

Started at 9h. 35m. P.M. Calm dull weather. Travelled for the south extreme. The snow-drifts occasioned by the late gale lay across our course, and impeded our progress greatly; they also jerked the sledge, and tired the men very much. The floe otherwise was level, and in good order for travelling upon, having but few hummocks.

Tuesday, 6th May.—Lunched at two o'clock. As the point was too far off for us to reach it in this journey, I altered course, after luncheon, for a ravine to the right of it. On nearing the land we passed through some very heavy grounded hummocks, bringing on one sledge at a time. Reached a very low gravel beach at 6h. 5m., and encamped.

Mr. Bradford inspected the men's feet. This part of the island has a margin of very low land, within which it rises, with a rather steep ascent, to heights from 100 to 300 feet. One of these hills, on the south side of the ravine, I selected as the position for our depôt. It is one third of a mile distant from the tents, and about 150 feet high.

Found here the dung of deer and oxen. Overcast sky, with a keen west wind all day. P.M. dug a shallow pit on the hill. The "Excellent" supplied Mr. Bradford's party and my own with seven days provisions, and deposited a similar quantity in the pit. A large heap of stones and earth was raised over this depôt, and then covered with snow. Left a record. Exchanged Robert Urquhart (marine) for John Heels (marine) belonging to the "Excellent," the former not being physically capable of enduring the protracted labour and privation unavoidable in this undertaking.

Gave Mr. May orders to return to his ship with the utmost dispatch, as two of his party were suffering from frost-bitten toes; also a letter for Captain Austin, detailing our progress, hopes, and anticipations. Mr. Bradford's party and my own were now completed to 39 days provisions, and had enough of everything to last us for 43 days, with the exception of pemmican; and that we hoped to replace by game. Since the weather has become somewhat milder our men have improved in appearance and spirit, and we set off from here with renewed vigour, and the confident hope of at length reaching Melville Island.

The "Excellent" started on her return at 11h. P.M., under sail, giving us the customary three cheers.

At midnight left the depôt, and travelled alongshore to the south-west.

Wednesday, 7th May.—The seashore is a mixture of gravel and mud. On some of the very few patches of land bare of snow there was a good deal of short grass, moss, and saxifrage. Mr. Bradford shot two large hares, and fired at a brace of ptarmigan.

Lunched at 2 o'clock on a very low point.

Encamped at 6h. 35m. on a sandy beach.

*Took observations for time and variation.*

*Bearings taken at Luncheon Point*

*The depôt encamped*  
*N. 30° E.  $1\frac{3}{4}$ '*

Comparison.		
	h.	m. s
My watch	- 10	56 25
Bradford's	- 7	8 00
	3	48 25

Bradford's watch.	$\odot$	Watch used showed M. T. nearly
h m. s'	° ' "	Height of eye, 10 feet.
6 53 45	19 15 00	Index error, +45"
54 27	18 00	Temperature, -1°
55 17	21 30	

*Luncheon Point, S. 72° W 4 miles.*  
*South extreme, N. 75° E.  $4\frac{3}{4}$  miles.*

Immediately off our depôt encampment there is a large muddy flat, produced by the annual rush of water from the ravine a short distance north of it.

P.M. Light snow falling. Had stewed hare for breakfast.

## Twenty-first Journey

Hours travelled, 6  
Encamped for rest, 14½  
Stopped for lunch, ½  
Distance accomplished, N 30°  
E 1¾; N 72° E. 4.  
Wind westerly, 2 to 5  
Weather, b c — o s  
Temp +1° to —5°

Started at 9 h. 00 m.; disagreeable dark weather, the wind and snow in our faces. Travelled along a very low shore, inside of heavy grounded hummocks; outside the ice was much crushed up.

Thursday, 8th May.—Lunched at 0 h. 45 m. A.M. It ceased snowing at 2 h. 45 m. Reached the southern extreme, which proved to be Cape Gillman.

*From last encampment to southern extreme, N. 75° E. 4¾'*  
*From this position the land to the westward trends away S 70° E.*

We now shaped our course for the nearest part of Melville Island. Passed out through heavy hummocks, and encamped on the floe at 4 h. 45 m.

*Bearings. Cape Gillman, N. 74° 26' W., 2 miles.*  
*Western extreme of Byam Martin Island, S 50° E.*

This ice is very unpromising. To the southward there is a ridge of hummocks, with packed ice beyond.

P.M. It blew strongly all day, but moderated towards evening.

## Twenty-second Journey.

Hours travelled, 7½  
Encamped for rest, 16¼  
Stopped for lunch, ½  
Distance accomplished, N 75°  
E 4¾', S 75° E 2½'.  
Wind, S—S.W 4-6—west  
Weather, m s.—b c  
Temp +3°

Started at 9 h 10 m. Directed our course by compass Travelled over packed ice, in which there were many large hummocks.

Friday, 9th May.—A.M. Two parhelia visible. We found the ice still more difficult to travel over as we advanced, making the labour very severe, and progress slow. Melville island in sight. Byam Martin Island is of considerable height, perhaps 500 feet, but its extremes are very low. Lunched at 1 h. 20 m.; encamped at 5 o'clock; fine, clear, but cold weather. Land distinctly seen to the W.N.W.

## Twenty-third Journey

Hours travelled, 7½  
Encamped for rest, 14¾  
Stopped for lunch, ½  
Distance accomplished, E by  
S ¼ S 6 miles  
Wind, 5, west.  
Weather, b c  
Temp —14°

P.M. Started at 7 h. 40 m. Up to luncheon time we travelled over packed ice, consisting of broken-up heavy floes, and hummocks of very large size; the hollows were filled with soft snow; so that this was the most laborious travelling hitherto met with. Our track was an extremely tortuous one, and the distance made good fell far short of that actually travelled.

Lunched at 11 h. 40 m.

Saturday, 10th May.—Soon after luncheon we reached a level floe, and made fair progress.

Passed a bear track.

Encamped at 3 h. 45 m. A.M. The compass had become so slow and doubtful in its operations, that I directed the course chiefly by the sun. Melville Island is now distinctly seen; its appearance is strikingly similar to that of Byam Martin. Distant land, which I take to be Parry's "Apparent Island," is showing over the west point of Byam Martin Island.

During the day the wind shifted to N.W. Temperature rose considerably; in the tent at breakfast the thermometer registered +36°.

## Twenth fourth Journey

Hours travelled, 7½  
Encamped for rest, 16¼  
Stopped for lunch, ½  
Distance accomplished, E by S  
¼ S 7½ miles  
Wind, 2, W S W  
Weather, c  
Temp +5° to —10°

Started at 8 h. 10 m. P.M. Travelled over a smooth floe, and made good progress.

Sunday, 11th May.—Lunched at 1 h. 0 m. A.M. Encamped at 4 h. 45 m. Much of the ice travelled over this morning appears to have been formed last autumn, as the upturned edges occasionally passed were seldom more than a foot thick.

*Bearings of Melville Island* { *East extreme, S. 22° 30' W.*  
  { *West extreme, S. 87° 00' E.*

*Off shore, 3 miles.*

As we might now consider Melville Island reached, and both parties being in excellent health and high spirits, I felt it to be my duty to detach Mr. Bradford for a separate search along its eastern shore, whilst I proceeded westward to Winter Harbour, in compliance with my instruc-

## Twenty-fifth Journey

Hours travelled,  $8\frac{1}{2}$   
 Encamped for rest,  $14\frac{1}{4}$   
 Stopped for lunch,  $\frac{3}{4}$   
 Distance accomplished, 9  
 Wind, 1,—westerly  
 Weather, c  
 Temp  $+20^{\circ}$  to  $-6^{\circ}$ .  
 Detained by preparations for  
 parting company for 2 hours

tions. Preparations were therefore made for parting company in the evening. Celebrated our arrival at Melville Island by an extra issue of grog to the men.

No traces of animals seen during this journey, except the tracks of two foxes.

At noon was awakened by an unusual degree of warmth. Found all the men sitting up, the heat having also awakened them. Temperature  $+20^{\circ}$ , and in the tent  $+52^{\circ}$ . Threw off the fur blanket, and spread it over the sledge to dry. We soon cooled down sufficiently to get to sleep again.

P.M. A bear seen, travelling steadily to the S.W.

Started at 9 h. 30 m. P.M. My sledge travelled to the west, the "Resolute" to the N.N.W., whilst Mr. Bradford and I walked in for the land between the two. On separating the parties cheered each other with even more than their usual evidence of feeling, and at 10 h. 40 m. I took leave of Mr. Bradford, my excellent companion for twenty-five days of anxiety and arduous labour. When our isolated position is considered, now completely we were exposed to all the vicissitudes of a rigorous climate, and dependent upon our own efforts, and the accidental condition of the ice, for our advance or retreat, had not hope come to the rescue our farewell would have been indeed a painful one. Each of us had 34 days provisions, besides a sufficiency to last a few days longer with the addition of game. Previous to separating I gave Mr. Bradford written orders for his future guidance, of which the following is a copy:—

H M Sledge "Perseverance"  
 off Point Griffiths, 11th May  
 1851

"Having arrived at Melville Island, and feeling confident that my own resources are adequate to the fulfilment of my orders, namely, the examination of Winter Harbour and the intermediate line of coast, I gladly avail myself of the permission given me by Captain Austin to detach you upon a similar duty of search; the more so as you are in every respect equipped similarly to myself, and by detaching you at this extremity of the island a great increase of coastline may be examined. You will therefore take up the line of search from this point northwards, following the eastern coast of Melville Island, and examining it with care; and should you reach Point Nias, examine the cairn erected by Sir Edward Parry, and bring away any records you may find, replacing them by one of those with which you are furnished.

"And, having proceeded as far as your provisions will admit, you are to examine the western coast of Byam Martin Island on your return, or any land or islands visible to the northward, including Sabine and Apparent Island. But should the opening between this land and that of Byam Martin prove to be only a deep bay, you will trace it round, keeping the land constantly on your left hand. On arriving at the depôt, take your proportion of provisions, leave a record, and without further delay prosecute the search northwards along the east coast of Byam Martin, as far as your provisions will admit. (I wish to draw your particular attention to all head-lands and exposed points where beacons or traces are most likely to be found.)

"In the first case, the depôt on Byam Martin Island is a point of rendezvous, date 14th June. If the second party, whether it be yours or mine, does not appear within thirty-six hours, the first party will proceed to Bathurst Island, and coast round Graham Moore Bay to the depôt at Cape Cockburn, when thirty-six hours more, if it can be spared, is to be allowed for the second party to come up, and which will travel direct from Byam Martin Island, if the state of the ice permits. Thence the first party will proceed to the Cape Capel and Cornwallis Island depôts, and to the ships.

"Having fully discussed the performance of this duty with you, there is nothing further for me to state, being perfectly convinced that yourself and party are equal to the task assigned you; and all that human efforts can accomplish will be ably carried out.

"You have my most sincere wishes for the health of yourself and party.

(Signed) "F. L. M'CLINTOCK,

"Lieutenant, and officer commanding."



The weather was calm, and sun bright, though not clear. A slight mist hung over the distant land. After travelling 3 miles we reached the land, a muddy flat, scarcely above the sea, and extending fully a mile outside the rising land. We then travelled alongshore to the westward.

Monday, 12th May.—Lunched at 1 h. 45 m. A.M., the wind blowing in strong gusts from N.N.W., and weather extremely severe. Shortly before encamping passed a low point. Pitched the tent on the ice at six o'clock, 200 yards off shore. Occasional intervals of calm, but the squalls were very violent. During this night's journey two ptarmigan and two snow buntings were seen, also two fresh fox tracks and three old bear tracks.

*A. M. observations.*

<i>For time.</i>			☉	<i>Watch fast 3h 55m. nearly.</i>
<i>h</i>	<i>m</i>	<i>s</i>		<i>Index error, +45".</i>
10	13	8	36° 10' 10"	<i>Temperature, -6°</i>
	13	37	14 00	
	14	7	17 14	
	15	11	25 50	
	16	00	32 50	

*For true bearing of the point passed, and distant 1 mile.*

10h. 17m. 35s. | ☉ to 1st object, 104° 42' 00"

1st object (to left) to the point, 35° 00' 00"

*For variation.*

*1st object.*

S. 7° 40' W.

10 00

10 40

11 30

4 ) 39 50

S 9 57½ W *Compass bearing.*

*Noon observations.*

<i>Watch.</i>			☉	☉	<i>to western extreme.</i>	Latitude 75° 1' 00" N	
<i>h.</i>	<i>m.</i>	<i>s.</i>		<i>h.</i>	<i>m.</i>		<i>s.</i>
4	5	0	65° 44' 20"	4	13	30	68° 0' 0"
	9	50	42 50				
	11	14	42 10				
	19	50	37 00				
							☉ to eastern extreme.
				<i>h.</i>	<i>m.</i>	<i>s.</i>	
				4	15	15	110 27 0

Two ptarmigan seen whilst taking these observations. The point passed just before encamping appears by these observations to be the one marked on the chart at four miles S.W. of Point Griffiths. The land in the interior is of moderate elevation, and consists of gently undulating hills, without any remarkable features. The land rises with a very gradual slope from the sea, and the shore is composed of sandy gravel or mud. Excepting only where the winds have bared the hill tops or other exposed positions, the whole land retains its winter covering of snow.

P.M. Strong north-west winds, coming off the land in violent gusts.

Started at 9 h. P.M., under sail, with the wind nearly a-beam. Shortly after we carried away the pike which served as a mast. The ice is very rough; glazed blue rounded hummocks protrude in all directions through the uneven surface of snow which covers the ice. Find that the sail is useless with the wind a-beam, unless the ice or snow is very level. Tonight our sledge, when under sail, was both difficult and dangerous to manage; at one time shooting rapidly over the blue ice, then burying itself in a deep snow drift, from which it required all our strength to remove it. Proceeded direct for the next extreme of land.

*Twenty-sixth Journey.*

Hours travelled, 7½  
 Encamped for rest, 14  
 Stopped for lunch, 3  
 Distance accomplished, S. 62°  
 E 3', N 73° E 6½'  
 Wind, calm, b c m  
 Weather, 4 to 7, N N W b c q  
 Temp -6° to +12°.

Tuesday, 13th May.—Lunched at 1 h. 45 m. A.M. At four o'clock it was quite calm, but at 5 h. 55 m., when we encamped, it was blowing a strong gale. No traces of animals seen.

After lunch we crossed a bay, one mile deep, and near the head of which there is a remarkable round hill. Several large ravines discharge their summer torrents into this bay. Its shores are frozen muddy flats, almost entirely covered with hard snow. There are a few bare patches of gravel or small stones, but these are slightly elevated above the general level. Encamped upon the west side of the bay, about one mile and a half from the base of the nearest hills. Picked up some very small pieces of coal.

Our travelling has been very laborious work, as the hard elevated "snow drifts" or "pointers" lay across our course, constantly bringing the sledge to a dead stop, and jerking the men's shoulders. Between these hard ridges the snow was quite soft and deep.

P.M. It blew hard all day, but in the evening it fell light.

Twenty-seventh Journey

Hours travelled,  $8\frac{1}{2}$   
 Encamped for rest, 15  
 Stopped for lunch,  $\frac{3}{4}$   
 Distance accomplished, E  $\frac{1}{2}$  S  
 $9\frac{1}{2}$   
 Wind, N W 0 to 8  
 Weather, c q  
 Temp +5° to +9°

The sledge started at nine o'clock, and travelled close alongshore. I had previously set off for some hills to the north-west, and walked over them in search of Parry's cairn and record placed somewhere about here on the 2d September 1819, but could not see it. Saw three ptarmigan, one fresh fox track, and many old ones of oxen.

Wednesday, 14th May.—Lunched at 1 h. 30 m. A.M. At four o'clock rounded Point Ross. The snow hard and level all night. Entered a broad but shallow ravine, and encamped on its west bank at 5 h. 30 m., 300 yards from its mouth. I purpose giving the men one day's rest here, and also leaving a depôt of five days provisions.

Took observations, A. M.

Watch.			○		
h.	m.	s.			
10	50	26	—	41° 34' 00"	Watch fast on M T., 4h 0m 0s. nearly.
	51	22		42 10	Index error, +45"
	52	11		48 20	Temperature, zero.
	52	55		53 40	
	54	2		42 2 50	

1st object to the right of  $\phi$  10h. 57m. 30s. — 108° 0' 0"  
 „ to the left of Point Palmer 60 6 0  
 „ to the right of Point Ross (distant  $2\frac{1}{4}$ ') 82 0 0

Noon observations.

h. m. s.			○		
h.	m.	s.			
3	53	45	—	66° 51' 20"	Index correction, +35'.
	56	52		52 20	Temperature in shade, +9°.
	58	49		52 50	In sun and wind, +14°.
	3	28		53 10	In sun against the tent, +36°.
	4	50		53 00	
	8	5		52 30	
	10	35		52 10	
	11	45		51 20	

Latitude, 74° 56' 15" N.

Twenty-eighth Journey

Hours travelled, 8  
 Encamped for rest, 15  
 Stopped for lunch,  $\frac{1}{2}$   
 Distance accomplished, east S',  
 S 62° E  $2\frac{1}{2}$   
 Wind, 1, northerly  
 Weather, b.c.  
 Temp zero to +9°

P.M. After breakfast the people were employed digging a pit to contain our depôt of provisions and spare clothing. The position selected was near the top of the left bank, 30 feet above the bed of ravine. When the provisions were placed in it, gravel from above was shovelled down until they were covered, but no mound or conspicuous object left which might perhaps attract an inquisitive bear or wolf to the spot.

Refitted our tent and sledge gear. Collected a quantity of coal, but could not get it to burn alone. After examining carefully into the state of our provisions, I walked to a hill  $2\frac{1}{2}$  miles to the W.N.W., and half a mile from the sea, which commanded a good view of this bay. On its southern

slope, now partially cleared of snow, there was a considerable quantity of moss, saxifrage, drabæ, and tufts of short grass. Here I saw, and shot, two large hares and a ptarmigan. These, as well as all the hares subsequently seen, were beautifully white and of large size; they were as tame as any one, most anxious to procure game, could wish. Returned to the tent at midnight. Light northerly airs, with thin mist; temperature, zero.

Wind, calm, 3—E S.E.  
Weather, b c  
Temp + 12°  
Detained one day to secure a  
depôt, and rest the men.

Thursday, 15th.—After luncheon, secured five days provisions and everything disposable in the pit, covering them over with earth, and then a layer of snow. During the day a breeze sprung up from the east.

Started at 8h. P.M. under sail, the sledge travelling direct for Point Palmer. I walked along the shore to the entrance of Beverly's inlet, and there ascended a hill, but could not get a view of its extent. Its width at the entrance is certainly not more than half a mile. Shot two hares and a ptarmigan, and was quite tired of carrying them by the time I reached the sledge, near Point Palmer.

At 2½ miles westward of our depôt is the hill under which the vegetation is so abundant; and at the base of its slope is a mud flat nearly destitute of snow, bearing in its frozen surface innumerable foot prints of oxen and wild fowl, by which it was traversed last year. About 4½ miles westward of the depôt a range of hills commenced, and extend to the inlet. They are about 350 feet high, close to the beach, and their southern faces are very steep and snow clad. The estimated distance from the entrance of Beverly Inlet to Point Palmer is 7 miles.

Friday, 16th May.—Overtook the sledge, and lunched at 3h. A.M., half a mile from Point Palmer. Off this point was a gigantic range of hummocks, through which we fortunately passed without accident. This range resembled a ruined wall. Many portions averaged 20 feet in height. It did not appear to be composed of heavy ice, but to have been raised to this height by enormous pressure. Outside, the floe was remarkably smooth, and with but a thin covering of snow upon it. This ice appears to be of last winter's formation, and in the offing much heavier ice can be seen. Since commencing the search upon this island, it has been my custom to walk along the shore, and occasionally mount to the top of the nearest hill, for the purpose of obtaining a more extended view, and of examining the ice in the offing with a glass, unless required to pioneer the sledge through the rough ice.

After lunch, I landed on the point. It resembles a small stony isle, but is connected to other land by a low isthmus, half a mile long and 200 or 300 yards wide. It is about 60 or 70 feet high, and on its summit is a huge sandstone block resembling a cairn, visible with a telescope for 8 or 9 miles. Inside the point is a well-sheltered bay. Shot a hare.

Two days' month Journey.  
Hours travelled, 9½  
Encamped for rest, 15  
Stopped for lunch, 3  
Distance accomplished, S E.  
by S, 12 miles  
Wind, 2—E S E.  
Weather, b c  
Temp + 11° to -2°

Friday, 16th May, continued.—Encamped outside the hummocks, which presented an impassable barrier between us and the shore. At 6h. A.M., saw the fresh tracks of two musk oxen travelling round Skene Bay to the eastward, also some deer tracks upon the hills, and three or four brace of ptarmigan. The land about Beverly's Inlet is the highest in Skene Bay.

Watch.	Noon.	Observations
<i>h. m s</i>		$\odot$
3 49 40	—	67° 45' 10"
54 43		48 30
4 00 54		50 30
5 20		50 50
7 40		50 50
9 25		50 30
11 55		50 10
15 15		48 40
23 00		45 10

$\phi$  to Point Palmer ( $\odot$  to the right).  
3h. 58m. 0s. — 91° 51' 00"

Sextant error + 40".  
Temperature + 11°.

Compass Bearings.

Point Palmer N.W. by N. 3 miles.  
Next Point S.E. by S. 1½ miles.  
Bounty Cape S E. ½ S

Watch fast on M. T., 4h. 2m. 0s. nearly.

Started at 9. P.M. Made sail before a light easterly wind. Passed the next point, and after travelling direct towards Bounty Cape for 2½ miles we began to edge away gradually to the northward, rounding very low and flat land.

Saturday, 17th May.—Lunched at 2 A.M. A thick mist hanging over the high land appears to be gradually spreading down towards us. Took bearings.  
 $\phi$  to east point of Dealy Island, on with distant eastern bluff,  $\odot$  to the right.  
 M. T. at place 6h. 0m. 0s —  $81^{\circ} 25' 00''$ .  
 East point to west point of Dealy Island  $16^{\circ} 11'$ .  
 Ditto to Bounty Cape - - -  $44^{\circ} 56'$ .

For the last hour we travelled along the land direct for the eastern extreme of Dealy Island, and now (at lunch) are upon a low stony point formed by the coast trending round suddenly to the eastward. After lunch, the sledge proceeded direct for Dealy Island, whilst I attempted to trace the coast round; but a very thick fog coming on, was obliged to rejoin my party. Passed over extremely rough packed ice. Unable to see the island until close to it. Encamped on its south side, a quarter of a mile from its eastern extreme, at 6h. 20m. A margin of low land extends from east to west, above which the land rises with a very steep slope (now faced with snow) to the summit of the island. Its greatest height, roughly measured, is 200 feet. On its north side the ascent is very gradual. Saw the fresh tracks of two reindeer, passing to the eastward, and a fresh bear track. Shot three ptarmigan; six or seven brace of these birds seen during the night's journey. The first two hours travelling was good; the remainder, up to luncheon time, was bad; but from thence to Dealy Island it was execrable. Bridport Inlet, as far as Dealy Island, is choked with hummocks and heavy packed ice.

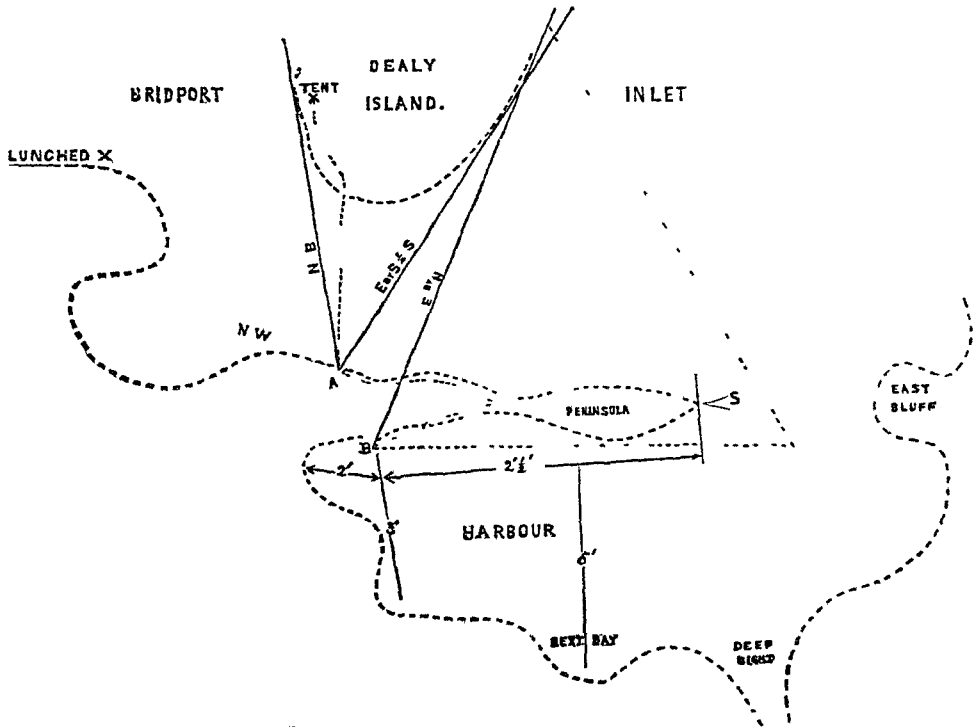
Noon, misty weather; sun not visible.

P.M. At 7h. 30m. set out to examine the eastern shore of the inlet, accompanied by Jas. Hole. At 8h. 10m. reached the land, distant  $1\frac{1}{4}$  miles. Took bearings.

Thirtieth Journal  
 Hours travelled, 8 $\frac{1}{2}$   
 Encamped for rest, 13 $\frac{1}{2}$   
 Stopped for lunch, 4  
 Distance accomplished, 10 m  
 Wind, 2 easterly  
 Weather, bc — c m  
 Temp - 77 to + 92 $^{\circ}$



Luncheon Point N. by W. Extreme of this land N.W. 1 mile. East bluff S E.  $\frac{1}{2}$  S. Walked a quarter of a mile S.W., and then W., across an isthmus 400 yards wide, to a harbour. This side of it trends for east bluff S E.  $\frac{1}{4}$  E.



At A,  $\phi$  elevation of Dealy Island,  $1^{\circ} 21' 0''$   
 On Peninsula Point:—

East bluff to Bounty Cape (to left)	- - - -	42 $^{\circ}$
„ deep bight (to right)	- - - -	91
Deep bight to next bay (to right)	- - - -	34
Bounty Cape to right tangent of Dealy Island (to left)	- - - -	75

On nearest point of Dealy Island to Bounty Cape.  
East bluff to Bounty Cape (to left) 72° 40'.

Half a mile from east bluff, with Luncheon Point on with east extreme of Dealy Island.			
East bluff to Bounty Cape (to left)	-	-	87° 15'
Bounty Cape to western extreme of Dealy Island	-	-	99 15
Extremes of Dealy Island	-	-	20 0
East extreme of do. (on with Luncheon Point) to Peninsular Point (to left)			33 30
" " " to next bay (to left)			66 00
" " " to deep bight (to left)			92 40
Deepest bight to east bluff (to left)	-	-	61 30

Sunday, 18th May.—Returned to the tent, which, during my absence, had been shifted to the S.W. part of the island, a distance of about 2 miles. Lunched. James Hoile had separated from me on landing, and traced the land round to Luncheon Point. The ice between Dealy Island and the western shore is extremely rough. Inside the island and in the harbour there are no hummocks, but the ice appears old, as its surface is uneven, and deeply covered with snow. After lunch travelled up the inlet towards a range of cliffs to the left of the eastern bluff, to continue examination, and also in the hope of rounding the packed ice between us and Bounty Cape. Saw two bears hunting for seals. They were walking to and fro across the wind, and eagerly snuffing up the air. Endeavoured to get within shot by advancing behind a kite, but without success, the kite being much too dirty to be mistaken for a hummock. Shortly afterwards a third bear was seen rapidly advancing towards the sledge. When within 100 yards he stopped, and was instantly shot. Encamped near the spot at 6h. A.M. Stripped off every atom of blubber and fat to add to our stock of fuel, which was uncomfortably short. The bear was a male, two-thirds grown, and wretchedly thin; the stomach was perfectly empty. The tracks of several reindeer were seen crossing the inlet to the eastward.

P.M. During the day an east wind sprung up. Breakfasted off a mixture of pemmican and ptarmigan, followed by bear-steaks, fried in pork fat, and chocolate. My party do not discriminate between the various kinds of meat, but zealously fill the kettle; and as we all have pretty keen appetites, there is never any difficulty in disposing of its contents.

Bounty Cape E.  $\frac{1}{4}$  S.  
W. extreme } N.W.  $\frac{1}{2}$  W.  
of Dealy } 3  $\frac{1}{4}$  M.  
Island.

Thirty-first Journey.  
Hours travelled, 9.  
Encamped for rest, 14  $\frac{1}{2}$ .  
Stopped for lunch,  $\frac{1}{2}$ .  
Distance accomplished, 6'.  
Wind, calm, G, N.E.  
Weather, g. s.—b.c.q.  
Temp. +32° to +15°.  
Detained skinning a bear,  
1 hour.

Monday, 19th May.—Started at 9h. 15m. P.M. of 18th, under sail; snow drift flying, but sky clear. Travelled direct for Bounty Cape, over a rugged old floe with patches of very slippery ice on it. Bridport Inlet is filled with pack and very rugged old floe pieces; only in the N.W. part is there any ice of last winter's making. The pressure along its eastern shore must have been very great. Soon after starting, distinguished low land on this side of the cape. Lunched at 2h. 20m. one mile from a low point on this side of, but extending without, the cape. Soon after lunch discovered that this "low point" was the outer of two islets considerably to the east of Cape Bounty. Passed between them and the land. When examining the western shore with a glass, from the top of one of these islets I distinguished a herd of ten musk oxen. Ordered the sledge to proceed, and set off to procure, if possible, a supply of fresh beef.

Soon after saw a more distant herd of five oxen. Approached the large herd cautiously but not without being observed by the only one standing up, and which seemed to be on the look-out. Got within 100 yards, and shot the watchman, who was much the largest and most formidable of the whole herd. The remainder continued to gaze stupidly; so, after shooting the nearest, I returned to the sledge. Encamped on the ice at 6 A.M. midway between the islets and the cape. Brought the sledge on shore for beef. On our approach the herd moved off, two of the cows which had calves taking the lead. The animals killed were a bull and a cow; both were very thin; all the fat and suet we could obtain from them only amounted to 8 lbs. It was added to our stock of fuel. Took away about 150 lbs. of beef, and the skins. Their principal dimensions were taken.

Saw four reindeer; three of them were perfectly white; the fourth had dark coloured sides.

Thirty-second Journey.  
Hours travelled, 8  $\frac{1}{2}$ .  
Encamped for rest, 14.  
Stopped for lunch,  $\frac{1}{2}$ .  
Distance accomplished, E.  $\frac{1}{4}$  S.  
9 miles.  
Wind, 6 north, calm.  
Weather, b.c.q.—b.c.  
Temp. +3°.  
Detained, cutting up oxen, and  
fetching off beef, 3 hours.

P.M.—Started at 11 o'clock for the nearest part of the land forming the cape. Left here a record, four days pemmican, and half the fresh beef, wrapped up in the hides. Secured this depôt between two large blocks of sandstone, high up a rocky steep, and covered it over with large stones and snow.

	<i>At this position,</i>	<i>watch showed</i>
$\phi$ to west bluff ( $\odot$ to the left),	- - -	4h. 17m. 0s. — 44° 0'
East bluff to west bluff (east bluff to the right)	- - -	- 7 0 nearly.
West extreme of Dealy Island to west bluff	- - -	- 14 0

Tuesday, 20th May.—Completed the depôt, and proceeded at 0h. 20m., travelling close along shore for the cape, direction S.S.W. Bounty Cape is the bluff termination of a lofty mass of land, between which and the neighbouring hills there is a broad valley. When crossing Bridport Inlet to Bounty Cape, I was much struck with the appearance of some table land to the westward. It was intersected by four ravines at nearly equal distances, like huge embrasures, the whole resembling the wall of a fort. Whilst the men were securing our depôt, I endeavoured to get near six reindeer which were quietly grazing in a valley, but without success. In doing so, I passed close to seven hares. One of these was so tame that it allowed me to pass within four yards. Bounty Cape has a margin of low land round it, in which are several shallow ponds, now frozen to the bottom. Found good travelling inside a formidable barrier of grounded hummocks. When 1½ miles from our depôt, we were on the extreme of the cape.

Noticed here the first considerable effect of the sun, in thawing thin snow overlying the gravel.

Had beef-steaks for breakfast last evening. They were tender, well flavoured, and wanting only in fat to equal ordinary beef. Our stock of bear-steaks was thrown away.

After passing the cape we came upon a very level floe of last winter's forming, and travelled for the next extreme of land, Cape Halse. Lunched at 4h. 10m. A.M. Passed the tracks of several deer going to the eastward. The land we are now travelling along consists of boldly rounded hills, separated by deep valleys. Where cleared of snow, their southern slopes were seen to be abundantly clothed with moss and short grass. To the westward these hills recede from the sea. Passed Cape Halse. It is a very low point, with sandy ridges extending off it, and is 1½ miles from the nearest elevated land. Encamped on the ice at 8h. 30m., one-third of a mile off shore. With a spy-glass I distinguished a herd of seven musk oxen on the snowy plain to the westward of Cape Halse. The greater part of this night's travelling has been very good, over last winter's ice.

Thirty-third Journey.  
Hours travelled, 7½.  
Encamped for rest, 13½.  
Stopped for lunch, ½.  
Distance accomplished, East 2½;  
S. 57° E. 9'.  
Wind, calm.  
Weather, b.c.v.  
Temp. + 8°.  
Detained, securing a depôt,  
1 hour.

A.M. observations.

<i>h.</i>	<i>m.</i>	<i>s.</i>	—	$\odot$		$\odot$ to western extreme.
12	36	0		27° 57' 00"		114° 31' 0"
						$\odot$ to Bounty Cape.
12	40	0		28° 8' 00"		52° 3' 00"

Bounty Cape N. 57° W., 9 miles.  
Point Wakeham, S. 70½° E., 4½ miles.

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\phi$		
0	58	0	N. 6° 0' W.	Watch fast 4h. 13m. nearly.	
1	00	0	5 20	Height of eye 5 feet.	
	1	0	3 20	Index error + 45" $\odot$	
	2	0	4 20	Temperature + 8° $\odot$	
	4	0	5 30		

P.M.

1 24 0 |  $\odot$  to Point Wakeham, 71° 00'.

Midnight, Point Wakeham, south ½d of a mile. The bay just crossed is 2½ miles deep.

Started at 10h. 15m. P.M. Travelled direct for next extreme. At midnight off Point Wakeham, 600 yards. As I was anxious to reach Winter Harbour before encamping, we travelled direct from point to point, but carefully examined the shore with a spy-glass.

Wednesday, 21st May.—Lunched at 3h. 20m. A.M. The ice is level and snow hard; have travelled with comparative ease and rapidity. The western extreme proves to be Point Hearne. We are now off Winter Harbour, and have a distinct view of the land all round it. There is nothing to arrest the eye; all is enveloped in snow. Wind fast freshening, and

blowing directly out of the harbour. Proceeded, after lunch. A strong and rapidly increasing breeze, with snow drift. It soon blew a violent gale, with very thick snow drift; could not possibly face it; and having ascertained that there were neither ships, tents, nor human beings in Winter Harbour, I determined to defer its closer scrutiny until my return from the westward, and therefore travelled on for Point Hearne with a side wind. We could seldom see a hundred yards from us, so thickly was the snow driving past, but the sun's position was occasionally distinguishable, and, guided by it, we reached the point at 7h. 10m. and encamped. Rather less wind.

All this night we travelled over smooth ice, and generally unbroken for one or two miles off shore. It blew a hard gale all day, with dense clouds of snowdrift flying past us off the land. Towards evening it moderated, and by 10 o'clock had diminished to a strong breeze; the weather tolerably clear, but still some snow drift. Unable to proceed.

Thirty-fourth Journey.  
Hours travelled, 8½  
Encamped for rest, 14h.  
Stopped for lunch, ½h.  
Distance accomplished, 11½ m.  
Wind, 2 to 9 NW  
Weather, o q.  
Temp 8° to 17°  
Detained by a NW gale, 8½  
hours

Thursday, 22d May.—The weather did not admit of our starting until 5h. 30m. A.M., having previously lunched. There was still much wind and snow-drift, but the sky was clear and weather promising. Although I felt perfectly satisfied with my view of Winter Harbour, I did not willingly defer its closer examination, but was compelled by circumstances to do so. It was now possible to proceed S.W., but not N.W., and it only remained for me to decide between proceeding westward or sacrificing two whole days. Point Hearne is low and stony. After rounding it, travelled along a very low straight coast until 10h. 30m., when we rounded a slight projection of the coast line, and encamped at 11 o'clock. The whole of this land is low, the water shallow, and numerous large hummocks lie grounded at some distance off; packed ice outside. A laborious, although short journey, as the snow was soft and deep. Made out a herd of musk oxen with the spy-glass. They were more than two miles off, but the prospect of getting more beef, and of thus being enabled to increase our daily allowance, and also lengthen our journey, induced me to set off with a rifle. The herd consisted of eight full-grown animals. They did not see me until within 200 yards of them, and then they suddenly galloped away for a few yards, halted, and formed for defence in a semicircle, close together, with their heads down, their strangely curved horns resembling a row of hooks in a butcher's shop. When within 100 yards, I waited for several minutes until the largest one, which was on the left flank, moved so as to present his shoulder, and then shot him. Those nearest him moved out of the way as he reeled and fell, but otherwise they were not in the least disturbed, continuing in the same defensive posture until I had retired to a considerable distance, and then, without noticing their fallen companion, renewed their search for pasture, by scraping away the snow with their hoofs. Had it been my object to do so I think I might easily have shot two thirds of the oxen we have yet seen.

P.M. During the evening the wind fell light, and some snow fell.

Thirty-fifth Journey  
Hours travelled, 5½  
Encamped for rest, 12¾h  
Stopped for lunch, none  
Distance accomplished, E S.E.  
7½ miles.  
Wind, 6 to 2, N W  
Weather, c o  
Temp 8° to 19°

Started at P.M. 11h. 40m.; overcast weather. Friday, 23d May.—Left the sledge, and took the party to cut up the ox. The herd was grazing near, but did not notice our proceedings. Took some of the principal dimensions, and carried away about 100 pounds of beef. Near our last encampment I saw some stones placed in an elliptical form, five feet by eight, and think they must have been so arranged by Esquimaux; but they were nearly buried in the soil and covered with moss. Lunched at 4.45.

Travelled all this journey along an exceedingly low shore, and rounded two very low points. Encamped just beyond the second on a frozen mud flat, at 9h. 30m., snow falling at intervals. To the westward of us is a shallow bay, beyond which the land rises to a moderate elevation. Soon after encamping it began to blow strongly from the N.N.E., and continued to do so until late in the evening.

Thirty-sixth Journey.  
Hours travelled, 9½.  
Encamped for rest, 14.  
Stopped for lunch, ½h.  
Distance accomplished,  
S E ½ E., 8½ miles  
Wind, 2 to 5 N.W., N N E  
Weather, c.  
Temp. 11° to 19°  
Western extreme of land,  
E by S. 4½ miles.

Started at 11.40 P.M. Passed over a ridge of heavy hummocks which lie across this bay, and got upon smooth last winter's ice. All the hummocks grounded alongshore between this and Cape Hearne are extremely

large and old-looking. They seem to have had much tossing about at sea previous to reaching their present positions. They generally have a blueish colour, solid appearance, and rounded form.

Our travelling is now good. Wind freshened. Made sail.

Saturday, 24th May, at 3h. 30m. reached the point which was the western extreme visible from encampment. The next headland is Cape Providence. Travelled direct for it. Lunched at 4h. 40m. Passed one bear track. Saw two ravens and five ptarmigan. After luncheon walked along the land, whilst the sledge travelled on the smooth ice outside the hummocks, which form an unbroken chain of enormous masses along this coast.

The land now consists of a fine range of hills, presenting boldly rounded outlines. There is a margin of low land, varying in breadth from 100 to 200 yards, between the bases of these hills and the sea; and here are many well-sheltered and fertile spots. This low land has lost most of its winter covering of snow, and is imprinted with innumerable tracks of deer and oxen, but all of former seasons; it is probable many of these footmarks are even several years old; there are no fresh tracks either on the land or snow.

Found here some pieces of coal granite and gneiss. Saw one large boulder of dark stone resembling hornblende schist. On the muddy bank of a ravine saw some venus shells, and a piece of limestone containing fossil corals. Encamped at 9h. A.M.; fine weather. In all the sunny positions sheltered from the wind the snow is becoming wet.

*Sights taken at Luncheon Time. A.M.*

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\odot$	
9	14	15	30° 49' 00"	
	15	17	57 20	<i>Watch fast 4h. 20m. nearly.</i>
	16	11	3 40	<i>Index error + 45".</i>
	17	10	12 10	<i>Temperature + 15°.</i>
	17	59	17 10	

$\odot$   to first object.	1st object (to left) to western extreme
9h. 24m. 20s. — 91° 30'	86° 39'

*Observations taken at encampment. A.M.*

<i>Watch.</i>	$\odot$	$\odot$ to east extreme.	<i>East extreme.</i>
1h. 16m. 0s. —	20° 42' 0"	66° 6' 00"	N. 62° 20' E.
			59 20
			60 00
			64 30
			58 00
			64 30
			60 00

*Watch fast 4h. 20m nearly.*  
*Height of eye 6 feet*  
*Index error + 45".*  
*Temperature + 23°.*

Started at 9h. P.M. Ice very slippery, but had been crushed up in the autumn, so that walking upon it was very difficult. Sledge under sail for the first hour. For four miles we passed along hills of considerable height, with a broad margin of low land between their steep slopes and the sea. The low land then contracted to a narrow belt, and a little farther west disappeared altogether; the hills also changed into lofty cliffs, rising directly from the sea. Up to this part of the coast I walked alongshore, but the hummocks were now confusedly pressed in against the cliffs, so that it was not possible to get along inside of them. Four miles to the westward of last encampment I climbed up a hill to examine something resembling a cairn.

As far as could be seen alongshore to the east and west there was remarkably smooth ice, with very little snow on it, and varying in breadth from one to two miles. Its outer edge was very clearly defined, and beyond was very heavy packed ice, extending as far as its rugged surface could be distinguished with a spyglass. Subsequently examined the smooth ice closely. It was evidently formed late last autumn, the whitish patches of pancake ice being very distinct, and the interstices composed of deep blue ice. Its surface was so slippery that the winds had never permitted a covering of snow to lie upon it. When descending the steep snowy slope, which all these hills now have on their southern sides, I disturbed eleven hares which

*Thirty-seventh Journey*

Hours encamped, 12  
 Hours travelled, 8½  
 Stopped for lunch, ¼h  
 Distance accomplished,  
 E by S 4½'; S.E. by E., 7½'  
 Wind, calm, —5, N.N.E  
 Weather, b.c.  
 Temp 15° to 23°



were feeding together at its base. They scampered up a neighbouring hill, and sat there until I had passed. Was much surprised at finding their feeding ground covered with grass; not in tufts, as hitherto met with, but as in pasture land in milder climates; it was short, and there was a good deal of moss growing through it. This luxuriant vegetation extended along the base of the hills, and was abundantly covered with traces of deer and oxen. Near this I saw three of the latter.

Sunday, 25th May.—At 0h. 30m. P.M. reached cliffs of greater height, and rising directly from the sea. The wind, which blew steadily over them from the north, could not reach us on the ice beneath them, therefore lowered our sail.

As far as I walked along the shore, and I did so until the hummocks came into actual contact with the cliffs, and obliged me to resume the only practicable route, the footmarks of oxen were abundant, but all of last or previous years. Saw one ox's skull and a wolf's track; the length of the impression made by its feet, including the toenails, was five inches, its breadth four inches, and average length of stride from toe to heel was one foot seven inches. A very old track of a bear was seen upon the ice.

Lunched at 3h. 40m. A.M. A rough measurement gave these cliffs an elevation of 450 feet. They are composed of horizontal sandstone. As the layers of strata are of different degrees of durability, these cliffs usually present a buttress-like appearance. About halfway down there is a landing or terrace, below which the slope is less steep. In every position, protected from the falling debris of the cliffs, moss and grass grew; and, from their numerous traces, these spots appeared to be frequently visited by oxen, deer, and hares. At intervals this range of cliffs is intersected by large valleys descending to the sea, their beds, like those of mountain torrents, being strewn with rounded stones of all sizes. Encamped at 7h. 15m. A.M., becalmed under the cliffs, a fine breeze aloft, with thin haze, but clear and beautiful weather. The glassy ice still continues to be a mile in breadth, and the pancake ice and sludge as clearly distinguishable in it as when first frozen. The men walked along with the sledge at the rate of two miles an hour, the only difficulty being to keep on their legs. The hummocks pressed in against the shore are formed of every description of ice, from immense blue masses of rounded form to crushed up fragments of floe ice, varying in thickness, forced together, and raised by enormous pressure to an average height of twenty-five feet. This barrier forcibly recalls to mind the extreme danger to which ships must be constantly exposed while sailing along such a coast.

Against it the field ice abuts, rising and falling with the tide, and in many places leaving an impassable trench of sludge and water. Along this tide-crack I repeatedly saw ice crushed up of only a few inches in thickness, and suppose there is water accessible throughout the winter. Crossing these hummocks is attended with considerable danger as well as difficulty, as there are many deep fissures covered with soft snow.

During the latter part of this journey the snow thawed upon our canvass boots and wetted them through. The whole coast is now a magnificent range of lofty cliffs, gradually trending round to the west. Have not been in sight of any land more distant than three miles all day. Our western extreme is a low point projecting from the mouth of a valley, and distant about two miles.

*Bearings of extremes of land, western, S. 17° E. ; eastern, N. 24° W.*

<i>Azimuth.</i>	$\phi$	<i>For Time.</i>	$\odot$	<i>Azimuth.</i>	$\phi$
<i>h. m. s.</i>		<i>h. m. s.</i>		<i>h. m.</i>	
12 37 15	N. 7° 40' W.	12 46 10	57° 40 50''	12 57	N. 3° 30' E.
38 20	5 20	49 05	58 15 50	58	4 40
39 20	7 40	50 40	27 10	59	3 30
40 45	6 00	51 43	33 50	1 00	4 00
41 30	6 00	53 05	43 50	1 01	4 00
		54 10	51 10		
		55 18	59 20		

*Index error + 45''.*  
*Temperature + 27°.*

A large gull seen to-day, the first of the season; we also saw three musk oxen, fifteen hares, and three ptarmigan.

At noon the sun did not appear. The wind freshened up at west, and sky became overcast.

Thirty-eighth Journey  
Hours travelled, 9½  
Encamped for rest, 15½h  
Stopped for lunch, ¼h  
Distance accomplished, 16 miles  
Wind, S north  
Weather b c  
Temp 17° to 26°.

P.M. This has been the hottest day since 17th April; the season appears to have advanced a month in the last two days; its beneficial effect, combined with an unlimited allowance of excellent fresh beef, is apparent in the increased strength and improved appearance of my party. Since 19th May we have had fresh beef twice a day, but as the weather is now favourable for longer journies, we have to-day changed our system of diet to beef once, and pemmican once, as the latter is cooked in much less time.

Took bearings on this point.

East extreme,  
N. 24° 10' W.

West extreme,  
S. 12° 15' E

Took bearings  
Eastern extreme,  
N 12° 7' W.

Western extreme,  
S 5° 45' E.

Took bearings.  
East extreme,  
N. 10° 20' W.

West extreme,  
S 3° 30' E.

φ

h m s  
7 20 0 N. 87° 0' W.

Started at 10h. 50m. P.M.; fine weather. At midnight reached the low point seen from encampment. The ice is crushed up off it for quarter of a mile, by the meeting of two floes. This little point extends out about 200 yards beyond the general line of coast. It is, like several similar ones met with, off the mouth of a very large ravine.

Monday, 26th May.—At 2h. 35m. reached the western extreme seen at midnight. Passed a fresh crack extending off shore as far as could be seen; its width was 18 inches. There was just enough snow on the ice to afford us firm footing, and although the wind blew strongly in our faces, we travelled at the rate of 2½ miles an hour. The men were full of spirit, and constantly asking “when Cape Dundas would be in sight?” They no longer “hoped to reach,” but talked of “rounding it.”

At 2h. 50m. we were off another point. Our smooth ice has been gradually growing narrower, and at 3h. 0m. we reached its termination. The pack being close in to the hummocks, we were therefore obliged to seek a better route off-shore. Travelled over heavy packed ice of every conceivable shape and thickness, advancing with difficulty one mile an hour.

Lunched at 4h. 10m. Bright sun and clear sky, a few very lofty thin clouds moving slowly to the southward.

Encamped at 8h. 50m., one mile off-shore. Still blowing strong. Tried to get sights, but the mercury was unsteady, and the roof almost instantly covered with snow-drift. Bearings were taken.

For the first hour after starting last evening, I walked along a narrow beach. Saw a few traces of oxen, and one skull. No tracks were seen on the ice. During this night's journey thirty-one hares were seen; twenty-three of them were in one flock; they were all feeding on the grassy slopes under the southern cliffs. A very large ravine bears north (true) of us. I believe it to be the same which Sir Edward Parry walked to, when his ships could proceed no further.

Noon, blowing a gale of wind from W.N.W., with very thick, heavy, but low snow drift; the sun bright, but could not find sufficient shelter to obtain an altitude. Commander Becher's artificial horizon would here have been useful.

P.M. The gale lasted until nine o'clock.

Started at 11h. 15m.; the wind fresh, weather clear, and sun bright, but some snow still drifting. During the journey of last night we passed a very remarkable pinnacle, standing in a ravine. It at once occurred to me that this might be the “wall of sandstone in horizontal strata” described by Sir Edward Parry. The position accords with his description, but of the wall a solitary pinnacle alone remains. A sketch of it was taken, but more important duties prevented my examining this interesting spot. Soon after starting we distinguished high land beyond our western extreme, and extending about half a point to the left of it. It appears to be ten or twelve leagues distant, and terminates abruptly, as the capes on this coast do. It also appears to be similar in character. Travelled direct for it.

Tuesday, 27th May.—Lunched at 4.45 A.M. off shore half a mile. Took observations.

Watch.			○	
h	m.	s		
9	22	00	31° 36' 20"	Index error + 50".
	22	30	40 00	Temperature + 13°.
	23	00	45 10	

Thirty-ninth Journey  
Hours travelled, 9½  
Encamped for rest, 14½h  
Stopped for lunch, ¼h  
Distance accomplished, 13 miles  
Wind, west, 5 to 8  
Weather, b c q  
Temp 16°

○ to east extreme	9h. 24m. 00s.	61° 6' 00"
⊙ to western extreme of this land	9h. 25m. 00s.	98° 34' 00"
⊙ distant western bluff	9h. 26m. 00s.	111° 44' 00"
		○
	9h. 28m. 00s.	32° 25' 20"

Compass Bearings.

East extreme	{	N. 17° 40' E.	{	S. 39° 0' E.
		18 30		39 20
		18 40		39 40
		18 30		38 40

The large ravine, before mentioned as the one described by Sir Edward Parry, was just showing  $1\frac{1}{2}^\circ$  to the left of the eastern extreme, and by walking directly inshore I closed it in by a cliff about two miles on this side of it, and which I take to be Cape Dundas. The above ravine is the largest of six now in sight. There was much glare, and several of the party felt their eyes affected thereby. Our progress was slow, and difficult, travelling over packed ice of various thicknesses, and amongst hummocks. After lunch proceeded for the western extreme of this land. The travelling became more laborious as we advanced; the snow in many places was deep and soft, with a crusted surface, through which both men and sledge sank. Passed over some extraordinary ice. I can only compare it to long waves suddenly frozen, studded with hemispherical mounds of ice. I believe it to be very old floe ice, its surface having been deeply channelled by repeated summer thawings; hence these blue and rounded eminences; but cannot understand the long wave-like undulations described by Sir Edward Parry as "hill and dale." When passing near these floe pieces on ordinary ice, they frequently intercepted our view of the horizon. A recent bear track seen to-day, coming from the westward, also a fox track.

Encamped at 9.30 A.M. Took observations.

		○		
<i>h. m. s.</i>	—	67° 16' 10"		<i>Index error + 50"</i>
		φ		
23 00	—	N. 35° 20' E.		<i>Altitude of cliff.</i>
24 30		34 20		7° 18' 00"
26 15		36 40		<i>Distance <math>\frac{3}{4}</math> mile.</i>
27 35		37 00		
28 30		36 40		
29 45		36 40		
31 35		37 20		

		○		
<i>h. m. s.</i>	—	68° 31' 10"		<i>Eastern extreme.</i>
		φ		<i>Cape Dundas.</i>
2 39 30	—	N. 40° 30' E.		N. 23° 00' E.
40 45		40 20		23 20
41 35		40 40		22 30
42 30		40 30		
43 40		41 20		<i>Distant western bluff.</i>

East extreme to mark (to left) - 49° 41'  
 Mark to west extreme (to left) - 98 54  
 West extreme to distant bluff (to left) 24 11

Noon 27th May.

		○
<i>h. m. s.</i>	—	72° 36' 50"
		φ
4 16 00	—	N. 64° 30' E.
18 00		66 00
19 50		67 00

*Low and very distant land extends 1° 30' to the left of the distant bluff.*

Latitude, 74° 35' 18" N.

○ to distant west bluff.	5h. 2m. 00s.	117° 42'
○		
○ to east extreme.		
<i>Cape Dundas.</i>		
5h. 4m. 35s.		64° 9' 30"

<i>h. m. s.</i>		$\odot$		
4 26 53	—	72° 51' 10"		5h. 8m. 10s. $\odot$ 72° 27' 40"
4 31 00	—	N. 69° 0' E.	$\phi$	
32 00		70 0		
33 25		70 20		
$\odot$				
4 37 10	—	72° 53' 30"		
40 20		52 20		Mer. alt. nearly.
43 45		51 20		
$\phi$				
4 47 45	—	N. 76° 20' E.		
48 30		76 30		
49 50		76 00		
$\odot$				
4 59 38	—	72° 36' 50"		

Fortieth Journey  
 Hours travelled, 9½  
 Encamped for rest, 13h  
 Stopped for lunch, ½h  
 Distance accomplished, 10 m  
 Wind, W N W calm  
 Weather, 5 to 0  
 Temp 18° to 24°

The dazzling brilliancy of the snow has injured the eyes of nearly all the party. I am most anxious to encamp at an earlier hour, but the desire to push on, and the spirit evinced by the men, prevent my shortening our journeys for that purpose at this interesting period.  
 P.M. Calm and warm all day.

Forty-first Journey  
 Hours travelled, 10  
 Encamped, 11¼h  
 Stopped for lunch, ¾h  
 Distance accomplished, 12 m  
 Wind, calm  
 Weather, b c v.  
 Temp 18° to 52°

Started at 10h. 40m. This land still presents cliffs of exactly similar appearance and height to those already passed. Our route continues as difficult as it was previous to encamping. On reaching the western extreme, found better travelling inshore. This extreme is a point under a cliff, and is five miles from last encampment. Rounded it, and opened out another cliff distant 1½ mile, a large ravine and low point lying between. There was much coal along this shore. It was harder and heavier than that met with to the eastward.

Halted to lunch off this point at 3h.30m. A.M. of Wednesday, 28th May.

<i>Took observations</i>		<i>h. m. s.</i>	
$\odot$ to distant western bluff	-	8 11 0	100° 6' 00"
Distant western bluff to cape just passed (to left)			149 36 00
1st point to distant bluff (to left)		17° 48' 0"	Index error + 50".
2d point	ditto	54 30 0	
3d point	ditto	65 28 0	

Loom of land seen 3° to left of distant western bluff.

<i>h. m. s.</i>		$\odot$	
8 50 40	—	28° 17' 10"	Bearing of cape just rounded N. 66° E.
53 45		32 30	„ distant west bluff S. 18° 51' W.

After luncheon the sledge continued alongshore, the travelling improving as it advanced, but the snow was soft.

I walked to the highest part of a cliff, about half a mile north of our Luncheon Point. The morning was beautifully clear, and from this elevation of 600 or 700 feet saw Banks' Land. Its eastern extreme was indistinct, but its western extreme terminated abruptly.

Banks' Land appears to be very lofty, with steep cliffs and large ravines, as about Cape Dundas. I could make out the ravines and snow patches upon the cliffs distinctly with my glass.

From the remarkable bluff first seen, the newly-discovered land runs away to the north-east, forming a strait or gulf into which we are travelling. To the left of the bluff first seen it trends away considerably to the north of west.

This land does not present steep cliffs, but a bold and deeply indented coast, the land rising to the interior, and intersected by valleys, rather than ravines. The distant bluff is a noble headland. Beyond it I distinguished very high and distant land, extending 5° 20' to the left. The angle subtended between this distant extreme and the western extreme of Banks' Land was 57° 0'. These extremes appear to be equally distant from this position. Judging from their apparent height, the clearness of the atmosphere, and the elevation from which they were seen, I do not think they



View of the newly-discovered land, as seen from an elevation of 650 feet. Lat 74° 41' N Long 114° 26' W. 28th May 1851

[1] Deep indentation [2] First point [3] Point A [4] Sloping hills [5] Second point [6] Deep indentation [7] Third point

can be less than twenty leagues distant; they certainly appear to be four leagues farther off than the nearest part of Banks' Land. The ice within the strait or gulf formed by the remarkable bluff and land extending north-eastward from it, and that which lies without, had a strikingly different appearance. Within the distant bluff it bears no indication of pressure or current; it appears to be old, and deeply covered with snow, except numerous pieces of very old and rugged floe ice, which are frozen in it, and seen from this elevation resemble blue patches. But southward of the bluff, and extending east and west as far as can be seen, there is a very heavy pack.

From these indications I am induced to believe that to the westward the channel continues, whilst to the north-east there is merely a gulf or deep arm of the sea. The point on which we lunched, and made observations, is in latitude  $74^{\circ} 41' N.$  and longitude  $114^{\circ} 26' W.$  The true bearing of the western extreme of newly-discovered land was in  $54^{\circ} 40' W.$ ; the distance of remarkable bluff nine or ten leagues.

Walked for some distance along the top of the cliff. Saw some pieces of blueish quartz, some fresh tracks of hares, foxes, and ptarmigan, and several caterpillars. There were a few very old traces of oxen. On the ice a recent bear track was seen. Travelled inside the grounded hummocks for the remainder of this night's journey. Snow soft and deep. Outside there is deep snow, hummocks, and old blue floe pieces. After passing two ravines, this land begins to change its character, becoming lower and less steep; the cliffs disappear, and there is a continuous margin of low land, which increases in breadth as we advance.

Latitude,  
 $74^{\circ} 44' 14'' N.$

Encamped at 9h. 20m. on a dry muddy bank. Two silvery gulls, a fox, and several snow buntings seen.

*Took observations.*

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\odot$
2	27	56	$68^{\circ} 3' 50''$
29	14		$68 \quad 8 \quad 40$
31	5		$18 \quad 10$
32	58		$25 \quad 40$
2	47	15	$69 \quad 25 \quad 50$

*Azimuth.*

2	58	45	$N. 43 \quad 20 \quad E.$
3	00	20	$42 \quad 30$
	2	10	$43 \quad 40$
	3	10	$42 \quad 00$
	3	50	$43 \quad 40$

	<i>h.</i>	<i>m.</i>	<i>s.</i>	
$\odot$ to hummock	2	40	0	$111^{\circ} 7' 00''$
Hummock to 2d point	-	-	-	$32 \quad 26 \quad 30$
„ to distant west bluff	-	-	-	$89 \quad 42 \quad 00$
2d point to 1st point	-	-	-	$38 \quad 56 \quad 00$
„ 3d point	-	-	-	$12 \quad 15 \quad 00$

*Index error of sextant + 50''.*  
*Temperature + 32^{\circ}.*

*Noon observations.*

*Azimuth*

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\odot$	<i>h.</i>	<i>m.</i>	
4	23	50	$72^{\circ} 55' 20''$	4	56	$N 75^{\circ} 00' E.$
	30	34	$57 \quad 10$		57	$74 \quad 00$
	34	52	$56 \quad 40$		58	$74 \quad 00$
	38	00	$56 \quad 20$		59	$75 \quad 00$
	41	18	$55 \quad 00$	5	00	$75 \quad 40$
	45	25	$52 \quad 40$			<i>Temperature + 40^{\circ}.</i>
	49	15	$50 \quad 30$			

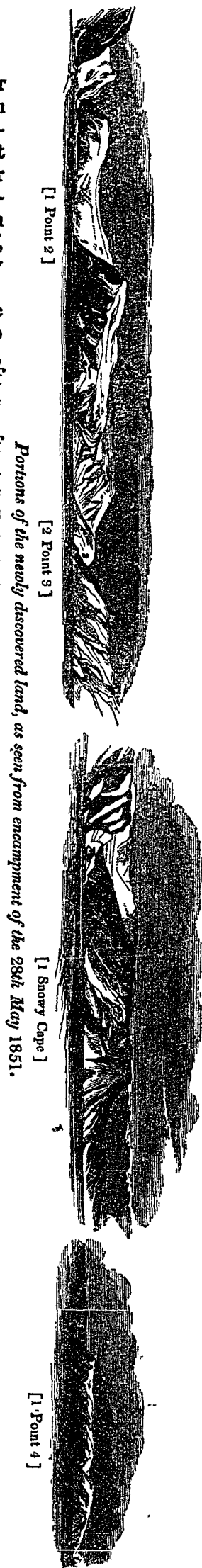
*P.M. observations.*

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\odot$	
11	7	50	$36^{\circ} 15' 20''$	$\odot$ to 2d point 4h. 17m. 30s. — $72^{\circ} 59'$
	9	31	$2 \quad 40$	<i>Index error + 50''.</i>
	10	49	$35 \quad 53 \quad 20$	<i>Temperature + 32^{\circ}.</i>
	12	7	$43 \quad 40$	
	13	25	$33 \quad 00$	

The relative distances of parts of the opposite coast from here are estimated as follows: Remarkable bluff, 25 miles; a point in line, and on this side of it, 20 miles; point one, 18'; sloping hills, 15'; Apparent Island or point three, 13' or 14'; a low point extends to the left nearly to point one.

This land is very distinct; took angles

3d point to 2d point	-	$12^{\circ} 14'$
2d point to 1st point	-	$37 \quad 30$
1st point to remarkable bluff	-	$19 \quad 41$



Calm, clear, and warm all day.

P.M. At two o'clock, temperature in the tent up to  $74^{\circ}$ , the door being open at the time. Was obliged to take my blanket-bag outside, and sleep in the shade. There the temperature was  $52^{\circ}$ , owing to the heat radiated from the earth, as the lightest wind felt cool. The land along which we are travelling is of moderate elevation, with gentle slopes along the shore. These slopes are generally barren clay; there is but little vegetation.

Started at 8h. 55m. P.M.

On a point at 9h. 18m.  $\odot$  to Luncheon Point,  $94^{\circ} 0'$ .

Extreme of western new land to Luncheon Point,  $76^{\circ}$ .

On another point at 9h. 55m.  $\odot$  to next point,  $77^{\circ} - 2\frac{1}{2}'$  distant.

Reached this point at 11h. 30m. Opened out more of the new land, including point 4.

Point 4 to point 3,  $51^{\circ} 45' 00''$ . The next extreme of this land is a low bluff point, distant  $2\frac{1}{2}$  miles, with a shallow bay on this side of it. The angle from last point measured (to the left) to the low bluff is  $176^{\circ}$ .

At midnight, temperature  $22^{\circ}$ .

Thursday, 29th May.—This land becomes gradually lower as we advance, with a wider margin along shore; the hummocks also have dwindled down to an inconsiderable size. The ice appears to be at least two years old. The coast still continues to trend slightly to the right. Reached the low bluff at 1h. 10m. Lunched at 2h. 30m.

The next point (distant $1\frac{1}{2}$ mile) to 4th point (to left)	$8^{\circ} 0'$
Fourth point to third point (to left)	- - - 61 42
"    second point    "	- - - 70 35
"    first point (summit) (to left)	- - - 108 27
First point (summit) to point A. (to left)	- - - 8 8
"    to remarkable bluff (to left)	- - - 16 16
A headland opened to the left of remarkable bluff	- - - 2 9
Fourth point to doubtful passage (to left)	- - - 12 20
"    to snowy cape (to left)	- - - 24 00
Remarkable bluff to southern extreme of this land	- - - 39 00
Bearing of southern extreme of this land, S. $51^{\circ}$ E.	
Bearing of fourth point, N. $60^{\circ}$ W.	

The sledge travelled alongshore all night, whilst I walked along the tops of the hills viewing the gulf and taking observations. Two hares and a few ptarmigan were seen. The female birds are rapidly changing their plumage; one seen had acquired about half her summer dress. Passed some fresh deer tracks leading to the N.E. The burrows of lemmings are extremely numerous. Encamped at 7h. 0m. on the extreme of a long sandy ridge extending towards the fourth point, and forming the southern point of the intervening bay. Am of opinion that "point four," either is the Cape Hoppner of Parry, or is at a very short distance from it, and that the opening to the left of it leads into Liddon's Gulf.

Latitude,  $74^{\circ} 49' 52''$  N

Noon Observations.

h. m. s.			$\odot$							
4	21	35	—	$73^{\circ}$	2' 30"	Index error + 50".				
	24	55			3 50	Temperature + $30^{\circ}$ .				
	27	35			4 00	M A.	h.	m.	s.	$\phi$
	29	15			3 20		4	42	15	N. $68^{\circ} 40'$ E.
	31	25			2 50			44	00	69 00
	32	45			2 40			45	00	68 40
	34	12			2 20			46	00	68 00
								46	40	70 30

$\odot$ to fourth point	4h 39m 15s.	$123^{\circ} 42'$
Fourth point to snowy cape (to left)	-	27 38
"    third point    "	-	73 25
"    second point    "	-	74 45
"    to next point (to the right)	-	34 30
Snowy cape to left extreme	-	98 00

During the last journey, two hares, a fox, a few ptarmigan, a seal, and a recent bear track were seen. The land is generally barren; only in the most favoured positions is there any vegetation which bears comparison to that eastward of Cape Dundas, and on these spots the old traces of oxen, deer, and hares are numerous. Saw the skull of an ox.

Forty-second Journey.  
 Hours travelled,  $9\frac{1}{2}$   
 Encamped,  $14\frac{3}{4}$ h  
 Stopped for lunch,  $\frac{1}{2}$ h  
 Distance accomplished,  $12'$   
 Wind, calm, S W  
 Weather, o b c — 2 c  
 Temp.  $20^{\circ}$  to  $30^{\circ}$

Started at 9h. 50m. under sail for the "fourth point." The land stretching from it to the eastward is high.

Passed three quarters of a mile outside a low point, which is  $4\frac{1}{2}$  miles from and extending towards the point of our last encampment. Between these is a bay with low shores. Thick weather; travelling generally by compass.

Two miles farther we reached a bold point extending E. by N. Crossed a rather deep bay between it and the next point,  $2\frac{1}{2}$  miles. The land now becomes high as it approaches the fourth cape.



Range of cliffs, 400 feet high, forming Point 4. E N.E. 3 miles.

Friday, 30th May.—Lunched at 3h. 40m. under the nearest of a range of cliffs forming point 4, and which extends for four miles; the land then becomes lower, and loses much of its steep slope. Heard the strange hunting cry of the fox here. It puzzled the men very much, and was by them supposed to proceed from a wild goose, a hawk, or a seagull.

Very thick fog; off shore only a quarter of a mile, yet see the cliffs at long intervals only; the north shore has not been seen at all. Travelled chiefly by compass. Set a kite to assist in directing the course. Sail is of very great service. The snow is hard, and although the floe is old and uneven, we make rapid progress.

Encamped upon the ice at 9h. 10m. A.M. A strong breeze with snow-drift; very disagreeable weather.

Noon; same weather; got an indifferent meridian altitude, which places us one mile north of Cape Hoppner.

The wind continued all day, and snow became loosened and drifted thickly.

In the evening there was less wind, and clearer weather. Whilst at breakfast a wolf approached the tent within rifle distance. Wounded him severely, and saw him lie down, when a few hundred yards distant.

Latitude,  $77^{\circ} 0' 43''$  N  
 Forty-third Journey  
 Hours travelled,  $10\frac{1}{2}$   
 Encamped for rest,  $12\frac{1}{2}$   
 Stopped for lunch,  $\frac{1}{2}$   
 Distance accomplished, 18 m  
 Wind, 3—6 W S W  
 Weather, c m f  
 Temp  $20^{\circ}$  to  $25^{\circ}$

Started at 9h. 45m P.M. The sledge proceeded under sail for the left extreme of Hooper's Island, whilst I set off to secure my prize; but although his track was marked with blood, and closely followed for  $4\frac{3}{4}$  hours, I could not get within shot, so gave up the pursuit. His colour was yellowish white, except upon the shoulders and face, where he was dark brown, like the foxes, which are likewise changing their coats. His foot prints, including the nails, measured 5 inches in length by 4 inches in breadth. He was a lean, gaunt, jaded-looking brute, with disproportionately long legs. The wound had caused him to vomit up the contents of his stomach, which consisted entirely of portions of seal.

The floe travelled over is tolerably level, but the snow soft and clammy. It soon fell calm, and our progress was made very laborious. Before setting out from our late encampment in the entrance of Liddon's Gulf, I had seriously reflected upon our position, and the number of days provisions remaining, and arranged our future proceedings accordingly. The newly discovered land extending from Cape Beechey to the westward for at least 75 miles had destroyed the ardent hope of finding our missing countrymen, which had hitherto sustained us. There remained, however, the possibility of their ships having wintered on the northern shores of Melville Island, and of some of their parties having visited Bushnan Cove, described in such glowing terms by Sir Edward Parry, either for the purpose of procuring game (of which the north shore is utterly destitute), or as a short cut to Banks' Land and the continent.

I therefore determined to visit it, and return overland to Winter Harbour, for which I had just enough provisions remaining. We had now traced the coast round from Point Hearne to Liddon's Gulf, in  $8\frac{1}{2}$  forced marches. This, and the anxiety of the last few days, was beginning to tell upon us all. The absolute necessity for most strictly examining the whole of this dange-

rous coast, and as much of the ice and opposite lands as could be seen from the hill tops, as well as the frequent use of sextant and spyglass, afforded me constant and active employment. Neither were we altogether free from snow blindness. It was evident that a day's rest was required, but this I felt it prudent to defer until Winter Harbour was reached, as the season was now so far advanced that a single warm day would so soften and thaw away the snow as to render sledge travelling over the land impracticable.

Most of the hill tops between Cape Dundas and Cape Hoppner, and also on the south shore of this gulf, are bare and muddy, the annual dissolving snows washing them down, and giving them a rounded form. Every gentle slope facing the south, and protected from the rush of water off higher lands, is covered with vegetation. Fragments of coal are very frequently met with; and at the mouth of a ravine, on the south side of Liddon's Gulf, I saw some of a much better quality than any I had hitherto seen; in it there was a considerable quantity of iron pyrites.

*These observations were taken at encampment before starting. South-eastern point of gulf, N. 39° W.; left tangent of Hooper's Island, N 57° W.; Cape Edwards, N. 70° W.; centre of dark cliff in Barry Bay, S 62° W.*

ϕ  
2h. 20m. 20s — (means) S. 22° 30' W.  
A bluff cape at north entrance, S 22° E. The cliff's just clear of Cape Hoppner, and to the right of it, S. 68° 40' E. 2h 46m. 0s. |○ to Cape Hoppner, 98° 30'.

Saturday, 31st May.—Halted to lunch at 3h. 15m. A.M.; took observations.

*Cape Hoppner, S. 58° 7' E. Cape Edwards, S. 46° W.*

*Left tangent, Hooper's Island (for which have travelled direct from Cape Hoppner), N 58° 5' W.*

<i>Left tangent of island to N.E. point of gulf (to left)</i>	7° 55'
" <i>Cape Edwards (to left)</i>	- 77 18
" <i>dark cliff</i>	- 81 28

<i>Angle between Capes at entrance</i>	23° 30'.	<i>Cape Edwards to Cape Hoppner</i>	103° 16'
<i>Left tangent, island to S.E. point of gulf</i>	- - - 12° 15'.	<i>Left tangent of island to next point (to right)</i>	- - 24° 0'

*Cape Edwards,  
S 13° 40' E.  
Left tangent of Hooper's  
Island,  
N. 57° 30' W.*

Encamped at 9 A.M. on the ice, unable to reach the island, owing to the softened state of the snow. Men much fatigued. Towards evening the wind freshened from west; but the weather continued dull and overcast. During the day nearly a gallon of water was made by spreading a black cloth over the sledge, and sprinkling snow upon it from time to time. To the left of the dark cliff in Barry Bay a deep arm runs in to the north (true). It was open when seen from our last encampment, but closed in at our luncheon place.

Outside Liddon's Gulf the snow is level, with but few hummocks, and scarcely any indication of pressure. There are a few old floe pieces, and when viewed from a hill they are easily distinguished from the white mass in which they are frozen. Within the gulf there are none of these; the ice is more level, but is also of more than one year's growth. Our tallow and blubber being all expended, we have only one lamp (spirit) to cook with, and to save delay at starting have done away with tea for breakfast, but continue our usual allowance of stewed musk ox beef. We anticipate a supply of fuel in the remains of Parry's cart, the greater part of which was left when Bushnan Cove was discovered in 1820.

Started at 10h. 30m. P.M. for the west point of Bushnan Cove.

Sunday, 1st June.—Reached the point, and encamped upon it at 2h.20m. A.M. Lunched. Leaving two men to prepare supper, for which purpose they were to collect the withered stems of willows which are numerous here, I took the sledge and the other four men up the cove, in search of Sir Edward Parry's encampment of the 11th June 1820. On reaching the ravine leading into the cove we spread across and walked up, and easily found the encampment, although the pole had fallen down. The very accurate account published of his journey saved us much labour in finding the tin cylinder and ammunition. The crevices between the stones piled over them were filled with ice and snow, the powder completely destroyed, and cylinder eaten through with rust and filled with ice. From the extreme

Forty-fourth Journey  
Hours travelled, 10½  
Encamped, 13½  
Stopped for lunch, ¼  
Distance accomplished, 13'  
Wind, 2. W S W  
Weather, c m g  
Temp 22° to 30°



difficulty of descending into such a ravine with any vehicle, I supposed that the most direct route, where all seemed equally bad, was selected; therefore sent the men directly up its north bank in search of the wheels, which were left where the cart broke down. They fortunately found them at once. Erected a cairn about the remains of the wall built to shelter the tent; placed a record in it, in one tin case within another. We then collected a few relics of our predecessors, and returned with the remains of the cart to our encampment. An excellent fire had been made with willow stems, and upon this a kettle containing Parry's cylinder was placed. As soon as the ice was thawed out of it, the record it contained was carefully taken out. I could only just distinguish the date. Had it been in a better state of preservation, I would have restored it to its lonely position. Some tin canteens or water bottles were found. They were bright on the outside, but wet had lodged within, and rust had eaten small holes through all of them. The ammunition consisted of musket and pistol ball cartridge, packed in a preserved-meat tin, which fell to pieces as we attempted to lift it. The water had lodged about it, and the powder was reduced to a dark paste. In his account of this journey, Sir Edward Parry mentions a "sumptuous meal of ptarmigan" which his party enjoyed at this place. Their bones were still strewn about the encampment, and I was astonished at their fresh appearance; they were not decayed, but merely bleached, and snapped like the bones of a bird recently killed.

Found water along the beach at the head of Bushnan Cove, but it was too salt to drink. There appeared to be but little vegetation; the most common plant was the willow, and it bore no sign of returning spring. Found growing here the plant "*tetragona andromeda*," the same, I believe, that Mr. Rae used as fuel during his winter at Repulse Bay. It is somewhat remarkable that we have not met with it elsewhere since entering Lancaster Sound. A few ptarmigan were seen, and a dead lemming picked up, but no other indications of animals were met with, except the track of a fox.

There was much snow on the ground, which contrasted strongly with the dark, steep, and rugged sides of this remarkable ravine, and heightened its grand but rather forbidding appearance. Later in the season, there must be a very strong heat reflected from its lofty sides, and which would account for the forward state of vegetation found here in 1820.

The portions of the cart which we brought away furnished us with a sufficiency of fuel for four days. One of the tin vessels was found to contain a mixture of tallow and linseed oil, and had been used, I suppose, to grease the cart wheels.

I had intended to mount my sledge on the cart wheels, and attach the pole as to a hand-cart, and thus render our retreat across the land independent of the snow, but found the hole in the nave too small to receive a wooden axletree. The wheels were therefore broken up; the naves, iron rims, and other iron work of the cart, (including lynch-pins and washers, still tied together as we found them,) were left beside a cairn which we erected on this point above our encampment. Deposited a record in the centre of this cairn. As usual, the wind freshened during the day.

Forty-fifth Journey  
Hours encamped, 19  
Travelled, 4  
Stopped for lunch,  
Distance accomplished, .7  
Wind, 4 W  
Weather, c.g  
Temp. 25° to 35°  
Detained examining Bushnan  
Cove.

P.M. Started at 9 o'clock. The sledge travelled directly across the gulf, whilst I walked over Hooper's Island.

The weather soon became misty, and prevented any observations being made upon the eastern and unexplored portion of this gulf. My intention had been to pass into it, and seek a shorter overland route than that adopted by Sir Edward Parry; but I had scarcely rejoined my party when the weather became very thick, with snow, which thawed as it fell upon our clothes, therefore the beaten track was determined upon, and the head of this gulf continues a blank upon the chart. It probably ends in a bay of inconsiderable depth, as its shores are extremely low.

Monday, 2d June.—Halted to lunch at 4h. A.M., on the bank of the lagoon mentioned by Sir Edward Parry. Very gloomy dark weather. Saw a fox, and heard his peculiar cry, which may easily be mistaken for that of a wild goose. We had frequently heard this strange sound before, but had not seen the animal from which it was proceeding. The fox is a

good ventriloquist; it is difficult to judge whence or from what distance the sound issues. Having heard it so often, I suppose this is its natural cry when seeking its prey, although Captain Lyons states that they imitate the cry of the wild goose.

When crossing the inlet a small seal was seen. After lunch, proceeded up a hollow between two ranges of low hills, until 6h. A.M., when finding the snow was wetting our clothes through, we encamped on a mossy bank. It looked so soft and refreshing, and to us so beautiful, after our long residence upon the ice, that the men at once named it Mount Pleasant. Since landing a few ptarmigan have been seen, also several caterpillars, the track of a hare, and skull of a musk ox. In breaking off the horns from the latter, we found they were solid for more than two thirds from their tips. During the day there was a fresh breeze and clear weather. The frequent calling of ptarmigan reminded us of the novelty of our position.

P.M. Wind fell light.

*Took bearings upon a hulloek, one third of a mile to the S.W. (true) of our encampment. Cape Edwards, S. 18° 20' W. Head of Bushnan Cove, S. 21° 50' E. Extremes of Hooper's Island, S. 5° E. — S 7° 10' E.*

Started at 8h. P.M., and continued to proceed up the slope. Reached an extensive plain, slightly inclined towards the eastern part of Liddon's Gulf; and travelled direct for Winter Harbour. The land is almost entirely covered with snow. Upon this plain a few ridges only are bare, and the snow generally is hard. On the average the sledge runners sink about two inches into it.

Saw six deer, which darted off directly we attempted to approach them. An hour afterwards four deer were seen crossing the plain towards us. By remaining perfectly still, they approached us with more of curiosity than fear, until within 100 yards, when I shot a young buck. The wounded animal quietly laid down, and the others seemed unconscious of danger. As we advanced he made an effort to escape, and whilst the men were employed skinning and cutting him up, the others trotted round us two or three times before they finally deserted their fallen companion.

These deer were nearly white, and without antlers. The one killed had horns of two inches in length, still covered by the skin. His weight was estimated at 80 or 90 lbs. The hair came out on being touched.

Tuesday, 3d June.—Lunched at 40 minutes past midnight. Encamped at half past five.

	<i>h</i>	<i>m.</i>	<i>φ</i>
<i>Cape Edwards S. 5° 40' W.</i>	10	50	N. 52° 00' W.
		51	52 20
<i>Bushnan Cove S 19° 20' W.</i>		53	51 40
		54	51 30

The wind freshened up, and blew strongly all day, but, as usual, it moderated towards evening.

Started at 7h. 50m. P.M. Sun rarely visible. At 9 o'clock made out Table Hill, and Parry's monument upon it. Crossed a wide but shallow ravine, running from east to west.

To the east, Bounty Cape is the highest land visible. A range of hills extend from it to the north-westward.

To the westward, land of moderate height extends from the southern shore of Liddon's Gulf to Cape Providence.

With the exception of Table Hill and a few other slightly elevated positions, all the intermediate land is low and level, yet sufficiently undulated to distinguish it from a plain.

Wednesday, 4th June.—Lunched shortly after midnight. The wind freshening up from the S.E.; continued dark and gloomy weather. At 3 o'clock, when passing one mile north of Table Hill, took two men up with me to seek for records. Found that much of the monument had fallen down, its height being barely six feet. As there was no indication of its having been visited since its erection, I did not remove the whole of

Forty-sixth Journey

Hours travelled, 8½  
Encamped for rest, 14  
Stopped for lunch, ½  
Distance accomplished, 10½'  
Wind, calm, 4 variable  
Weather, o g s c  
Temp 23° to 35°

Forty-seventh Journey

Hours travelled, 9  
Encamped for rest, 14½  
Stopped for lunch, ½  
Distance accomplished, 10'  
Wind, 0 to 5 easterly  
Weather, o c  
Temp 5° to 25°

it, a labour which would have cost us several hours, to search for the record it covers, but examined the centre of it. Rebuilt it up to eight feet high, and placed a record in it near the top. The stones near the base, which had continued undisturbed, were partially covered with scanty lichens, and the crevices filled with snow. Proceeded until 5 o'clock, when the weather obliged us to encamp.

During this night's journey the snow was harder than for several nights past, and our travelling was less laborious. As day advanced the wind increased to a most violent gale, with extremely thick snow-drift. This was much the most severe gale experienced during our absence from the ship. Adopted every precaution to prevent the tent being blown down.

P.M. Confined to the tent. Towards midnight the gale decreased rapidly. Prepared to start.

Forty-ninth Journey.  
Hours travelled, 8½.  
Encamped for rest, 13.  
Stopped for lunch, ½.  
Distance accomplished, 9'.  
Wind, 2. to 10. S.E.  
Weather, o.c., o.c.g.  
Temp. 25° to 28°.  
Detained 8 hours by a very severe gale of wind.

Thursday, 5th June.—Started at 2h. A.M. for Winter Harbour. Wind rapidly falling light. Saw a herd of thirteen musk oxen. Succeeded in getting within 100 yards with the sledge, and wounding two of them before they galloped off. Knowing that they would not go far, we did not follow them, but continued to our journey's end. Passed into Winter Harbour through the west ravine, and encamped close to the remarkable mass of sandstone near its entrance at 6 o'clock.

Our noisy approach disturbed a hare from under the lee of this huge rock. She came towards us, and sat quietly within 20 yards for some time, then retired to her home beneath it.

Still overcast, with a strong S.S.E. wind.

Got an indifferent set of sights.

<u>h.</u>	<u>m.</u>	<u>s.</u>	<u>⊙</u>	
11	59	53	56° 10' 50"	
12	1	00	17 40	Index error +55".
	2	5	25 40	Temperature 32°.
	2	59	32 00	
	3	43	37 20	⊙ to Bounty Cape.

12h. 5m. 40s. — 47° 37' 00"

The low land surrounding Winter Harbour and the harbour ice were so completely covered with snow that it was with difficulty the one could be distinguished from the other. The men were quite at a loss, and when told they were in Winter Harbour, dryly remarked that "it well deserved the name." I determined to rest here for one day.

A large gull and a ptarmigan seen. Had supper and rest.

It blew strongly all day, but, as the sun got up, thawing went on rapidly, and the snow ceased to drift.

In the evening, after breakfast, set off in various directions; the men in search of traces of the former expedition or expeditions, and I went after the wounded oxen. Found and shot one of them (which proved to be a cow) about three miles off. Saw three deer, with antlers, feeding on the hills overlooking Winter Harbour; also two flocks of ducks, and a bird which I supposed to be a grey plover; also a sandpiper. A few ptarmigan seen. Three were shot close to the tent. Heard the whistling and screaming of several birds. The men were unable to find the grave of a seaman who died here in 1820. They found the site of the observatory, dug the snow off it, and picked up several small pieces of coal, wood, broken glass and crockery, nails, and a domino. The observatory was oblong, 40 feet by 16 feet, and had a projection 5 feet square at its north-west end. Upon the site, which was only indicated by the mound of earth raised up round the walls of the observatory, a few scanty tufts of grass were growing.

Found all this low land to be deeply covered with snow.

The inscription cut upon the southern face of the sandstone rock by Mr. Fisher appeared quite fresh; scarcely any of the minute black lichen which abundantly covers the rock had grown into the letters. The bright red lichen (*Lecanora elegans*?) is nearly as plentiful, but appears to be of slower growth, as it had not crept into any of the letters.

Cut the figures 1851 upon its south-west face, near Mr. Fisher's inscription.



Remarkable Sandstone mass at the entrance of Winter Harbour, 10 feet high, 22 feet long, 7 or 8 feet broad.

We are on the most friendly terms with our neighbour, the hare. She regards us with the utmost confidence, has been hopping about the tent all day, and will almost allow the men to touch her; not wishing to have her liberty infringed, I have been obliged to reason some of the men out of their desire to carry her back to the ship as a "pet from Winter Harbour." I have never seen any animal in its natural state so perfectly fearless of man, and there can scarcely be a more convincing proof that our missing countrymen have not been here. A ptarmigan alighted on the rock, and was shot, without in the least disturbing puss as she sat beneath it. After lunch sent a party to fetch the hinder-quarters of the cow. A few of the principal dimensions of the musk oxen shot were taken, and are shown in the following table.

Table of Dimensions taken.

Measurements.	Bull.	Bull.	Cow.	Cow	
	ft. in.	ft. in.	ft. in.	ft. in.	
From base of horns to root of tail - - -	7 2	5 10½	5 2	5 4	The roots of the horns meet over the forehead, and in the bulls spread out longitudinally, forming a secure shield for the head. In the cows the roots of bases of the horns are much smaller, and are buried in long hair.
Width of the base of horns measured } longitudinally - - - - - }	—	0 11½	—	—	
Base of horns (including their width) } to the nose - - - - - }	1 10½	—	1 4½	—	
Hoof to tip of shoulder - - - - -	4 9	4 7	4 1½	—	
Hind hoof to top of rump - - - - -	4 3	—	—	—	
Corner of mouth to eye - - - - -	0 10	0 10	0 9	—	
Round of muzzle above the nostrils - -	1 9	1 9	1 7	—	
From one eye to the other - - - - -	0 11¾	—	0 9	—	
Round of fore leg, just above the hoof } (fetlock?) - - - - - }	0 7	0 7½	—	—	
Width of fore hoof - - - - -	0 4½	0 4½	0 3¾	—	
Its circumference - - - - -	1 4	1 3¼	1 1	—	
Width of hind hoof - - - - -	0 3¾	—	0 3¼	—	
From tip to tip of horns - - - - -	2 8	2 3¼	1 3½	—	
Length of each horn - - - - -	2 3	2 0	1 7	—	
Length of tail - - - - -	0 2	—	0 1¾	—	

p.m. observations 5th June, Bounty Cape, N. 64° 20' W.

Watch.			Azimuth.
h.	m.	s.	φ
1	7	5	S. 1° 20' E.
	8	5	0 40
	8	50	1 00
	10	30	0 40
	11	40	0 30

Azimuth.		A.M. Observations, 6th June.				For Time.	
φ		Azimuth.		φ		h. m. s.	
h. m. s.		h. m. s.		h. m. s.		⊙	
6 30 35	S. 80° 20' W.	8 45 35	N. 67° 20' W.	9 2 22		33° 37' 50"	
31 50	80 40	46 30	67 40	3 12		42 10	
32 55	80 20	47 40	67 20	4 25		50 40	
34 00	80 00	48 45	67 40	5 14		54 00	
35 50	80 00	50 10	68 40	6 28	34	6 00	
				7 18		11 50	
				8 25		19 30	

Index error + 50".

Temperature 23°.

Watch fast 4h. 20' nearly.

Friday, 6th June.—A fresh S.S.E. wind all day; cold, raw, and hazy weather. Having burnt the last of the cart, gathered enough willow to cook two meals. The ice in Winter Harbour is remarkably smooth; it is evidently last winter's ice only. Across the entrance somewhat rougher ice has pressed in, and forms a distinct line of contact.

P.M. John Salmon complained of violent pain in his chest, and difficulty in breathing. It was agreed by the men that his complaint was "wind in the stomach," and peppermint drops were recommended, but we were not provided with this medicine; and supposing he had eaten something which disagreed with him, administered half a gallon of warm salt water (obtained by thawing salt-water ice), and this, acting as an emetic, afforded some relief. At this time we had neither pepper nor salt; but, subsequently, when we had plenty of both, Salmon had a second attack of this complaint, and told me he cured it in half an hour by swallowing a large draught of pepper and salt. Dark gloomy weather. After breakfast gathered enough willow to serve us for one day.

For 7-month Journey.  
 Hours travelled, 4  
 Encamped for rest, 50  
 Stopped for lunch, 4  
 Distance accomplished 7  
 Wind, 1-to 6 S S E  
 Weather c g o  
 Temp 23° to 32°  
 Detained one whole day for rest.

Left a record on the top of the sandstone block, and started on our homeward journey at 8h. 30m. Salmon was better, and walked beside the sledge. Travelled for the low point south of Fife Harbour; reached it at 10h. 20m., and found the pile of stones raised over a record left here by Sir Edward Parry. Removed the stones, and after digging two feet down reached a bottle. By gradually scraping away the hard frozen earth from about it with the point of a knife, a work which required considerable time and patience, succeeded in getting it out unbroken. The impression on the cork (Hecla) in red sealing wax was perfect. The next difficulty was to get the paper out. It was a half-sheet of foolscap, loosely rolled, and had expanded when dropped into the bottle. Rolled it up tight by means of two splinters of wood, as with a curling tongs, and then drew it out. This record was in perfect preservation. Copied it, and having written the object of our visit, and the date upon it, replaced the whole as we found it, and added considerably to the size of the cairn. The following is a copy of this record:—

" His Britannic Majesty's Ships  
 HECLA,  
 William Edward Parry, Commander,  
 and  
 GRIPER,  
 Matthew Liddon, Commander,  
 anchored in these roads  
 September 5th, 1819.

From thence the boats landed and took possession of the coast  
 in the name of King George the Third,  
 whom God preserve.

W. E. PARRY, Lieut. and Commander."

Proceeded at 11h. 50m., and travelled direct for Bounty Cape.

Saturday, 7th June.—At 1h. 15m. A.M. reached a neck of land connecting a low stony projection with a point (Point Wakeham). Found a deep bay on its eastern side. Lunched.

*Bounty Cape to point in bay, 128°. Point in bay to Table Hill, 32°.  
 Point in bay to Cape Halse (to the right), 114½°.*

Reached Cape Halse at 4h.15m. Encamped on a gravel ridge at 5h.0m.

Fiftieth Journey.

Hours travelled, 8  
Encamped for rest, 15½.  
Stopped for lunch, ½  
Distance accomplished, 15½.  
Wind 1 to S S E.  
Weather, o g c.  
Temp 25° to 30°

*On Cape Halse.*

*Luncheon Point to point in bay (to right) 26°.*

*Point in bay to apparent head of ditto, 15° (to right).*

*At encampment. Bounty Cape, N. 59° 25' E. West point of deep bay, S. 83° 0' E.*

Found a number of small insects in a decayed bone of a deer. The ice in and about Fife Harbour was old; its surface deeply channelled by summer thawings, and difficult to travel over. In the large bay between Cape Halse and Point Wakeham the ice was very smooth. Found the snow everywhere hard. Three silvery gulls seen.

P.M. Started at 8h. 40m. Dark heavy sky; a little snow falling. Found the snow very much softened and wet, particularly on the fresh water ice and land. At 9 o'clock came upon our former track, and followed to our depôt under Bounty Cape. The ice very smooth. Travelled at the rate of two miles an hour. Reached the depôt at 1h. 35m. A.M. of

The temperature of this water was - 35°, the air 33°

Sunday, 8th June.—Lunched. Found several ponds of fresh water under Bounty Cape, and enjoyed the first drink for the year 1851 without the aid of kettle and spirit lamp. Several silvery gulls, two geese, two ring dotterels, some sandpipers, ducks, and ptarmigan seen. Two ptarmigan and a dotterel shot. Saw two musk ox skulls and a few fox tracks.

Found our provisions safe. Removed them, and proceeded. Travelled round a low point, off which are two islets.

Thick fog came on. Encamped on a muddy flat, at 3h. 40m.

Examined the carcasses of the oxen shot near here. They had been a good deal torn by foxes and gulls, but neither bears nor wolves had touched them.

Passed a wolf's track to-day. Gathered enough willow to supply us for one day. Foggy weather all day. Several flocks of brent geese seen. Their loud cackling, the screaming of gulls, and whistling of phalaropes, frequently awoke us. The southern slopes under Bounty Cape are covered with grass and deep moss; turf might be cut here in considerable quantities; saxifrage is abundant, and sorrel was found there, as at every other place we have landed. Its leaves of last year are now appearing from under the snow, but are withered and tasteless.

P.M. Started at 8h. 30m. Travelled direct for Dealy Island. Found the snow and ice very much decayed. The hard blue hummocks are no longer slippery, and now afford the best walking. The effect of this warm and moist atmosphere is very surprising.

Saw eight or nine seals, most of them of immense size, and strangely mottled. There was only one cub seen.

Monday, 9th June.—Lunched at one o'clock. Weather sufficiently clear to see all round the inlet.

The clear weather was only of short duration. The fog returned, and when we reached Dealy Island no other land was visible. Encamped in our former position at 4h. 30m. Shot a brent goose.

There is a vast deal of gneiss and granite in small fragments of every variety of colour. It is mixed with the loose sandstone soil.

A dull, misty day, almost calm.

Started at 7h. 15m. Reached Luncheon Point at 9 o'clock, and travelled alongshore. Near this point I saw some large stones placed, as if for a habitation, 10 feet by 6 feet in extent. About 50 yards from these, ten or twelve large stones were built up in a square form, upon a large sandstone block. They were covered with lichens (except on the underneath side), showing they had remained in this position for a very long time.

These stones must have been built up as I found (and left) them by human hands; but the others may have been so arranged by a forced-up mass of ice, long since dissolved. They were 20 or 30 yards from the beach,

Fifty first Journey

Hours travelled, 6½  
Encamped for rest, 15½  
Stopped for lunch, ½  
Distance accomplished, 11½.  
Wind, 1 S  
Weather, c f  
Temp 33° to 36°

At 10h. 15m. came in sight of Point Palmer. Lunched at midnight.

Tuesday, 10th June.—Light east winds; misty weather. Some flocks of king ducks seen. An hour after luncheon came to the remains of two Esquimaux habitations, consisting of circles of stones almost buried in the soil, and covered with moss. Amongst a collection of stones close by I found portions of the skulls of two musk oxen. They were very much decayed, and without horns.

When under the cliffs, one mile and a half from Point Palmer, found heavy hummocks pressed in, which obliged us to pass outside. The travelling was good; ice level, and snow had melted off it, and formed pools of water.

Rounded Point Palmer in a very thick fog, and encamped on its north-east side at 3h. 15m. A hare seen. Shot a female ptarmigan. Its summer plumage was nearly perfect; the male was perfectly white.

Calm day, with thick dry fog. At 11 o'clock, temperature in the tent 62°. Was obliged to bring my bag outside, and sleep in the open air.

Fifty-second Journey  
Hours travelled, 7½  
Encamped for rest, 15½  
Stopped for lunch, ¼  
Distance accomplished, 13½  
Wind, 1 southerly  
Weather, c f  
Temp 33° to 39°

P.M. observations, 10th June.

An undifferent set.	h. m. s.			⊙	h. m. s.			φ
	9	43	21	—	47° 7' 50"	9	56	0
	45	2		46 54 30		56	40	51 20
	46	14		45 00		57	10	50 20
	46	59		39 10		59	40	51 00
	48	1		31 10		10	00	40 20
	49	30		19 10				

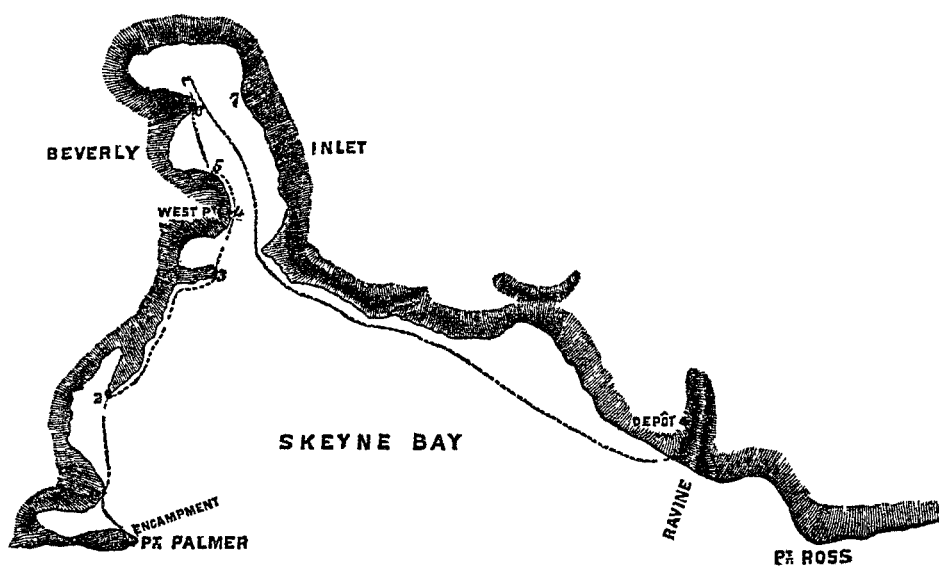
  

h. m. s.			⊙	h. m. s.			⊙	
10	22	35	—	42° 4' 20"	10	28	14	41° 21' 50"
	24	00		41 54 00		29	15	13 50
	25	13		44 20		30	3	7 40
	25	52		39 30				
	26	42		33 40				

} Good set.

After breakfast, directed the sledge to proceed across the bay to our depôt of 14th of May, and set off alone to trace it round, and explore Beverley Inlet, at 7 o'clock.

Examination of Skene Bay and Beverley Inlet.



Base, Point Palmer to Point Ross, 13 miles.

Crossed from encampment to opposite side of little bay, ½ m. to No. 1. point, 11h. 57m. ⊙ to west point of inlet, 94° 40' 12h. 1m. | ⊙ to rock (x) on Point Palmer, 129° 40'.

Proceeded to point 2.

1h. 42m. | ⊙ to rock on Point Palmer, 140° 15'. Rock is 4° 0' open to left of point 1. Beverley Inlet just closed in. Rock to east extreme, 17° 25' (Q. 71° 25').

Proceeded to point 3.

3h. 16m. | ⊙ to point 2, 103° 10'. Point 2 to rock, 35° 10'. Rock to east extreme, 57° 30'. 3h. 23m. ⊙ to west point of Beverley Inlet, 44° 0'.

2.

Z

Proceeded to west point of Beverly Inlet.

Point 3 on with extreme of Point Palmer, the angle between the points at entrance, 21° 0'. Rock to point 4 (measured to the right,) 202° 35'. Bearing of rock, N. 58° E.

Proceeded to point 4.

East point of entrance just closed in with west point Point 5, S. 33° W.

Proceeded to point 6.

Point 5, N. 22° E. Point 7, S W. by W.

Found a very secure harbour on the west side of Skene Bay (inside point 2. in eye sketch). Saw the remains of three Esquimaux habitations on a low point at western entrance of Beverly's Inlet. About them I saw the bones of seal and musk oxen. Went nearly to the head of the inlet. Its shores are very lofty, and so steep that vegetation cannot exist, except across the top, from which a broad valley recedes to the northward. Notwithstanding its precipitous sides, I do not think it has any great depth of water, from the immense discharge of water loaded with earthy particles from the valley and many large ravines which empty into it.

The largest ravine is near the entrance on the eastern side. In the inlet I saw the tracks of some reindeer, a gull, a snow bunting, and four geese. Its appearance is barren, desolate, and forbidding.

Returned alongshore to the depôt, reaching it by 8h. 30m. A.M. of

Wednesday, 11th June.—The sledge had arrived some hours before me, and the men had dug up our provisions, and pitched the tent on the east side of the ravine. Whilst walking round Skene Bay, I saw seven or eight hares, several geese and ptarmigan, a lestris parasiticus (brown boatswain bird), some small sandpipers, and two ring dotterels. Although shells are to be found on almost every part of these coasts, I have not seen them anywhere so plentiful as here. Picked up some with the hinge perfect, close to the water which now forms a lane along the shore. Much of our travelling this night has been through water

Before I got back to the tent a very thick fog came on. Fortunately I knew my way.

Fifty-third Journey  
Hours travelled, 7½  
Encamped for rest, 14  
Stopped for lunch 1  
Distance accomplished 9½  
Wind, 1, variable  
Weather, b c f  
Temp 33° to 44°  
Detained 5 hours removing  
depôt and repairing trough

Sights for time at encampment of 11th June

			A.M.
			☉
h.	m.	s.	
12	56	53	65° 2' 10"
	57	55	8 50
	58	58	15 40
	59	58	21 30
1	00	53	27 30
	1	47	32 50
	2	44	38 10

Temperature + 44°.

Index error + 50''.

N.B.—Not a very clear sun.

Watch fast on M.T. 4h. 0m. nearly.

P.M. observations, 11th June.

			☉	Temperature
h.	m.	s.		
8	59	19	52° 38' 50"	{ in shade 37° in sun 50° in tent 65°
9	0	13	32 40	
	1	12	25 10	
	2	50	12 30	
	3	37	6 20	
	4	18	1 00	

Index error + 50''

9 10 30 | ☉ to hummock 86° 54'  
Hummock (to left) to Point Palmer (rock) 93 39  
,, (to right) to Point Ross - 52 20

h.	m.	s.	φ
1	10	00	S. 14° 30 E.'
	13	00	15 00
	14	00	14 00
	16	00	13 30
	17	00	12 20
	18	00	12 40
	19	30	11 20
	21	00	12 00
	22	30	11 30



The day was warm and fine, but mist still hung about the hills, and occasionally obscured distant objects. Light southerly airs. For the first time since leaving the ship we were able to enjoy a good scrubbing with soap and water. The opportunity was not thrown away. After breakfast some time was spent in repairing our gutta percha trough.

Started at 10h. 30m. P.M. Had great difficulty in making progress, owing to the sudden bursting out of water from the ravines; the level grounded ice was flooded, and broad streams of one or two miles in length generally cut off communication with the sea ice. Got forward in the best manner we could, by taking advantage of long strips of snow above but parallel to the beach. Where these were intersected by ravines, or even streamlets, which often formed impassable snowy quagmires (to which alone I can compare them), we sought a passage on the grounded ice, or outside the hummocks on the floe. Our progress, therefore, was slow and very laborious. Saw a phalarope, two boatswain birds, some king ducks, and a fresh bear track. Shot a brace of ptarmigan. The hen was in perfect summer plumage, but the cock bird had only just begun to change the feather about the head. These birds have begun to lay eggs.

Thursday, 12th June.—Lunched at 2h. 15m. Some snow falling. Reached our former position of 13th May, and encamped at 7h. A.M. Thick weather, with light southerly winds, all day; snow falling at intervals. Had stewed grouse for breakfast. Delayed starting to repair the gutta percha trough, which has now become indispensable. It is very difficult to repair the rents in it. Those mended yesterday are open again to-day.

Fifty-fourth Journey.  
Hours travelled, 8.  
Encamped for rest, 14  
Stopped for lunch,  $\frac{1}{2}$   
Distance accomplished, 12'  
Wind, 1 S W, calm.  
Weather, c s f  
Temp 32° to 35°  
Detained one hour repairing  
gutta percha trough.

Started at 10h. P.M. Foggy weather.

For the first three hours our road was even worse than yesterday. The ice was in many places impracticable, and then we had to drag the sledge over bare mud banks. Fortunately the most of these were still frozen, and our united strength was only just sufficient to move the sledge over them. We then got out on the ice amongst hummocks and pools or lanes of water (of temperature 33°). Their ordinary depth was from 4 to 6 inches; but there were many places beyond 14 inches, and these were too deep for us to cross. For the remainder of this night's journey we found tolerably good ice or snow, but with much wet.

Friday, 13th June.—Lunched at 2h. 45m. Calm and foggy. Encamped at 7 o'clock. Thick fog.

The land is now stripped of nearly all the snow, and appears to be very sparingly clothed with vegetation. Saw some bones of a small whale, about 25 feet above the sea. The jaw bones were 6 or 7 feet long. At noon some rain fell, and towards evening a fresh S.W. wind sprang up, and fog cleared off. Had our usual "Melville Island fare," stewed beef, for breakfast.

Fifty-fifth Journey  
Hours travelled, 8 $\frac{1}{2}$   
Encamped for rest, 14  
Stopped for lunch,  $\frac{1}{2}$   
Distance accomplished, 12'  
Wind, calm, 4 S W  
Weather, f r —o c g  
Temp 34° to 35°

*Eastern extreme of land E N.E. (true), 1 $\frac{1}{2}$  mile.*

Put on our wet clothes, and started at 9h. P.M.; dark cloudy weather. Only a few patches of snow are now remaining on the low land, and but just enough on the muddy flats along this shore to enable us to get forward. Another day of this warm moist weather would make our inshore route impassable. Outside there are small hummocks, deep soft snow, and pools of water. At 9h. 45m. came to a snowy flat, and a smooth floe outside. This position is about two miles west of where we first landed.

*East extreme, S. 35° 30' W.—West extreme, N. 77° W. 3'.*

Left Melville Island, and travelled for Byam Martin Island. The floe looked most promising; it was remarkably level, and free from hummocks; but we soon found that it was covered with deep soft snow, which filled up all the inequalities, and occasioned us five hours of excessive labour to make about four miles. Frequently the sledge sank so deep in this wet adhesive snow that it became necessary to dig it out. There was much water on the ice, and our footmarks were quickly filled with delicious fresh water.

Where the snow was less than a foot deep our feet reached the ice ; but we frequently sank 15 or 16 inches without reaching it. I estimated its thickness as averaging 14 inches.

Saturday, 14th June.—Lunched at 2h. 30m. A.M. Calm and overcast. Byam Martin Island very distinct. Shortly after luncheon got near a ridge of hummocks, along which we found ice with pools of water, and but little snow upon it. We were fully prepared to appreciate and take advantage of such an improved route, and made rapid progress. Encamped at 7h. 25m. A.M. Added a drink of warm tea to our usual supper of pemmican, and fortunately were able to continue it until we returned on board.

*Took bearings.*

*North extreme of Melville Island, S. 5° E. West extreme of ditto, S. 68° E South extreme of Byam Martin Island, N. 70° W. White patch on nearest part of ditto, W. ½ N. North extreme indistinct.*

A few seals were seen and a ptarmigan shot. A fine fresh wind all day, which dried our clothes.

P.M. Cooked breakfast with scraps of gutta percha, which burns well. As the men wish to take on board the remainder of our musk ox beef, we have returned to pemmican for breakfast. We have had fresh beef almost constantly for breakfast since 19th May, and frequently for supper also. Find we can consume more than one pound of pemmican each daily.

Fifty-sixth Journey  
Hours travelled, 10  
Encamped for rest, 15  
Stopped for lunch, ½  
Distance accomplished 14'  
Wind, 4 S W calm  
Weather, c b c  
Temp 51°

Started at 8h. 30m. P.M. Found very good ice, with shallow pools of water upon it, along the ridges of hummocks which lie across channel from land to land. Except in crossing over these ridges we had no heavy labour this night until close to the land. Saw about a dozen seals.

Sunday, 15th June.—Halted to lunch at 2h. A.M. Light winds ; a little snow falling. James Dawson was unwell, complaining of pain, and sickness of stomach, and great thirst.

The narrow leads of smooth ice between the ridges of hummocks, which all this evening led us to the northward of the southern extreme of Byam Martin, now turned off to the south of it. At 5h., being close in to the hummocks, turned directly in for the land, and reached it at 5h. 40m.

This shore was much covered with tolerably hard snow. Came upon an old sledge track ; followed it, and soon reached one of Mr. Bradford's recent encampments. His record was dated 30th May, "Returning eastward ; party all well." Encamped at 6h. 30m. Light winds and cloudy weather. Shot two king ducks ; saw some sandpipers.

Fifty-seventh Journey  
Hours travelled, 9½  
Encamped for rest, 14  
Stopped for lunch, ½  
Distance accomplished, 18'  
Wind 2 westerly  
Weather, o s — o c  
Temp 34° to 37°

		<i>A.M. observations</i>							
		<i>Temperature + 37°.</i>			<i>Index error + 50".</i>				
<i>h.</i>	<i>m.</i>	<i>s.</i>	○			<i>h.</i>	<i>m.</i>	<i>s.</i>	<i>φ</i>
0	34	43	64°	11'	30"	0	47	15	N. 35° 15 W.
	35	54		19	10		48	30	34 30
	37	27		28	50		49	10	35 40
	38	54		38	20		49	55	35 20
	39	49		44	00		50	55	34 00
	40	30		48	30		53	00	33 40
	41	23		54	20		54	30	33 20
							56	16	32 40

*South extreme of land, W.N.W. 2½ miles.*

*North extreme „ S.E. 3 or 4 miles.*

A fresh W.S.W. wind all day. Had a goose and two ducks stewed for breakfast.

Dawson much better. Started at 8h. 40m. P.M., under sail. Gloomy, with snow. A snowy owl seen. At 10h. 40m. reached Cape Gillman.

*East extreme, S. 75° W. West extreme, S. 70° east. This east extreme is the land on which we encamped on 7th May. Reached it at 2h. 10m. A.M. 18th, and took bearings. East extreme, S. 72° W. West ditto, N. 71° E.*

Monday, 16th June.—Halted to lunch at 2h. 10m. A.M. Near here I found a number of flat stones on a gravel ridge close to the beach, with several bones about them. Amongst these were the skull of an ox, antler of a deer,

and jaw of a bear. This was evidently the site of an Esquimaux encampment. The burrows of lemmings are extremely numerous. Along this shore the lowest ridges are a mixture of mud and stones; the higher ones are scantily covered with verdure. Many old tracks of deer and oxen. Saw a few small pieces of coal, and two kinds of sandstone containing fossil shells. Our road to-night has been a very bad one; the snow on the land is deep and soft, and upon the ice, as along the beach, there was much water, in many places too deep to pass through. The only recent tracks seen were those of foxes. Saw the track of a wolf in the soft mud.

Reached our former encampment near the depôt at 6h. 30m. Encamped. Fresh N.N.E. winds. Found our provisions safe, but could not find the record left by Bradford. Saw several flocks of geese and ducks, two boatswain birds, and the first tern of the season. Had a sharp squall of hail and snow just before encamping. Passed our outward-bound tracks several times to night. All the plants are becoming green, and putting out shoots. The only plant yet seen in flower is a saxifrage ("saxifraga appositifolia"); a single tuft of it near our last encampment was budding forth.

*This night's journey*  $\left\{ \begin{array}{l} 1st \text{ to Cape Gullman} \quad N. 67^\circ W., 2\frac{1}{2}' \\ 2d \text{ to encampment point} \quad S. 75^\circ W., 4\frac{3}{4}' \\ 3d \text{ to luncheon point} \quad S. 72^\circ W., 4' \\ 4th \text{ to depôt} \quad - \quad S. 30^\circ W., 1\frac{3}{4}' \end{array} \right.$

*North extreme (a low point off a ravine), S. 50° W., 1'.*

*P.M. observations.*

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\bigcirc$	<i>h.</i>	<i>m.</i>	<i>s.</i>	$\phi$
12	3	3	— 29° 12' 40"	12	17	40	— S. 43° 40' E.
	4	8	5 30		19	40	42 00
	5	15	28 59 00		20	40	42 20
	6	32	51 40		22	10	42 00
	7	37	44 30		23	10	41 00
	8	52	37 20		24	20	40 40
	10	6	30 10		26	15	40 20
					27	30	40 20
					28	50	40 30

*Temperature 38°.*  
*Error + 50".*

A fresh N.N.W. wind all day. Cloudy weather. Our stock of provisions, besides the depôt of seven days, not yet disturbed, consists of four days biscuit and rum, six days spirit fuel, and enough pemmican and musk ox beef to last 8 or 10 days.

Removed our depôt, and left a conspicuous mound of earth beside the pit.

On a ridge about 20 feet above the sea, the two metal potato cases were left upright, and filled with earth. On the top a record was left.

*Fifty-eighth Journey*  
Hours travelled, 9½  
Encamped for rest, 14  
Stopped for lunch, ½  
Distance accomplished, 13'  
Wind, 1 westerly, 5 N N.E.  
Weather, g. s. c q s  
Temp 34° to 38°  
Detained 1 hour removing provisions from depôt to sledge

Started at 9h. 40m. P.M. Clear fine weather. On our arrival here this morning the tide appeared to be in, as the water alongshore was high. Within three hours it fell two or three feet, and did not rise again whilst we remained. At 11h. 50m. reached the east point of Byam Martin Island. Took bearings.

*Luncheon point (of 7th May), N 35° E.*

*South extreme seen from depôt, N. 34° E.*

*Extreme of this point, east (true), ¼ mile.*

*Highest part of remarkable snowy bluff on Bathurst Island, highest part, S. 41° W.*

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\phi$
4	16	50	S. 12° 00' W.
	18	20	12 40
	20	5	13 20
	21	15	13 40
	22	40	14 20

*From this point the land trends to the west of north.*

On this point is a very remarkable block of sandstone, shaped like a sugar-loaf. It is in a vertical position, and is eleven feet high. On the top of it I found a record left by Mr. Bradford, stating he was on his return from the east coast of Melville Island, having traced it up to 76° 15' N latitude.

Near the base of the rock found one left by Lieutenant Aldrich, stating he had traced the shores of Bathurst Island up to  $76^{\circ} 11' N.$ , and was then returning. Added a few lines to each, and replaced them. Near this spot I found the ruins of five or six Esquimaux habitations, and about them a few bones, a portion of an antler, and a piece of decayed fir. From their position I believe these to be the same ruins seen by Colonel Sabine, and described in Sir Edward Parry's account of his first voyage.

Tuesday, 17th June.—From this point we were obliged to turn off upon the ice, there being no more snow on the low land. The shore changes considerably about here; fine sand takes the place of gravel and mud; the point is strewed with large sandstone blocks, and the land is more barren and stony. Proceeded for a snowy bluff cape on the nearest part of Bathurst Island. When fairly out on the floe, we found travelling over it exceedingly difficult. The ice was level; the snow upon it deep and softened, but not dissolved; its surface was frozen again into a crust, through which the runners of the sledge sank. Lunched at 3h. 45m. About two miles to the north of east point is a higher and more bluff dark point, and from it northwards the land appears to recede more to the westward. Encamped upon the ice at 7 o'clock.

Fifty-ninth Journey  
Hours travelled  $8\frac{3}{4}$   
Encamped for rest,  $13\frac{1}{2}$   
Stopped for lunch  $\frac{1}{2}$   
Distance accomplished,  $7\frac{1}{2}$   
Wind, 3, W S W  
Weather, b c  
Temp  $31^{\circ}$  to  $38^{\circ}$

*A M. Observations, 17th June*

○ | to south extreme of Byam Martin Island, 11h. 5m 0s.  $108^{\circ} 11'$   
North to south extreme  $110^{\circ} 00'$   
East point, N.  $43^{\circ}$  E  $3\frac{1}{2}$  miles.

<i>h</i>	<i>m.</i>	<i>s.</i>			<u>○</u>
12	9	48	—	$61^{\circ}$	$48' 00''$
	10	51			55 10
	12	11		62	3 50
	13	13			11 10

Since getting out upon the floe we have passed several old bear tracks. There are a few pools of water on the ice; but, with the exception of these, the crusted surface of the snow is generally sufficiently strong to walk lightly over; but the sledge sinks deeply in, is only moved by a succession of standing pulls or jerks, and often requires to be dug out. A fresh west wind and clear weather all day.

Started at 8h. 30m. P.M., under sail. Snowing commenced, and lasted until we encamped. The snow was softer than last night, so that both men and sledge sank in. Wind fresh and fair. Two kites, as well as the sail, were set. Carried away the drag-ropes repeatedly. I have never seen such laborious travelling. It is almost impossible to cross the floe in its present condition.

Wednesday, 18th June.—Lunched at 1h. 20m. Same weather, and same description of travelling. Encamped at 6h. 15m.; it ceased snowing, and cleared off. The snow thawed upon our clothes, and wetted them through. We have laboured hard for  $9\frac{1}{4}$  hours, and made about four miles. Altogether this has been the most disagreeable night's journey we have yet experienced.

Sixtieth Journey  
Hours travelled, 9 $\frac{1}{4}$   
Encamped for rest,  $13\frac{3}{4}$   
Stopped for lunch,  $\frac{1}{2}$   
Distance accomplished,  $4\frac{1}{2}$   
Wind, 3, W N W  
Weather, b c  
Temp  $31^{\circ}$  to  $38^{\circ}$

*Took bearings*

*East point of Byam Martin Island, N.E.  $\frac{1}{2}$  N.*  
*North point, S.E. Snowy bluff, S.W.  $\frac{1}{2}$  S*

Some time was occupied in fitting fresh drag ropes out of the remains of the old ones and all the disposable rope and white line remaining. During the day rain and snow fell, so that we could not dry our clothes. Put on the wet ones, and

Started at 8 o'clock. Dull misty weather.

The snow is somewhat softer, and the travelling better than last night; but the frequent stoppages to dig out the sledge renders our progress extremely slow.

Thursday, 19th June.—Lunched at 1 o'clock. A fresh north-west wind; the gloom and mist clearing off. The temperature is low ( $28^{\circ}$ ), and as the night advances a crust forms over the snow. For an hour or two before lunch it formed a serious impediment, but after lunch we found it often sufficiently strong to bear the sledge.

Encamped at 5h. 30m. A.M. Fine weather.

<i>A M. observations.</i>	<i>h. m. s.</i>	$\odot$
	11 43 27	58° 52' 20"
<i>Index error, +50"</i>	44 17	58 10
<i>Temperature, 30°.</i>	45 5	59 4 10
	45 44	8 30
	46 31	13 50

Sixty-first Journey  
 Hours travelled, 9  
 Encamped for rest, 1 5h.  
 Stopped for lunch, ½h  
 Distance accomplished, S W.  
 ½ S, 6½'.  
 Wind, S, N W  
 Weather, b c  
 Temp 27° to 35°

## Noon observations.

<i>h. m. s.</i>	$\odot$	<i>h. m. s.</i>	$\phi$	<i>h. m. s.</i>	$\phi$
3 32 33	7 5° 33' 20"	4 25 10	N. 12° 20' E.	4 35 50	N. 15° 40' E.
36 50	36 20	30 25	14 20	36 35	15 00
38 50	37 00	31 5	14 40	38 5	16 10
43 00	38 00	32 30	14 00	39 5	18 00
55 14	38 00	34 5	15 00	40 30	20 00
59 12	37 10			41 40	19 20
4 00 50	36 20				
6 50	33 20				
	<i>Index error, +50"</i>			<i>h. m. s.</i>	$\odot$
	<i>Temperature, 30°</i>			4 45 55	69° 38' 30"

Watch fast on M. T., 3h. 50m. 0s. nearly.

○ to east extreme of Bathurst Island, 4h. 8m. 30s., 120° 10'  
 Eastern extreme of ditto to snowy bluff (left), 19° 16'.  
 " north-west extreme of Bathurst Island, 82° 00'.  
 North extreme of Byam Martin Island to " (to right), 82° 33'.  
 " to its south extreme, 65° 37'.

Latitude, 75° 22' 18" N

A clear fine day, but temperature low.

Started at 8h. 40m. P.M. A strong crust over the snow. As the night advanced this crust became so strong that latterly the sledge seldom broke through it.

Friday, 20th June.—Lunched at 2h. A.M. A fresh north-west wind, and rather cold; temperature 24°.

As we neared the land we passed through many pools of water on the ice; they were all frozen over, and many of them hard enough to walk upon; but these the sledge often stuck fast in. Landed, and travelled alongshore to the south point of a little bay, open to the eastward, and encamped upon it at 6h. 15m. Strong winds, and raw cold weather. One mile and a half to the westward I found a cairn erected by Mr. Bradford's party, and a record dated 12th June. His party were well, but he himself had sprained his leg, and was obliged to travel on the sledge. Added our intelligence, and replaced it.

Saw a very old sledge track in the snow, probably Lieutenant Aldrich's when outward bound.

Saw five reindeer; all of them without horns. Shot a phalarope.

*East extreme of land, S. 82° W.*

*The snowy bluff, east (nearly).*

A strong north-west wind all day. Dark disagreeable weather.

Sixty-second Journey  
 Hours travelled, 9  
 Encamped for rest, 13½h.  
 Stopped for lunch, ½h  
 Distance accomplished, S 47°  
 W, 9¼m  
 Wind, 5 to 7 N W  
 Weather, b c q m  
 Temp 24° to 30°.

Started at 8h. 40m. P.M. Followed the bay round. Found good travelling outside the tide-crack.

Saturday, 21st June.—Lunched on a low sandy spit which forms the east side of this bay, at 2 o'clock.

*Eastern extreme, N. 81° W. Western extreme (one mile distant from Bradford's cairn, and near our encampment), N. 65° E. Shortly after distinguished a low island extending 17° to right of east extreme.*

Travelled along a straight coast and under high bluff land until 5 o'clock, when we struck across an inlet. Could not reach the opposite side, as the travelling was so difficult, therefore encamped upon the ice at 8h. 50m. Some snow falling. We are one mile off shore. There is a low island outside us. Two hares, a few seals, and several geese and

ducks seen to-night. Travelled over all sorts of ice and snow. For the last three hours our journey was very fatiguing, as we had to cross pools of water frozen over, but not quite strong enough to bear. The men had to break the ice before the sledge, which cut their boots and hurt their feet. All this land is nearly bare of vegetation, and the bluffs along the coast have much similarity of form; high and abrupt to seaward, and gradually sloping away towards the interior. Passed a recent crack in the ice extending off shore.

Sixty-third Journey  
Hours travelled, 11½h  
Encamped for rest, 14h  
Stopped for lunch, ¾h  
Distance accomplished, S 82°  
W, 12 m  
Wind, 4, N W  
Weather, b c c s  
Temp 28° to 30°  
Travelled fully 11 miles

On the low point near which we landed were a great many large blocks of sandstone strewn about; some of them in strange positions. One large block more than a ton in weight stood upon another, as if placed there. They had no appearance of being rolled or water-worn, but might have been transported hither upon ice before the land had reached its present elevation above the sea.

*Took bearings.*

*A point midway between my encampment and Bradford's of the 12th June, N. 72° E.*

*East extreme of land, N. 54° W, 1½ mile.*

*Right tangent of island, north; left tangent, N. 17° W.*

*Right point of inlet (or bay) on with its right distant point* { 1' and 8' or 10'  
S. 68° W.

*Left point of ditto, S. 60° W, 10' or 12' Luncheon bluff, N. 82° E.*

A fresh N.W. wind, and overcast sky all day.

Started at 10h. 45m. P.M. Reached the point distant 1½ mile, and travelled across another inlet for some high flat-topped and distant land. Lower land resembling an island extends to the right of it. This is Cape Cockburn. On the point just passed there are some immense rocks of sandstone protruding through the loose stones and gravel. Found the skin and bones of a fox. They appeared as if stripped of the flesh by birds.

Sunday, 22d June.—Halted to lunch at 4 h. 50 m. A.M.

*Bearings.*

*Last point, S 55° 30' E. 4½ miles. Point of encampment of 20th instant, N. 87° 30' E.*

*Next point, N 45° 30' W. Three central islands in inlet, from S.W. by S. 2½', to S W ½' W 8' or 9'. Left distant point of inlet, S W ½' W.*

Light north-east wind, overcast sky.

Encamped at 10 h. 30 m. A.M. on the ice.

<i>h</i>	<i>m</i>	<i>s</i>	<i>φ</i>	
2	54	10	—	N 16° 30' W
	55	00	—	18 30
	56	00	—	17 30

*Cape Cockburn, N. 28° W*  
*Next point, N 32° 30' W 2 miles.*  
*Left distant point in inlet, S 37° W*

Our travelling throughout this night's journey has been very laborious; the mixture of ice and snow, forming a crust over the pools of water, was often 1½ inch thick, yet not strong enough to bear, except in a few places where it bent and cracked as the sledge was rapidly dragged over it.

The last two hours were much the worst, as day was well advanced, and thawing had begun. The sledge was very frequently dug out. A few seals and a gull were the only living things seen. The opening we have been crossing appears to be a very deep bay or inlet, with islands in it. Distinguished two of these, and think I saw three others. Cannot see any land at the head of this inlet (N.W. by W. by compass).

The greater part of the land on both sides of this inlet, and to the westward, is tolerably high; about 400 feet.

Our boots are nearly worn out, and the runners of the sledge much chafed away by the sharp edges of the ice.

A dull day. Light north-east winds.

Started under sail at 10h. 0m. P.M.; a pleasant breeze blowing. Three hours of very severe labour was occupied in reaching the point (a distance of two miles). A great part of the time was spent in digging the sledge out of the deep soft snow.

Monday, 23d June.—On reaching the point at one o'clock we had the good fortune to find hard snow along the land. Followed its winding, which at first led us in nearly E. (true.)

Sixty-fourth Journey  
Hours travelled, 11¼  
Encamped for rest, 11½h  
Stopped for lunch, ½h  
Distance accomplished, 12½ m  
Wind, 1 to 3, N.E. ly  
Weather, c o  
Temp 25° to 30°

At 2 h. 30 m. came upon one of Bradford's encampments. Followed his track from thence for nearly all the remainder of this night's journey. Lunched at 3 h. 30 m.; snowing a little.

*The point landed upon at 1 o'clock bore S E by E 3½ miles.*

*Next point, S E. by E 3 miles*

Travelled on to the next point, from which a bay runs in E. (true). Travelled along it for 2¼ miles, where its width being only ¾, crossed over to the south side, and encamped at 10 o'clock. Had great difficulty in crossing this bay. When two thirds of the way across, we were obliged to lighten the sledge by carrying on shore most of the load. This hindrance was owing to a strong crusted surface upon very deep wet snow.

One or two seals, a gull, and a goose seen; also the skeleton of a young seal, and track of a wolf. The flat-topped mass of land noticed yesterday forms the north side of this bay. On its southern slopes there was some vegetation, and I saw four or five hares there.

*Observations at 10 h A.M.*

<i>h. m. s.</i>	$\odot$	<i>h. m. s.</i>	$\phi$
1 42 10	71° 34' 0"	1 35 30	N. 43° 20' W
44 10	42 40	40 20	43 00
49 55	72 7 00	42 50	41 20
		45 40	40 30
		47 30	40 00
		49 5	39 40

*West point of bay bears E S E*

*Noon*

*Got an indifferent meridian altitude*

*Latitude, 75° 16' 36" N.*

$\odot$	$\phi$	
75° 50' 30"	N. 5° W	<i>Index error, + 45"</i>
		<i>Temperature, 33°</i>

A cheerless snowy day.

Started at midnight. Left a mound of earth and record at our encampment.

Tuesday, 24th June — Rounded a point, and found ourselves travelling into another bay exactly similar to the one just left.

Found here another of Bradford's encampments, and several horns which his party appeared to have thrown away. There is much moss about the shores of these bays. Saw two king ducks, four pairs of deers antlers, and portions of the bones and hair of one, the former broken up into small pieces. Saw many small pieces of coal, and a great many shells, chiefly bivalves and spirals. Picked up a piece of drift wood about 20 feet above the sea. It appeared to be a portion of the root of a fir tree. A specimen of it is preserved.

Crossed this bay at 2 o'clock without much difficulty. Its width is one mile.

Reached the S.E. point of the large bay, in which are these two smaller ones, at 5 h. 15 m., and halted to lunch. Dark weather, with snow at intervals.

*Bearings*

*West point of large bay, S 32° E.*

*Middle point separating the two small bays, S. 23° W.*

<i>h. m. s.</i>	$\phi$	
9 17 30	S. 70° 40' W.	<i>Temperature, 31°.</i>
18 15	70 30	

After lunch, travelled over very low land at a rapid rate, the snow being hard and sail set. Followed Bradford's track.

Latterly the land swept round towards Cape Cockburn, forming a large semicircular bay. Encamped at 9 h. A.M.

The land seen during this night's journey is more sandy and barren than that farther west. Our encampment is 300 yards from the sea on a bank of very fine sand.

A fresh N.N.W. wind and fine weather.

		<i>A.M. observations.</i>		
<i>h.</i>	<i>m. s.</i>			
1	4 28	---	68° 43' 20''	<i>Passing clouds.</i>
	6 21		53 50	<i>Index correction, + 45''</i>
	7 42		69 00 20	<i>Temperature, 31°.</i>
	8 55		7 30	
	12 57		28 20	
	13 42		32 00	
	17 15		50 40	
	19 41		70 02 50	
<hr/>				
<i>h.</i>	<i>m. s.</i>		$\phi$	
1	23 30	---	N. 43° 20' W.	<i>Cape Cockburn,</i>
	24 20		42 40	<i>N 11° W.</i>
	25 45		42 30	<i>Luncheon point,</i>
	26 40		42 00	<i>S 43° E.</i>
	27 20		42 00	
	28 20		42 20	
	1 30 11	○	70 52 30	
	1 31 30	φ	N. 41° 40' W.	

Sixty-sixth Journey

Hours travelled, 8½  
 Encamped for rest, 14¼  
 Stopped for lunch, ½.  
 Distance accomplished, 16'  
 Wind, 2-6, N N W  
 Weather, o c s b c  
 Temp 29° to 32°.  
 Shortened this journey to ad-  
 here to night travelling

Our boots are in a very dilapidated condition. The necessary repairs afford us occupation at every encampment.

Most of the men suffer from sore and swollen feet, and feel a little stiff at starting.

A strong breeze and clear weather all day.

Started under sail at 10 h. 15 m. Followed Bradford's track, and reached his encampment at 11 h. 50 m.

Wednesday, 25th June.—At 0 h. 50 m. A.M. reached our depôt near Cape Cockburn. Found the provisions safe, and records left by Messrs. May, Aldrich, and Bradford, dated respectively 10th May, 3d June, and 23d June. Took up provisions; raised a mound of earth and stones about the empty depôt cases, and left a record.

Proceeded at 1 h. 45 m. Could scarcely get round the cape, as the snow was melted off the land, and too deep and soft amongst the hummocks. But having rounded it, we found sufficient snow remaining, at a distance from the beach, upon some mossy ridges, and aided with a fresh fair wind we made rapid progress.

Lunched at 4 h. 15 m. Very fine weather.

*Took observations. Cape Cockburn, west (true) 3 miles.*

*Index error, + 45''*

<i>For time</i>		<i>A.M.</i>			
<i>h.</i>	<i>m. s.</i>	$\odot$	<i>h. m. s.</i>	$\phi$	<i>h. m. s.</i>
8	30 17	---	36° 9' 20''	8 59 45	---
	31 14		15 50	9 00 45	S. 67° 0' W.
	32 29		25 00	1 50	67 0
	34 4		36 30	2 30	66 40
	34 55		42 50	3 20	66 40
	35 7		47 20	4 10	67 00
				5 5	68 00
					67 20
					9 17 15
					---
					S. 67° 40' W.
					8 10
					68 40
					9 00
					68 30
					9 45
					69 40
					10 30
					69 00
					11 00
					68 30
					12 10
					70 20

At 8 o'clock passed Bradford's encampment of the 24th. His record was dated 8 h. P.M., he therefore is only twelve hours or one journey in advance of us.

Encamped at 9 h. 30 m. A fresh north-west wind; cloudy with snow.

At a short distance to the west of Cape Cockburn, and 300 yards from the beach (and probably 25 feet above it), I saw the bones of a large whale; one of the jaw bones measured 18 feet 8 inches. Near the same place were the ribs of some smaller animal, probably a narwhal. A pair of long-tailed ducks, some king ducks, a tern, and a few other birds seen. Saw, and fired a few long shots at four reindeer (with horns).



From after lunch until we encamped, the sail drew the sledge along; it required only to be steered, and to be given an occasional pull or push.

The snow travelled over had been partially thawed, and again frozen. It afforded us excellent walking. Occasionally passed through little streamlets. From the top of a very high hummock off Cape Cockburn saw a space of open water. It was a mile off shore, and appeared to be a mile in length. The whole of this low land between Cape Cockburn and Allison's Inlet is well covered with springy moss, interspersed with tufts of short grass. In the afternoon the wind freshened to a gale, with snow and sleet, and wet our clothes spread out to dry.

It ceased snowing and the wind moderated towards evening.

Sixty-seventh Journey

Hours travelled, 10½  
Encamped for rest, 12¼  
Stopped for lunch, ¼  
Distance accomplished, 19½ m.  
Wind, 4 to 7, N.N.W  
Weather, h.c.—a.q.s.  
Temp. 29° to 32°

Started at 10 h. 15 m. P.M.

Passed Allison's Inlet at 11 h. 15 m. It is a small river, with shingle ridges off its mouth. Its eastern bank is the commencement of higher land, which continues to Cape Capel, on a point to the eastward of Allison's Inlet. I saw the ruins of six or seven Esquimaux huts. They consisted of circles of stones, nearly covered with moss, and were close to a small pond. Occasionally found good travelling on the ice, where the floe was cracked and water had drained off. Set the sail whenever our course, which altered very frequently, permitted.

Thursday, 26th June.—3h. 45m. halted to lunch off Lieutenant Aldrich's depôt point. No fresh water upon this floe.

6h. 15m. reached the east side of this bay, and found a record of Lieutenant Aldrich's, dated 7th June.

At 8 o'clock reached a prominent point. Found here a cairn and staff erected by Mr. M'Dougall, also a record left by him on his way to replenish Lieutenant Aldrich's depôt. It was dated 1st June, and stated that my depôt at Cape Capel had been examined and replenished. It bore Mr. Bradford's signature, and date 26th June, this day.

The sledge crossed over the point, and encamped on the brow of its eastern slope at 8h. 15m. A fine north wind, and clear weather. Found here a ruined hut, and a bear's skull, without the canine teeth; therefore suppose it to have been killed by Esquimaux, to whom those teeth are useful.

Several large flocks of king ducks, a few seals, gulls, and a fresh bear's track were seen during this journey. Crossed a crack 4 feet wide. Some of our travelling was over last winter's ice, and was good, but much of it was alongshore, where the snow lay deep and soft.

A strong breeze all day, but towards evening it moderated. About 3 miles east of Allison's Inlet, limestone appears along the beach and in the lower ridges, and vegetation almost disappears.

Sixty-eighth Journey

Hours travelled, 9½  
Encamped for rest, 12¼  
Stopped for lunch, ¼  
Distance accomplished, 11 m.  
Wind, 2 to 5, north  
Weather, a.c.—h.c.  
Temp. 29° to 35°

Started at 8h. 45m. At 10h. 45m. reached the west point of Bedford Bay. Saw 4 or 5 hares on the sides of the hills, and many ducks feeding along cracks in the ice. 1 crack, 5 feet in width, extended a long way off shore. On this point I found 6 ruins of huts. They were circles of stones, each having a much smaller circle near it, and were all very old, although evidently of different ages.

Friday, 27th June.—Proceeded to cross Bedford Bay. At 0h. 45m. reached Bradford's last encampment. The record stated his intention of proceeding direct for the depôt near Cape Capel. Followed his track. Rounded the bold eastern point of this bay, and halted to lunch at 2h. 45m.

*Bearings.*

*Cape Capel (being the next point), S. 26° W.*

*2d point (that reached on 21st April), S. 59° W. nearly.*

*Tangents of Baker Island, right, S. 84° 30' W.; left, S. 62° 30' W.*

After lunch, travelled direct for Cape Capel, and encamped upon it close to the ruined Esquimaux village at 8h. 50m.

Clear, fine, and warm weather.

From the last point Bradford's track followed the coast, whilst we came direct across the bay; yet I was surprised at not seeing his track round here, but still hope he is before us.

Two bears were seen to-day. Seals, king ducks, and gulls are now quite common.

The ruins here are of 10 winter habitations. Besides others of whales there are 3 crown bones, also bones of bears, seals, &c. Some of these had been cut with a sharp instrument.

It is impossible to form any idea as to the period which has elapsed since these abodes were tenanted; but from various circumstances I am led to believe that of all those which have come under my observation during this journey none have been inhabited within 200 years.

The general form of these huts resembles an oval, with an extended opening at one end, thus



Their size about 7 feet by 10 feet. They appear to have been roofed over with stones and earth, and these supported by the bones of whales.

A fine day, with a fresh north wind.

This was an unusually long day's journey. The travelling was very good, and the desire to overtake the "Resolute," combined, enabled us to get over the first 12 or 13 miles before lunch; the last 6 miles it was very different; the snow lay deep and soft; but there was not a dry spot on which to encamp; we were therefore obliged to proceed.

At 10h. P.M. I walked on to the depôt, leaving the sledge to follow. Passed the ruins of six summer huts scattered along the shore. Saw a fox, and a small bird of the bunting species. It was of an uniform dusky brown colour; had a yellowish bill, and a shorter tail than the snow bunting. It was altogether a smaller and more plump bird. I think it is a female Lapland finch (*plectrophanes nivalis*). Found the depôt safe, but Dr. Bradford had not arrived. From the top of a hill I saw him coming out of the bay towards our last encampment (on Cape Capel).

On the arrival of my sledge, dug up the depôt for both parties, and found a note from Captain Austin.

Saturday, 28th June.—At 3 o'clock the "Resolute" arrived. Showed colours, and saluted our companions with three cheers. Dr. Bradford was still obliged to travel on the sledge, which accounts for our having been able to overtake them. His party had not found game on the east coast of Melville Island or Byam Martin Island, and did not seem to be in such robust health as mine, which had abundance of fresh beef. Fortunately we were able to supply them with a small quantity. Arranged to spend the whole of next night here, to give the men a good rest.

*A.M. observations, 28th June.*

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\odot$	<i>h.</i>	<i>m.</i>	<i>s.</i>	$\phi$
11	28	35	59° 28' 10"	11	38	10	N. 84° 0' W.
	29	57	37 30		39	30	82 40
	30	43	43 40		40	20	81 40
	31	18	47 50		40	45	81 40
	32	12	53 30		41	40	82 00
	33	1	59 20		42	50	81 00
	33	43	60 4 10		43	55	81 20
	34	27	9 40				

Our depôt was frozen so hard that it took several hours work with a pickaxe to break out the various articles. Shot a long-tailed duck. Two reindeer (with antlers) passed a few hundred yards from the tents. Find that our encampment is on the narrow neck of a little peninsula, and that there is a bay several miles across to the westward.

Sunday, 29th June.—The wind shifted to north. Our men are busily employed in mending their clothes and boots. The latter are now the most important articles of our dress. At this depôt we got our sea boots.

Sixty-ninth Journey

Hours travelled, 11½.  
Encamped for rest, 13¼  
Stopped for lunch, ½  
Distance accomplished, 21 m  
Wind, 1 to 4, north  
Weather, b c  
Temp 29° to 35°

## A.M. 29th June.

<i>h.</i>	<i>m.</i>	<i>s.</i>	$\phi$
12	15	55	— N. 72° 40' W.
	16	50	72 40
	17	45	72 00
	19	25	71 40
	21	00	71 00
	21	50	71 00
	22	35	71 30

## Compared chronometers.

	<i>h.</i>	<i>m.</i>	<i>s.</i>
Bradford's	4	3	00
Mine	- 7	58	33
29th June	Mine fast	3	55 32
7th May	"	3	48 25
53 days.		7	8

## Noon observations.

<i>h.</i>	<i>m.</i>	<i>s.</i>	
3	9	0	— 75° 35' 00" Index correction, +45".
	14	42	39 30 Temperature, 30°.
	17	10	40 40
	18	29	41 10
	20	10	41 10
	21	55	41 40
	23	30	42 10
	24	45	42 30
	26	10	42 50
	29	35	42 40
	31	30	43 00 meridian altitude.
	32	35	42 20
	36	5	42 00
	39	45	40 30
	40	45	39 20
	42	3	39 20
	45	30	37 50

○ to right bluff of Brown's Island,  
3h 49m 30s — 58° 58' 30"

○ to a point (N W. point) 3h 52m 20s. — 69° 23' 00"

Right bluff of Brown's Island bore N 63° 30' W.

A point (N W point), N 75° 40' W

Point of encampment of 21st April, S. 28° W.

Left tangent of Baker Island to right tangent of Brown Island, 44° 20'.

Extremes of Baker Island, 12° 35'.

A fresh north wind and clear weather during the day. Raised a heap of stones, and placed the empty potato cases in which our provisions had been stowed upon it. Filled one of them with old clothes, and a bottle containing a record. The other was filled with gravel.

From last encampment to depot  
1½ mile Remained at depot  
45 hours.

The sledges started at 9h. 10m. P.M.; fine weather. Found the floe to be flooded with water. To meet with snow upon it was quite a treat. The water too was frequently knee deep, and covered with tough half-inch ice, which cut our sea boots. These boots did not let the water run out again as the canvass boots did, but remained full up to their tops, and then of course were very fatiguing; since it was necessary to lift our feet so high at each step.

Monday, 30th June.—Lunched rather hastily at 2h. 45m., our feet being very cold. Encamped on the top of a hummock at 8 o'clock, about 9 miles from a point on Cornwallis Island. Light north winds, and clear weather. No frost last night. Some recent bear tracks seen. As we frequently were obliged to pass through water 2 feet deep, our sledges were often afloat.

Sixteenth Journey  
 Hours travelled, 10½  
 Encamped for rest, 12.  
 Stopped for lunch, 4  
 Distance accomplished, 10 m  
 Wind 2, north  
 Weather b c  
 Temp 3

There are some swollen feet and stiff ancles, in consequence of walking for so many hours at a time, and for such a lengthened period, through ice-cold water.

A fine and warm day.

Started at 8h. P.M. A bear had passed close to our encampment while we were asleep.

Similar travelling to last night until midnight, when we reached a crack twelve feet wide, extending towards Baker Island. Along the edge of this the floe was well drained. The first dovekie was seen here. Its plumage was immature.

Tuesday, 1st July.—Halted to lunch at 0h. 30m. A.M. 1h. 30m. came upon smooth ice, with very few pools, extending to the hummocks grounded on the point. Reached this point, and encamped at 6 o'clock. Light winds, and clear warm weather. Saw the track of a reindeer here.

*A. M. observations, 1st July*

<i>h</i>	<i>m</i>	<i>s</i>	$\odot$	<i>h</i>	<i>m</i>	<i>s</i>	$\phi$
11	28	4	59° 26' 40''	11	46	20	N 87° 30' W
	29	14	44 30		47	10	86 40
	29	58	49 50		47	50	88 30
	30	37	54 40		49	15	88 00
	31	16	58 30		50	00	87 30
					51	00	87 20
					51	45	86 00
					52	45	87 20
					53	45	86 40

*Index correction + 50''.*  
*Temp 36°*

*Next point (the depôt) on Cornwallis Island, N 66° W.*

*Right tangent of Brown's Island, N 45° 40' W*

*Left ditto " N. 56° W*

*Noon observations*

Latitude 71° 59' 3" N

<i>h</i>	<i>m</i>	<i>s</i>	$\odot$	<i>h</i>	<i>m</i>	<i>s</i>	$\phi$
3	18	4	75° 46' 00''	4	4	10	N 14° 30' W
	20	7	47 10		5	20	13 40
	23	5	47 30		6	15	12 40
	26	7	48 00	MA	7	5	13 00
	30	10	47 30		8	0	12 50
	31	37	46 50				
	34	37	46 00				
	36	5	45 40				

*Index correction, + 50''.*  
*Temperature, 38°*

A very fine and warm day; light south winds. Two of the "Resolute's" men are complaining of sore feet and ancles.

Started at 8h. 15m.; travelling over last year's ice, which was very smooth and hard. Reached the Cornwallis Island depôt at 11 o'clock, and encamped.

Wednesday, 2d July.—The lower part of the depôt was frozen hard, but two hours work with pickaxes cleared it out. The biscuit had been wetted, and was now frozen into a mass; biscuit dust also; sugar, pepper, and tobacco soaking with water; the spirit fuel can had become filled with water, through a hole in the top; so that pemmican, rum, and pork only remained fit for use.

In a short walk to the northward, saw the remains of four or five summer huts. Near each was a small circle of stones, which had been the fireplace. In one of these the charred fragments of bones were still remaining.

Saw the bones of a whale, and two very small pieces of wood (fir).

Found the plant "stellaria Rossii" growing abundantly near ponds of water. Have not met with it to the westward. Shot two long-tailed and one king duck.

Built up a small cairn near where our depôt had been secured. A crack extends off shore from here. Several bear tracks seen.

Seventy-first Journey  
 Hours travelled 3  
 Encamped for rest, 14  
 Stopped for lunch,  
 Distance accomplished, 5 m  
 Wind 1, southerly  
 Weather, b c  
 Temp 32° to 40°  
 Detained at a depot 6 hours

## Noon observations, 2d July.

<i>h. m. s.</i>	$\odot$	
3 11 35	75° 44' 40"	Error, + 50"
14 4	45 30	Temperature, 40°.
16 54	46 30	
25 50	48 20	
28 00	48 10	
30 15	47 30	
31 20	47 10	
33 55	46 10	
38 24	44 50	

A very warm day; few of us could sleep in the tents.

Started at 7h. P.M.; light east winds and cloudy, fog gathering over the land. Walked along the coast south of last encampment, and found the ruins of several huts. Some of them had been roofed over with flat stones.

The first hour's travelling was over last winter's ice, and was very good; free from pools. The remainder up to lunch time was indifferent; chiefly through extensive pools of water.

Thursday, 3d July.—Reached a very prominent point, and halted upon it to lunch at midnight. The weather cold and foggy, but without frost. Found here the encampment and record of Lieutenant Aldrich of the 14th and 15th of June.

Southward of this point the ice was very rough, therefore followed the shore for some distance, and then crossed to a small island, upon which we encamped at four o'clock.

Came through much water this morning; at times the sledge was floating. Upon this islet are some little ponds with grassy margins, favourable for ducks to breed on. Saw several old nests, and found one egg. Great numbers of tern here. Shot three king ducks.

Two silvery gulls, with black tips to their wings, seen. Found here the ruins of several summer huts, and the crown bone of a whale.

A fine warm day. Could see the ship's masts distinctly.

## Seventy-second Journey.

Hours travelled, 8½  
Encamped for rest, 14½  
Stopped for lunch, ¼  
Distance accomplished, 12 m  
Wind, S, east.  
Weather, f b c  
Temp 32° to 38°.

Started at 6h. 45m. P.M. Found the pools deep, but portions of the ice were well drained.

Proceeded for the north point of Griffith's Island. At 10h. 30m. the hips hoisted their colours.

11h. halted to lunch. Showed our distinguishing flags. This part of the ice is very much flooded, and the water in many places deep.

Friday, 4th July.—As we approached the point, passed several cracks, and found the ice much better drained.

Encamped on the N.E. point of Griffith's Island at 0h. 45m. Overcast weather. Found here a piece of wood bearing marks of Esquimaux workmanship. A party arrived from the ships, but, as I intended resting here, sent them back. They brought us the unwelcome intelligence that no traces had been discovered of the missing Expedition.

## Seventy-third Journey

Hours travelled, 6½  
Encamped for rest, 8½  
Stopped for lunch, ¼  
Distance accomplished, 11 m  
Wind, S, S E  
Weather, c  
Temp 34°

After a short rest here, started for the ships at nine o'clock. At noon we were met by Captain Austin and Captain Ommanney. Arrived alongside the "Assistance" at 12h. 45m.

## Seventy-fourth Journey

Hours travelled, 3½  
Distance accomplished, 6m  
Arrived on board

Although some considerable degree of disappointment is at all times the result of an unsuccessful expedition, and the more so when its object is to relieve our fellow creatures in their utmost extremity, yet, in justice to my own feelings, and to those men whose labours have enabled me to fulfil my instructions, I cannot conclude this account of a journey of eighty days without expressing the satisfaction their conduct has afforded me, and the happiness I feel in having been enabled, by God's help, to bring them back in safety and in perfect health.

Their ever cheerful behaviour, untiring perseverance, and patient enduring spirit, under many severe trials and privations, excited my warmest admiration.

But for the blessings of health, strength, and exemption from accident, without which we must have sunk under the difficulties of this undertaking, our deepest gratitude is due to "The Giver of all good gifts."

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Number of days out	- - - -	44
Number of days home	- - - -	36
Total number of hours travelled	- - -	595·6
"    encamped for rest	- - -	1,133
"    detained by weather	- - -	64·5
"    stopped for luncheon	- - -	45
"    detained by sickness, examination of inlets and carns, making depôts, &c.)	- - -	76·6
		Miles
Estimated distance travelled	- - -	770·5
Actual distance from ship, in a direct line	- - -	300
Mean rate of travelling daily	- - -	10·4

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*Remarks on the Equipment.*

The equipment of the sledge, clothing, and victualling of the men, answered remarkably for the varied requirements of a journey commenced with the close of winter, and ended when summer was well advanced; nor do I think that our present experience can suggest any material improvement; certainly none within the resources of the ships.

The gutta percha trough or boat was an experiment, and it alone fell short of our expectations, owing to the tendency of that substance to split when roughly handled in cold weather. I spent some hours in attempts to repair it, but could not get the patches to adhere firmly. Painted or oiled canvass would make a substitute, as material, to construct this very necessary part of the "sledge equipment." The scale of victualling was considered to be quite sufficient by all my party. The fuel was scarcely sufficient for the severe weather of April, but more than enough for the June temperature, and when it became unnecessary to thaw snow.

To effect any improvement upon this equipment it would be necessary to attempt to improve the construction or material of each article composing it, and in this way a trifling advantage might be gained; but I do not think any alteration in the plan would be for the better.

By paying close attention to the details, by a very careful selection of the men, and by augmenting considerably the number in each party, better results may hereafter be obtained than we have been able to accomplish.

(Signed) F. L. M'CLINTOCK,  
Lieutenant, and in command of the party.

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Captain AUSTIN to Lieutenant M'CLINTOCK, Royal Navy, late of Her Majesty's Ship "Assistance," and in charge of the Western Branch, Western Division.

Sir,

Woolwich, 21st October 1851

I have now, upon the receipt of the duplicates of your Report and Journal of Proceedings between the 15th of April and the 4th of July last, to express my highest satisfaction with the manner in which you performed the important task assigned to you.

The extent of your search has equalled my most sanguine expectations.

The energy and perseverance displayed, and labour and privations undergone, throughout this arduous service, entitle you and your crew to my warmest and best thanks.

The numerous observations you have taken, and the management you have shown, convince me of your earnestness, and fitness for this particular service.

I have every hope that, when this great performance is fully considered, the Lords Commissioners of the Admiralty will be pleased to mark the sense of their approbation by granting your promotion.

I have received much pleasure from the manner in which you have felt called upon to speak of Mr. Bradford, as also from your report of the conduct of the junior officers and crews who were under your command, which has been made known to them.

I am, &c.  
(Signed) HORATIO T. AUSTIN.

Enclosure 17 of No. 11 of 1851.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Dasher,"  
W. B. Shellabear, Second Master, commanding Limited Party  
attached to the Melville Island Branch, under the command of  
Lieutenant F. M. M'Clintock.

Names.	Rating	Age.	Remarks.
W. B. Shellabear	2d Master	22	Came back with Mr. Cheyne.
James Fullerton	Gunner's mate	28	
George Wood	Boatswain's mate	25	
Foster M'Kenzie	A.B.	23	
Henry Morgan	Marine	29	
Robert Urquhart	Do.	24	{ Went on with Mr. M'Clintock.
Thomas Hood	Do.	31	
. Elliot	Carpenter's mate	-	{ Received from Mr. Cheyne in lieu of Fullerton, who went on with Mr. May.
James Rogers	A.B.	-	{ Invalidated from Mr. M'Clintock's Sledge "Perseverance" with frost-bitten toes
William Richards	A.B.	-	
. Bartlett	Marine	-	{ Received from Dr. Bradford's Sledge "Resolute."

H M. Sledge—"Dasher"



Weights at starting		lbs.
Constant weights	-	287½
Provisions for use	-	497½
Depôt	-	451
		6/1,236
Weight per man	-	206

FIRST JOURNEY.

*Tuesday, 15th April 1851.*—At 6 h. 30 m. P.M. left the ships, and proceeded at a slow pace towards the sledges left round a point of Griffith's Island in charge of a party of volunteers from the ships. 10 h. P.M. arrived at the sledges; issued half a gill of rum to each man; manned the sledges, and proceeded to the north-westward (true), cheering Captain Austin and those left behind and the Cape Walker branch.

Found that a bottle of lemon juice left on the sledge had been broken, and about one third lost.

Owing to the thickness of the weather, it was necessary for an officer to go ahead as far as he could see the sledges, and another to keep at half the distance; and by keeping in a line, with the wind on the starboard quarter, we managed to make a straight course.

Midnight; lunched; melted water; but did not pitch tents.

*Wednesday, 16th.*—1 h. A.M. made sail on the sledges, and proceeded onwards. Those who had kites used them. They were found to be both great auxiliaries. The sails had a decided advantage in pulling, but the kites were found very useful in steering by the wind.

4 h. A.M. encamped, cooked, and had dinner, and turned in.

5 h. observed Brown's Island, N.W. by W. (true), on port bow.

Walking out to the sledges.

First departure with the sledges.

Lemon-juice bottle broken

Lunch.  
Wind, S E by S, 3, f.s.  
Therm. +14°

Made sail.  
Kites used

Wind, S.E. by E, 6 f.s.  
Therm +16°.  
Estimated distance, with sledges, 8 miles.  
Time, 8 hours. Lunch, 1 hour

SECOND JOURNEY.

4 h. P.M. turned out, cooked, and had breakfast; packed sledges, and made sail.

6 h. 30 m. P.M. started to the N.W. (true).

The sledges, when on hard ice, would frequently run ahead of the men, obliging them to run to keep ahead of them.

Wind, S.E., 7 f.s. 8, r

Time of rest, 14 h. 30 m

Therm +16°

S E 9 f s

Estimated distance run, 10 miles  
Time, 6 hours. Lunch, 1 hour

11 h. 30 m. observed land ahead, which proved to be a low cape.  
Midnight, lunched; melted water under the lee of the sail.

*Thursday, 17th.*—1 h. A.M. proceeded onwards for the shore, blowing a gale from the S.E., with thick weather; sledges going three miles an hour; it requiring great care to avoid stepping into the numerous tide cracks.

1 h. 40 m. A.M. encamped on the western side of the cape.

3 h. cooked and had supper, and turned in.

## THIRD JOURNEY.

Time of rest, 15 h 30 m

Lieutenant M'Clintock walked round the bay. An inlet discovered in it.  
State of floe

Make the autumn depôt.  
Lunch.

Wind S E 5, c m s  
Therm +20°.

Dug out provisions.

Wind, S E 5, c m  
Distance, 9 miles  
Time, 5 h 15 m

4 h. P.M. cooked and had breakfast.

6 h. 30 m. packed, and started under sail and a kite (lent by Dr. Bradford), across a bay, for the autumn depôt.

Lieutenant M'Clintock and Mr. May walked round the bay, and found an inlet near the western cape, like the mouth of a small river, and an Esquimaux hut, in good repair, but buried in snow. The floe across this bay was very good, but the snow in some places was very soft.

11 h. 45 m. rounded the cape; discovered the autumn depôt; landed, pitched, and had lunch; melted water.

*Friday, 18th.*—1 h. A.M. sent hands up to dig out the depôt. Found a notice left by Mr. M'Dougal on the 15th inst.

3 h. cooked, and had dinner, and turned in.

## FOURTH JOURNEY.

Cook called too early by mistake

Serving out provisions.

Weights on leaving the autumn depot

Put on the sledges	-	lbs
	-	214
Taken off	-	199

		15
Weights at first starting	1,256	

		6/1,251
Weight, per man	-	20 3/4

Hours of rest, 17  
Winds, S E 1, c  
Therm +19°.

Lunch

Wind, westerly, 2, c m  
Distance, 12 miles  
Therm +23°  
Time, 9 hours  
Lunch, 1 hour.  
Rest 14 hours

Calm, b c

Screw loose  
Unpacked sledge

Lunch

Encamped  
Calm, 0 c m  
Distance, 10 miles  
Therm +22°  
Hours of travelling, 9 30  
Lunch, 1 hour

Wind, N W, 5, c drift

Hours of rest, 19  
Wind, N W, 8, f s., heavy drift.

1 h. P.M. the cook was roused by mistake, and prepared breakfast before the time. 3 h. P.M. had breakfast, and prepared to serve out provisions; each tent taking a portion to divide. Received from the depôt 77 lbs. of pemmican, 63 lbs. of biscuit, and 10½ lbs. of biscuit dust, to complete twenty-seven days provisions for use of the sledge, and four days provisions of pemmican, pork, biscuit, rum, and fuel-rum; leaving behind at the depôt three cases of pemmican, weighing 70 lbs., and giving to Mr. M'Clintock one case, weighing 30 lbs.

8 h. P.M. packed, and proceeded, N.W. by W. (true) for a low point at first supposed to be Baker's Island.

11 h. 45 m. passed the low point. The land beyond trended in a N.N.W. direction, as far as could be seen.

Proceeded onwards for what appeared to be an island. Midnight.

*Saturday, 19th April.*—1 h. 30 m. A.M. lunched; melted water; 2 h. 40 m. proceeded.

Floe pretty good, but snow soft in some places.

6 h. encamped on the floe; cooked, and had supper, and turned in.

## FIFTH JOURNEY.

5 h. P.M. had breakfast. 8 h. packed sledges, and proceeded W.N.W. (true). Clear weather. Land round to the westward appeared to be continuous, having the appearance of islands.

11 h. 30 m. sledge going heavily, found a screw in the runner had worked loose. Unpacked sledge, and pulled it out.

Midnight.

*Sunday, 20th.*—0 h. 30 m. came up with the other sledges, they having stopped to lunch. Lunched, but did not melt water. 1 h. 30 m. proceeded onwards for the island.

7 h. encamped two miles from the island. Cooked, had supper, and turned in.

## SIXTH JOURNEY.

5 h. roused up; cooked breakfast. 7 h. had breakfast. 8 h. packed, and proceeded to the northward of what was supposed to be an island. Floe very hummocky, and snow soft.

11 h. Turned, and proceeded round the point to the southward, having gone about four or five miles to the N.W.

Midnight.



*Monday, 21st.*—2 h. A.M. arrived off the S.E. part of the point; landed, encamped, and lunched.

Detained in the tent on account of the weather.

4 h. cooked, and had supper, and turned in.

Encamped and lunched.  
Travelling, 7 hours.  
Detained by weather, 3 hours.  
Wind N W by W. 8, f.s.  
Heavy drift.  
Therm. + 6°  
Distance made good 2 miles.

#### SEVENTH JOURNEY.

4 h. roused up, and cooked. 6 h. had breakfast, packed sledges, and proceeded to the westward. Placed a record about half a mile from the place of encampment, on the south extreme of the point.

Midnight, lunched; melted water.

*Tuesday, 22d.*—1 h. A.M. proceeded to the westward for a low point of Bathurst Island Floe rather hummocky. 4 h. landed. In hauling sledge on shore through a ridge of gravel carried away starboard runner. Unpacked sledge, and left two hands to fish it with a spare cross bar, while the rest were getting up the tent and preparing supper.

This morning, the weather being very severe, thermometer at  $-26^{\circ}$ , each man was made, immediately on pitching, to take his boots off, look at his feet, and wrap them up in his blanket bag. By a little delay, occasioned by having to lash the sledge, James Fullerton was found to have both great toes severely frostbitten. They were brought apparently round after some time, by applying cold water and the warmth of the hand, and by gently chafing the upper part of the feet.

This method of endeavouring to prevent frostbites was always afterwards followed; and the cooking apparatus was placed so that the cook could do all that was required without going out of the tent.

6 h. had supper, and turned in.

Placed a record.  
Rest, 12 hours.

Landed at point of Cheyne's depôt.

Runner of sledge carried away  
Encamped

Precautions to prevent frostbites on the feet.

James Fullerton, gunner's mate, had his feet frost-bitten.

Extreme distance, 10 miles  
Wind N W., 5  
Therm  $-27^{\circ}$ .  
Hours 9, travelling  
Lunch, 1 hour.

#### EIGHTH JOURNEY.

4 h. roused out. A hand from each tent was sent up to dig a hole to bury the depôt. James Fullerton, complaining that his feet had been very uneasy, Dr. Bradford thought it advisable that he should be sent back to the ship with Mr. Cheyne. He was therefore exchanged for — Elliott, carpenter's mate. Received from Mr. Cheyne four days provisions, in place of those consumed since leaving the autumn depôt. Exchanged sledges with him. Tracks of reindeer were first seen at this place.

8 h. had breakfast.

9 h. 30 m. packed sledges, and made sail.

Proceeded W.S.W. (true), leaving Mr. Cheyne to bury the depôt. Cheered him. Found that, with the wind a-beam, the sail was still a great help, but it required all hands occasionally to keep the sledge to the wind.

Midnight.

*Wednesday, 23d.*—1 h. A.M. lunched, but did not melt water. 1 h. 20 m. proceeded onwards for a bold cape (the eastern cape of Bedford Bay).

7 h. encamped on the floe, about four miles from the cape. On examining the men's feet found that Foster M'Kenzie, A.B., had both great toes frostbitten, but not severely, and they came round without much trouble.

9 h. had supper, and turned in.

Digging a hole to bury depôt

Exchanged J Fullerton for Elliott.

Receive 4 days provisions

Exchange sledges.  
Tracks of reindeer seen

Rest, 14 hours.  
Serving provisions, 1 30

Wind, N.W., 4, c.

#### NINTH JOURNEY

4 h. P.M. roused out; cooked breakfast.

7 h. P.M. had breakfast; packed sledges, and proceeded, dragging through the hummocks for the extreme of the bold cape.

11 h. cleared the hummocks. Midnight, encamped under the cape, weather being too severe to proceed.

Lunched, and melted water.

*Thursday, 24th.*—Detained on account of the severity of the weather.

4 h. A.M. cooked, and had supper, and turned in.

2.

B b 2

Started.  
Dragging through hummocks  
Rest, 12 hours.

Encamped.

Wind, N.W., 6, b c., drift

Therm.  $-26^{\circ}$ .

Distance, 5 miles.

Travelling, 4 hours.

Detained by weather, 6 hours

## TENTH JOURNEY.

Rest, 14 hours.  
Calm, 0 c m.  
Detained by weather, 4 hours. 7 h. P.M. had breakfast. Detained in the tent until 11 h. P.M. Packed sledges, and proceeded westward (true). Snow soft.

Lunch, 1h

*Friday, 25th.*—3 h. lunched; melted water.

4 h. proceeded onwards for a low point (the western cape of Bedford Bay). The snow near the point soft, and the dragging heavy.

7 h. encamped on the western side of the point. Cooked, and had supper, and turned in.

Encamped  
Distance, 10 miles.  
Calm, 0 c  
Therm, —7°  
Travelling, 7 hours  
Rest, 12 hours

## ELEVENTH JOURNEY.

4 h. P.M. roused up. 7 h. had breakfast.

8 h. 30 m. packed, and proceeded along the shore, inside the hummocks; sledges going along very heavily, and the men sinking to the ankles at every step.

'Lady Franklin' and "Hotspur" heave in sight

9 h. observed two sledges in the offing, which proved to be the "Lady Franklin," Lieutenant Aldrich, and the "Hotspur," Mr. Pearse.

10 h. hauled out on the floe. Joined Mr. Aldrich. Found them to be all well.

Mr. Aldrich stands inshore to place a depot

10 h. 30 m. made sail to a light breeze from the eastward. Messrs. Aldrich and Pearse stood in for a small bay, about seven miles eastward of Allison's Inlet, to place a depôt.

Midnight.

Lunch, 1 hour

*Saturday, 26th.*—1 h. A.M. lunched; melted water.

2 h. proceeded onwards for a low point three miles eastward of Allison's Inlet.

Distance, 9 miles  
Time of travelling, 9 30  
Therm —15°

Floe tolerably good.

7 h. encamped on the point; had supper, and turned in

## TWELFTH JOURNEY.

5 h. P.M. Messrs. Aldrich and Pease came up, and lunched. Cooked and had breakfast.

Rest, 12 hours.

7 h. P.M. packed, and proceeded for Allison's Inlet.

Cross Allison's Inlet

11 h. crossed the inlet. Mr. Aldrich encamped under a small hill where Allison's Inlet is marked on Parry's chart. Found it to be a small bay, the opening in the land giving it the appearance at a short distance of a deep inlet.

Lunch, 1 hour

Midnight, lunched; melted water.

Hauled on shore  
Encamped  
Wind, easterly, 1, c m  
Therm —35  
Distance, 9 miles  
Hours of travelling, 8 30

*Sunday, 27th.*—1 h. proceeded westward for Cape Cockburn. Floe hummocky, and snow soft. 4 h. hauled in for the low beach between Cape Cockburn and Allison's Bay. 4 h. 30 m. encamped on the land; had supper, and turned in.

## THIRTEENTH JOURNEY.

4 h. P.M. roused up; prepared and had breakfast.

7 h. packed, and proceeded westward over the low land for Cape Cockburn.

Mr Aldrich communicated with Mr M Clintock, had seen 9 reindeer

Mr. Aldrich communicated with Mr. M'Clintock; stated that they had seen 9 reindeer during the night, which came to within three hundred yards of the tents.

A great number of the tracks of deer and hares seen. Midnight.

Lunch, 50m

*Monday, 28th.*—0 h. 30 m. lunched; melted water.

1 h. 20. proceeded onwards for the cape.

Mr M Clintock pitched

3 h. Mr. M'Clintock pitched in consequence of James Wilkie being taken unwell.

Encamped

4 h. encamped about four miles eastward of the hill on Cape Cockburn.

The sledges came over the land very heavily, as the snow was in some places thin and soft, and they sometimes dragged partially on the sand.

Has travelling, 8 h 10 m  
Distance, 10 miles  
Wind, N W, 3, b c  
Therm —19°

The land here is composed of fine sand, frozen hard; and there are large patches of vegetation on it, at which the deer had recently been scratching.

7 h. A.M. had supper, and turned in

FOURTEENTH JOURNEY.

4 h. P.M. Lieutenant Aldrich and Mr. Pearse came up, and encamped in company, to lunch. Cooked and had breakfast. Mr Aldrich joins

7 h. Mr. M'Clintock came up; down tent, packed sledge, and proceeded round the hill for Cape Cockburn. A hare seen. Midnight, lunched. Rest, 15 hours Mr. M'Clintock joins Lunched, 30 m

Tuesday, 29th.—0 h. 30 m. proceeded onward.

2 h. 30. A.M. encamped one mile west of Cape Cockburn.

Sent one hand from each tent to dig the hole for burying the depôt; a work which took two hours, and was continued during the day by the watchkeeper. The grounded hummocks on Cape Cockburn were very heavy, but the floe to the westward appeared good, as far as we could see. Encamped Digging hole to bury depôt

Sent Elliott, carpenter's mate, by order, to Mr. May's sledge "Excellent," and received in exchange J. Bartlett from Dr. Bradford's sledge "Resolute." State of the ice Wind. N W., 3, c. Therm —17° Distance, 6 miles. Travelling, 7 hours Rest, 13 h 30 m

6 h. had supper, and turned in.

FIRST JOURNEY, returning.

4 h. roused up. Employed preparing provisions for serving out. 7 h. had breakfast.

Sent to Lieutenant M'Clintock's sledge Robert Urquhart and Thomas Hood, marines, and received in exchange James Rogers and William Richards, A.B.s, invalided with frostbitten toes. Receive invalids.

Issued to each sledge five days provisions, and buried depôt.

8 h. 30. P.M. sledges started to the westward under sail; gave them three cheers, which they returned. Issued provisions Buried depôt Estimated weights returning Constant - lbs 240 Provisions and packages 120 5/360

Sent sledge towards Allison's Bay, and kept one hand to raise a heap of earth and stones over the depôt. 10 h. left a record, and proceeded after the sledge. Per man - 72 23lbs. allowed to constant weights for wet on blankets, wolfskins, and boots, &c; sledge not included. One man unable to drag, and another could drag but little. Serving out provisions and burying depôt, 4h 30m Lunch, 1 h Wind, S.E. 6, f Snow-drift. Distance, 8 miles. Therm —20° Time travelling, 4h 50m Rest. 10h 10m.

Midnight, came up with the sledge three miles eastward of the hill. Up tent, and lunched, but did not melt water.

Wednesday, 30th April.—1 h. A.M. down tent, and proceeded. 1 h. 30 m. A.M. observed Mr. Pearse encamped ahead. 2 h. 20 m. encamped in company. Cooked, and had supper, and turned in.

SECOND JOURNEY, returning.

10 h. 30 m. A.M. roused up; cooked and had breakfast.

0. h. 30 m. P.M. packed sledge, and proceeded for Allison's Inlet, after Mr. Pearse, who had started half an hour previously.

5 h. P.M. came up with Mr. Pearse; lunched. Lunch, 30m

5 h. 30 m. proceeded onwards in company.

7 h. crossed the bay. 8 h. P.M. encamped about a mile and a half eastward of the inlet. Observed five deer grazing about two miles from the tent. Proceeded after them with Geo. Wood, boatswain's mate, leaving the rest to prepare supper. Found them very shy, but they did not appear to be afraid of a shot. They would let us get no nearer than about three hundred yards, and would then quietly trot off to about a quarter of a mile. Had four or five long shots without effect, and finding myself three or four miles from the tent, and the deer more than a mile from me, I thought it prudent to return. There were in this place numerous tracks of deer and hares, one or two of bears and some foxes; the ground thickly covered with large patches of vegetation. Encamped Five deer seen Went ashore after them Numerous tracks seen

10 h. 30 m. returned to the tent; had supper, and turned in. Mr. Pearse had encamped a mile astern, in consequence of Malcolm, one of his men, being taken very ill. Supper. Mr. Pearse astern Wind, southerly, 1, b c. Distance, 14 miles. Therm +1° Travelling, 7 hours Wind, N W., 2, b c Rest, 16 hours

THIRD JOURNEY, returning.

Thursday, 1st May.—10 h. A.M. roused up; cooked and had breakfast. Noon, packed sledge; made sail, and proceeded in company with Mr. Pearse to the eastward, for the extreme of the point on which we encamped on the 26th. Left a notice. Proceeded under sail

4 h. P.M. observed two bears ahead; lowered sails, and hid behind the sledges. 2 bears seen

Adventure with 2 bear-

The bears then slowly came to within a hundred yards, and then began smelling round the hummocks. At last the bigger of the two, having, we supposed, smelt a seal, commenced making a hole through the ice, close to a hummock, which he did by rising on his hind legs, and falling with the whole weight of his body on his fore legs, and then scraping away the snow with his fore-paws. This he repeated until he had made his hole, and he then put his head and shoulders into it, and waited in that position for some time, the small one all the while watching the sledges attentively.

As there was no chance of his coming nearer under present circumstances, and we were getting cold, and tired of waiting, we thought it better to creep towards them, and get a shot where they were. I therefore, having duck clothes on, crept out towards them, followed by one of Mr. Pearce's men at a short distance, Mr. Pearce keeping his gun as a reserve. Having got to within about fifty yards, and they appearing inclined for a start, I fired, but either missed him altogether, or only wounded him slightly; for he made a run at me, and I retreated towards the sledge for my second gun, and the man behind me fired, and hit the small one. The men suddenly appearing from behind the sledges at this moment, they turned tail and ran. My second gun missed fire. Mr. Pearce and myself followed them to a short distance, but they were soon out of sight.

Lunch, 30m

Mr Pearce visits Mr Aldrich's depot

5 h. P.M. lunched. Mr. Pearce went on shore to Mr. Aldrich's depôt, and I followed him. There was a bear's track close to the depôt, but he had not attempted to touch it.

5 h. 30 m. Sledges proceeded onwards. Learned from Mr. Pearce his intention to proceed straight for the ships, and not visit the depôts. Went on ahead in consequence.

Calm, 0 m s

Distance, 10 miles.

Therm., -15°

Travelling, 9 h 30 m

10 h. P.M. encamped about a mile and a half from the western cape of Bedford Bay. Cooked and had supper.

After supper, on going out of the tent, I perceived a large bear walking slowly along to the eastward, about a hundred yards astern of the tent in shore, amongst the hummocks. Went after him with two guns and a pike. Found, on coming to his track, that he had been picking out all the hard ice to walk on, and that he was bleeding. After following his track for about half an hour we returned to the tent. On our way back it struck me that when firing at the deer the evening previously I had put into the rifle a larger charge of powder than was requisite for a short distance, and had again done the same thing in hastily reloading. I therefore tried the range on a hummock about fifty yards off and a foot high, and the ball went a foot over it. On loading with the reduced charge the ball struck right in the centre. This would account for my missing the bear when I had so good a shot at him.

Calm, 0 m

Midnight, took a good look round, and turned in. Observed Mr. Pearce encamped about a mile astern.

#### FOURTH JOURNEY, returning.

Rest 10 hours

South, 3 m 2 h 5 m

Left a notice

Passed a low island

Lost sight of the "Hotspur"

*Friday, 2d.*—10 h. A.M. roused up; cooked and had breakfast. Packed sledge; made sail, and proceeded across Bedford Bay.

1 h. 30. passed two or three miles inside a low island off the western cape of Bedford Bay, not marked in Parry's chart. 1 h. 40 m; lost sight of Mr. Pearce.

Lunch, 20 m

5 h. passed the peaked hill. Lunched under the lee of the sail.

5 h. 20 m. proceeded eastward for the bold point under which we encamped on the 23d.

Encamped

Wind, south, 7 m, heavy drift.

Distance, 12 miles.

Therm 0°

9 h. encamped under the bold point. Cooked, had supper, and turned in.

#### FIFTH JOURNEY, returning.

Travelling, 9 hours

South, 9-8, e m q

Heavy drift

Therm. + 2°

Rest, 12 hours

*Saturday, 3d.*—During the night the wind freshened to a gale, with heavy drift, and very thick weather. Detained in consequence until

*Sunday, 4th.*—1 h. A.M. the weather moderating, packed sledge, and proceeded E.N.E. (true) (under sail) for Mr. Cheyne's depôt. 6 m. A.M. lunched. 6 h. 20 m. A.M. proceeded onwards. Detained by weather, 16 hours  
Therm. +1°  
Left a notice.  
Lunch, 20m

In consequence of the thickness of the weather, not being able to see the land half a mile off, we found, on its clearing off a little, that we had gone too far north and into the bay. 11 h. observed the point of Cheyne's depôt on the starboard bow.

Down sail, and proceeded on towards it. Noon, on going on shore to look for the depôt, observed a deer grazing. Got within two hundred yards of it; fired, and lamed it. It made off on three legs. Southerly, S, c  
Wounded a deer

1 h. P.M. reached the depôt. Encamped, and dug out provisions. James Rogers, whose toe was getting worse, had during the latter part of the journey been obliged to sit on the sledge. Travelling, 11h. 40m  
Reach Cheyne's depôt  
Wind southerly, S, c m  
Distance, 13 miles.  
Therm +10°

3 h. P.M. had supper, and turned in.

#### SIXTH JOURNEY, returning.

*Monday, 5th.*—Took four days provisions for one party, and buried the remainder, increasing the heap of stones on it, and leaving a record. Rest, 10 hours

1 h. A.M. packed, and proceeded S.E. (true) for autumn depôt. N E 4, c m, drift.

5 h. A.M. lunched; up tent, and melted water. Lunch, 1h

6 h. proceeded onwards with James Rogers on the sledge. 9 h. encamped. Observed the point on which we encamped on the 21st of April bearing about north (true), and distant three or four miles. James Rogers on the sledge  
Encamped  
Wind, N E 3, b c  
Distance, 11 miles  
Time, 8 hours  
Therm +4°

Had supper, and turned in.

#### SEVENTH JOURNEY, returning.

6 P.M. roused out. Had breakfast. Rest, 9 hours

8h. packed sledge, and made sail for the low point 6 miles N.W. by W. (true) from the autumn depôt. Left a notice  
Proceeding for autumn depôt

Midnight.

*Tuesday, 6th.*—1h. A.M. lunched. 1h. 30m. proceeded onwards for the low point. Lunch, 30m  
Encamped

5h. A.M. encamped, the low point east (true) 4 miles. Cooked, and had supper, and turned in. Wind, N N W. 2, b c  
Distance, 11 miles  
Time, 8h 30m  
Therm +4°

#### EIGHTH JOURNEY, returning.

5h. roused out. Had breakfast. Rest, 12 hours.

8h. packed, and proceeded under sail. Left a record

10h. 30m. passed the low point, running across the bay for the autumn depôt. Pass the low point

Midnight. Lunched. Lunch, 30m

*Wednesday, 7th.*—0h. 30m. proceeded onwards for autumn depôt.

3h. A.M. arrived at the depôt. Found a paper left by Mr. M'Dougall on the 20th, and one by Mr. Cheyne on the 25th of April. Encamped, and dug out provisions. Took from the depôt 2 days pemmican, pork, biscuit, chocolate, sugar, and biscuit dust, 3 days rum and fuel, and 1 tin of soup. Arrive at the depot.

5h. had supper, and turned in. N W 3, c.  
Distance, 10 miles  
Time, 7 hours.  
Therm. 0°

#### NINTH JOURNEY, returning.

4h. P.M. roused out. Had breakfast. Buried depôt, and left a paper. Rest, 11 hours

8h. proceeded round the point to the E.S.E. (true). S.S W. 1, c m

Midnight.

*Thursday, 8th May.*—1h. lunched. 1h. 30m. proceeded. No land seen during this journey, steering by the wind and the ridges of snow. 3h. observed the point on which we encamped on the 17th. 4h. A.M. encamped 2 miles S.E. from the point. Cooked and had supper, and turned in. South, 4 m s.  
Lunch, 36m  
Encamped.  
Wind, S W. 5, c m.; drift  
Distance, 10 miles  
Therm +6°  
Time. 7h 30m.

TENTH JOURNEY, returning.

Rest, 12 hours.  
S S W 6, c m , drift  
S S W 6, c , drift.  
Observed Griffith's Island

4h. P.M. roused out. Had breakfast.  
7h. packed sledges, made sail, and proceeded onwards for the ships.  
Midnight. Observed Griffith's Island and the round cape. Lunched.

Lunch, 30m.  
Encamped  
S S W 9, c r  
Distance, 11 miles  
Therm - 2°

Friday, 9th.—Proceeded onwards midway between the island and cape.  
3h. 30m. pitched under the round cape ; had supper, and turned in.

ELEVENTH JOURNEY, returning.

Time, 8 hours.  
Rest 3h 30m  
See the ships.

Noon, roused up. Had breakfast.  
1h. 30m. packed sledge, made sail, and proceeded. Observed H.M. ships  
"Resolute" and "Assistance" ahead.

Pass the point of starting

4h. passed the point from whence we started with the sledges on the  
15th April.

Time, 5 hours.  
Arrive alongside

Parties from the ships came to assist in bringing the sledge alongside.  
6h. arrived alongside the "Assistance."

The thermometers, excepting the 22d and 27th of April, were copied  
from the ship's log.

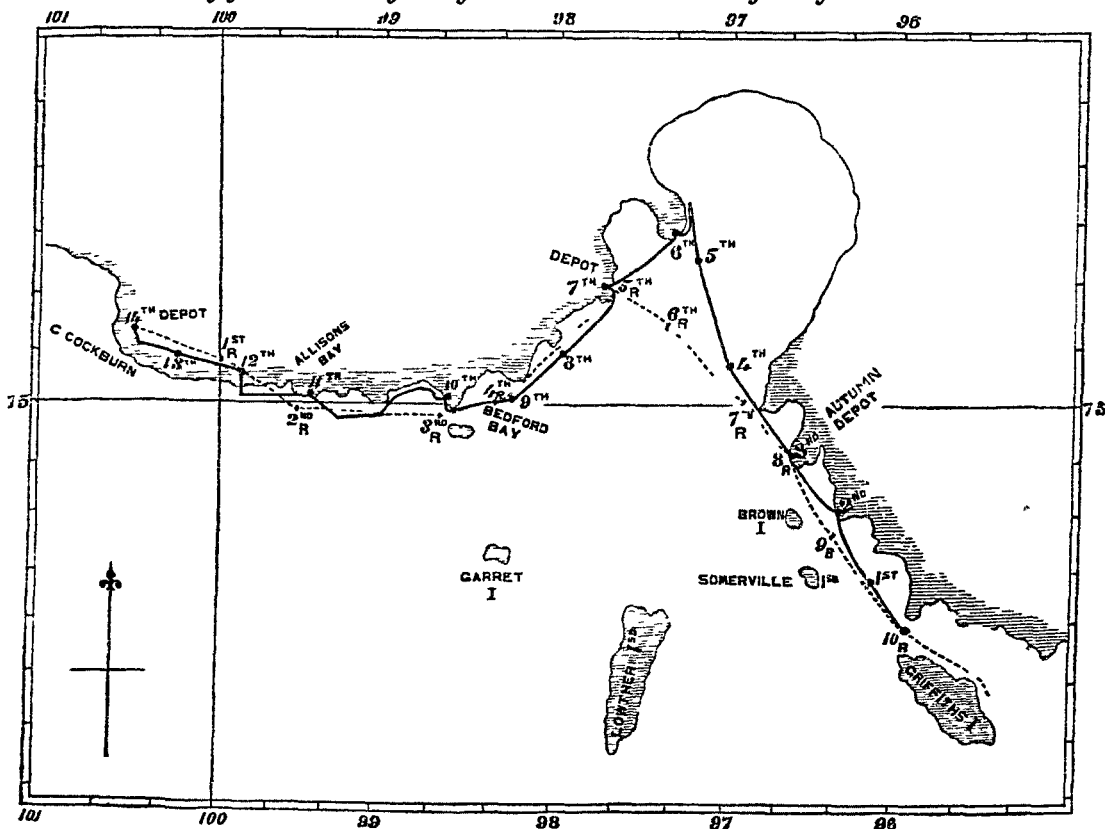
TRACK CHART of H.M. sledge "Dasher," from Griffith's Island to Cape  
Cockburn, from the 15th April 1851 to the 29th, and returning, from  
the 29th April to the 9th of May 1851, by W. B. Shellabear, second  
master, commanding.

The land in this chart is laid down by the eye to the westward of Bedford Bay, corrected  
from Parry's chart.

— . Outward journeys

- - - - Homeward journeys

The figures denote the journeys. Those marked R return journeys



GENERAL REMARKS.

The occasion of nearly every case of frostbitten toes which occurred in  
the Melville Island parties was the smallness of the boots. Although  
when they left the ships they were fully large, yet, being made of canvass,  
when they got wet they shrunk considerably, and freezing, bound up the  
foot, stopping the free circulation.

From the 22d of April until the beginning of May nearly every man in the tent had to walk in the canvass mocassins, which were protected with a double sole of canvass. When the weather became warmer they again took to the boots. The Esquimaux boots were found to be very good things to walk in, as were also deer-skin mocassins. The shipmade sealskin boots had a decided advantage over the canvass, but would not last nearly so long.

Dr. Bradford found that the quantity of moisture which condenses on the inside of the tent was greatly diminished by having holes in the upper part, about an inch and a half in diameter, fitted with plugs, so that they could be opened and shut at pleasure. He had the driest tent of all. We never on the outward journey pitched the tents for lunch, but when the weather was too severe to melt water had grog and a bit of biscuit, and went on. This was the men's choice, as the question was put to them through their officers, whether they would pitch and stop for an hour, or whether they would rather go on, and they always preferred going on.

When the weather was very cold, and there was little or no wind, they could keep their feet warmer by moving about than they would have been able to do in the tent for so short a time, when they had no opportunity of changing their boots.

During the return journeys we used generally to pitch the tent for lunch when there was any wind, as the weather was warmer, and we could always keep warm when out of the wind.

On parting company with Mr. M'Clntock, we changed the hours of travelling from night to day, in order to keep company with Mr. Pearse, but on parting company with him we again changed, as the glare during the day was very great, and I observed two of the men's eyes looking inflamed.

There were on the return journey but three men who could pull properly; James Rogers being the latter part of the time on the sledge, William Richards, A.B., having badly frostbitten toes, and J. Bartlett (marine), suffering from rheumatism in his knees; but the two last continued dragging as well as they could until we arrived alongside.

The allowance of provisions with which we were supplied gave general satisfaction; but owing to having to serve out to three parties, and wishing to give every one full measure, we found on measuring off the remainder for ourselves (five days) that the biscuit was rather short, and full of dust, and that the drinking and fuel rum were short nearly a day's allowance. As we had only left the ship with the "six gills a day" allowance, this last was a great loss; and on coming to Mr. Cheyne's depôt we found that there was only a pint a day of spirits of wine, two gallons being all we found there to supply four parties for four days.

We managed, however, to get on very well by burning some of the fat of the pork.

We found we could always get enough bread dust out of the bread to mix with the pemmican; and I think a small addition to the allowance of biscuit, instead of dust, would be desirable.

The behaviour of the men who were placed under my charge during the 24 days was most unexceptionable; I had never occasion to say an angry word to any one of them during the whole period, neither did I hear one between themselves. They always showed a ready obedience to all orders, and great zeal for the cause in which we were embarked.

Their willingness to supply those going onwards with anything they required, although they themselves might suffer from the want of it for a short time, gave me great pleasure.

In the return journey the three men who were well voluntarily undertook all the duties of cooking, and all that might be required outside after we encamped, and were constantly desiring James Rogers to get on the sledge some time before he did; but he would not give up walking (although I too advised him to do so) until he could literally walk no farther.

Of the three men I brought home belonging to my own party, one was quite well, and two had frostbites on their toes.

## PROVISIONS remaining at the Autumn Depôt, 8th May 1851.

Description of Provisions.	Quantity.	Number of days for 1 Party of 7 men.	Remarks.
Pemmican	83 lbs.	12	Looked rather short. There should be more, but we could not find it.
Pork	29 lbs.	11	
Biscuit	10 ½ lbs.	2	
Rum (fuel)	4 gals.	18	As near as we could guess. Had no means of measuring
Biscuit dust	About 8 lbs.		One tin missing.
Chocolate	1½ tins	2	
Sugar	14 ozs.	8	
Tobacco	2 lbs. 8 oz.	12	Left behind going out from three days allowance for two sledges.
Soup	2 tins	-	

In estimating the above, I have endeavoured to be rather under than over the actual quantity. The rum we found was all medicated.

W. B. SHELLABEAR, Second Master,  
H. M. Steamer "Intrepid," late in command of  
H. M. Sledge "Dasher."

Captain H. T. Austin, C.B.,  
H. M. Ship "Resolute,"  
and in charge of the expedition.

TOTALS.			
No of days out	-	-	14
No of days home	-	-	10
No. of hours travelled	-	-	192 5m.
Estimated distance travelled	-	-	245 miles.
No. of hours encamped for rest and detained at depôts	-	-	320. 10m.
No. of hours for luncheon	-	-	15. 50m.
No. of hours detained by weather	-	-	32.
Mean rate of travelling, per day	-	-	10. 2m.
Distance in a straight line	-	-	160 miles

W. B. SHELLABEAR.

Captain AUSTIN to Mr. W. B. SHELLABEAR, Second Master of Her Majesty's Steam Tender "Intrepid," late in command of the Sledge "Dasher."

Sir,

Her Majesty's Ship "Resolute," at Winter Quarters, between  
Cornwallis and Griffith Islands, 21st May 1851.

I have to acknowledge the receipt of your report of proceedings from the 15th ultimo to the 9th instant, and to express my satisfaction with the manner in which you have carried out the service intrusted to you.

With your account of the generous and kind feeling evinced by and the general good conduct of the people who were under you I am much pleased; which has been made known to them.

I am, &c.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

Enclosure 18 of No. 11 of 1851.

Captain AUSTIN to Abraham R. BRADFORD Esq., Surgeon, Her Majesty's Ship "Resolute," in charge of the Sledge "Resolute."

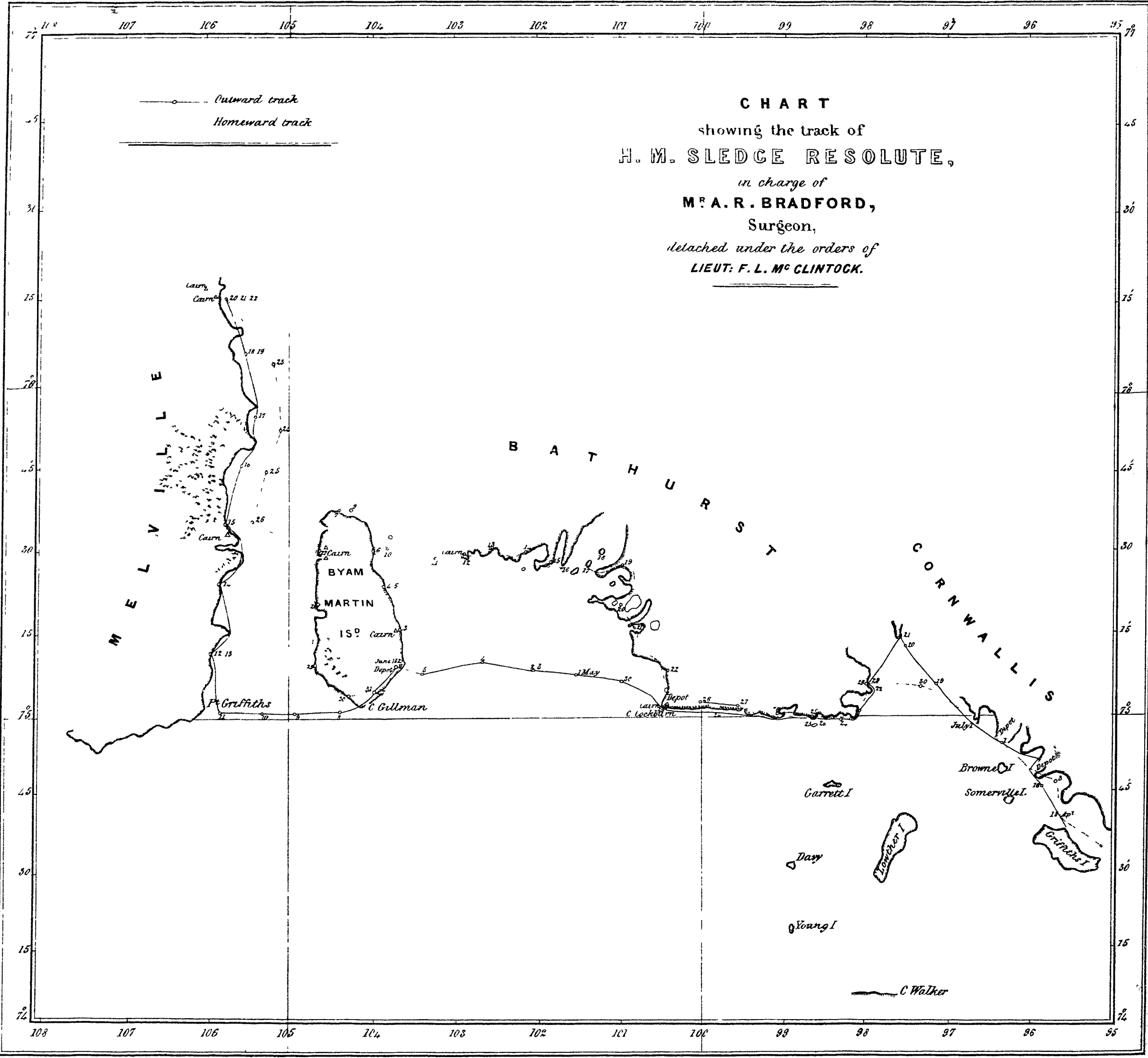
By Horatio T. Austin, Esq., C.B., Captain of Her Majesty's Ship  
"Resolute," and in charge of an Expedition to the Arctic Seas.

Looking to the extensive operations about to be entered upon, and to the number of persons who will be employed in the line of search to the westward, it is a cause of great satisfaction to me, when availing myself



**C H A R T**  
 showing the track of  
**H. M. SLEDGE RESOLUTE,**  
*in charge of*  
**M<sup>r</sup> A. R. BRADFORD,**  
 Surgeon,  
*detached under the orders of*  
**LIEUT. F. L. M<sup>c</sup> CLINTOCK.**

—○— Outward track  
 ——— Homeward track



of your earnest desire to proceed in the search to Melville Island, to know that there will be a medical officer of your experience and general fitness in that direction.

You will therefore now take under your command the six men hereafter named, who one and all have volunteered and been chiefly selected by yourself for this service, and who with their sledge have been under your control and responsibility for preparation and equipment since the 10th ultimo. Place yourself under the orders of Lieutenant M'Clintock, and follow such directions as you may from time to time receive from him during the period of this particular service.

I appoint you as second to that officer, in the full confidence that, whether in company or detached, your best efforts will be exerted to carry out the great object of our mission, the most active, earnest, and persevering search for our missing countrymen.

Given under my hand, on board Her Majesty's Ship "Resolute," in Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.

(Signed) HORATIO T. AUSTIN.

The SIX MEN referred to.

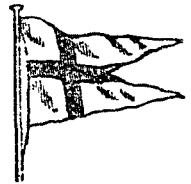
Benjamin Young, captain foretop	-	} Her Majesty's Ship "Resolute."
Robert Hoile, sailmaker	-	
Moses Tew, A.B.	-	
Eli Bone, A.B.	-	
William Swaney, A.B.	-	
Samuel Rogers, private R M.	-	

Extended party, provisioned and equipped for 40 days, with one runner sledge

OFFICERS and MEN composing the Party.

Names.	Rank or Rating	Belonging to
Mr. A. R. Bradford	Surgeon	} Her Majesty's Ship "Resolute," Captain H. T. Austin.
Benjamin Young	Captain foretop	
James Robinson	Captain forecastle	
Robert Hoile	Sailmaker	
Moses Tew	A.B.	
William Sweeney	A.B.	
Samuel Rogers	Private R.M.	

H M Sledge, "Resolute."



Morro — "Onward to the rescue"

Mr. A. R. BRADFORD, Surgeon, Her Majesty's Ship "Resolute," to Captain AUSTIN.

Her Majesty's Ship "Resolute," between Griffith's and Cornwallis Islands, August 1851.

Sir,

In compliance with your orders I have the honour to transmit a journal of my proceedings from the 17th April to 4th July 1851, whilst in charge of the sledge "Resolute," attached to the western division commanded by Lieutenant M'Clintock, including the period I was detached by that officer for the exploration of the eastern coast of Melville Island, coast lines of Byam Martin Island, and Graham Moore Bay.

After being detached from Mr. M'Clintock, very few opportunities offered for taking observations of the sun, &c., in consequence of the prevalence of fogs and mists.

The coast line of Melville Island from 10 miles north of Point Griffiths to my farthest north, about  $76^{\circ} 21' N.$  lat., I purpose laying down in the track chart from compass bearings, which were taken with great care and attention.

In my circuit of Byam Martin Island I was entirely dependent on observations of the sun for bearings, as an accident to the compass on my return from Melville Island rendered it useless.

I have also the honour to forward you a few geological specimens from the east coast, Melville Island, with a small quantity of coal picked up in a stream on Bathurst Island.

The health of the party was generally good, though at one period, about the termination of the excessive cold weather, most of the men began to exhibit some symptoms of general debility, the effect of protracted fatigue, cold, and the want of a change of diet. A few "frostbites" occurred in the early stages of the journey, which an immediate attention to prevented becoming serious, and thereby the necessity of sending any one of the party back was obviated.

In conclusion, I am much gratified in feeling it a duty incumbent on me to bring under your particular notice the praiseworthy conduct of Benjamin Young, petty officer of the sledge, the other two petty officers and men composing the party, the whole having conducted themselves to my entire satisfaction, showing cheerfulness and zeal, and great power of endurance, though exposed for upwards of 20 days, towards the latter end of the journey, to continual wet in snow and ice but partially thawed.

I have, &c.

(Signed) A. R. BRADFORD, Surgeon,  
Her Majesty's Ship "Resolute."

#### ABSTRACT OF ORDERS from Captain AUSTIN.

Looking to the extensive operations about to be entered upon, and to the number of persons that will be employed in the line of search to the westward, it is a cause of great satisfaction to me, when availing myself of your earnest desire to proceed in the search to Melville Island, to know that there will be a medical officer of your experience and general fitness in that direction.

You will therefore now take under your command the party of six men hereafter named, who one and all have volunteered and been chiefly selected by yourself for this service, and who with their sledge have been under your control and responsibility for preparation and equipment since the 10th ultimo. Place yourself under the orders of Lieutenant M'Clintock, and follow such directions as you may from time to time receive from him for this particular service.

I appoint you as second to that officer, in full confidence that, whether in company or detached, your best efforts will be exerted to carry out the great object of our mission, the most active, earnest, and persevering search for our missing countrymen.

Given under my hand on board Her Majesty's Ship "Resolute," in Winter Quarters between Cornwallis and Griffith's Islands, 7th April 1851.

(Signed) HORATIO T. AUSTIN.

A. Rose Bradford, Esq., Surgeon, &c.

#### ABSTRACT OF ORDERS from Lieutenant M'CLINTOCK, on being detached at Point Griffiths, Melville Island.

Her Majesty's Sledge "Perseverance," off Point Griffiths,  
Melville Island, 11th May 1851.

Having arrived at Melville Island, and feeling confident that my own resources are adequate for the fulfilment of my orders, viz. the examination of Winter Harbour and intermediate line of coast, I gladly avail myself of the permission given me by Captain Austin to detach you upon a similar duty of search; the more so as you are in every respect equipped similarly to myself, and by detaching you at this extremity of the island a great increase of coast line may be examined.

You will therefore take up the line of search from this point northwards, following the eastern coast of Melville Island, and examining it with care; and should you reach Point Nias, examine the cairn erected by Sir Edward Parry; bring away any records you may find, replacing them by one of those with which you are furnished; and having proceeded as far as

your provisions will admit, examine the western coast of Byam Martin Island on your return, or any land or islands visible to the northwards, including Sabine Island and Apparent Island.

But should the opening between this land and that of Byam Martin Island prove to be only a deep bight, you will trace it round, keeping the land constantly on your left hand. On arriving at the depôt, take your proportion of provisions, leave a record, and without further delay prosecute the search northwards along the eastern coast of Byam Martin Island as far as your provisions will admit. I wish to draw your particular attention to all head-lands and exposed points where beams or traces of wreck are most likely to be found.

In the first place, the depôt on Byam Martin Island is a point of rendezvous, date 14th June. If the second party does not arrive within 36 hours, the first party, whether it be yours or mine, will proceed to Bathurst Island, and coast round "Graham Moore Bay" to the depôt at Cape Cockburn, when 36 hours, if it can be spared, will be allowed for the second party to come up, and which will travel direct from Byam Martin Island, if the state of the ice permits, whence the first party will proceed direct to Cape Capel and Cornwallis Island depôts, and to the ships.

Having fully discussed the performance of this duty with you, there is nothing further for me to state, being fully convinced that yourself and party are equal to the task assigned you, and all that human efforts can accomplish will be ably carried out.

You have my most sincere wishes for the health of yourself and party.

(Signed) F. L. M'CLINTOCK.

A. R. Bradford, Esq., Surgeon, &c.

#### JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Resolute."

*Tuesday, 15th April.*—Left Her Majesty's Ship "Resolute" at 6h. 20m. P.M. with the travelling parties, Captain Austin, most of the officers and men belonging to the squadron, accompanying us to the N.W. point of Griffith's Island, whence the sledges had been advanced on the 12th instant. 9h. 30m. reached the sledges. Heard a short prayer read by Captain Austin, who afterwards took leave of each officer and sledge party in succession, exhorting them to behave with zeal, and to show a cheerful obedience to their officers, under the many accidents and trials that might befall them in the long journey they were entering upon.

At 10h. P.M. the sledges of the western division under the command of Lieutenant M'Clintock formed line a-head in the under-mentioned order, and proceeded towards Cornwallis Island: "Perseverance," Lieutenant M'Clintock; "Dasher," Mr. Shellabear, Second Master, "Limited" to the above; "Resolute," Mr. Bradford, Surgeon; "Excellent," "Limited," to "Resolute," and under charge of Mr. May, Mate; with the "Parry," Mr. Cheyne, Mate, "Auxiliary" to the western division. Mutual cheering took place between the divisions as they separated towards their several points of destination, in which our friends remaining behind in the ships heartily joined.

*Wednesday, 16th.*—30m. A.M. stopped to lunch. 1h. 30m. A.M. resumed our course under sail, the floor-cloth having been fitted for the purpose. The floe at first starting was very good for travelling. It has now become rougher, and the hummocks are larger and more numerous.

4h. 30m. A.M. encamped on the floe. Thermometer 15°+. Wind N.W., fresh and squally. Dis anc., 15 miles

6h. P.M. proceeded in the direction of Cornwallis Island. Fresh breezes and squally, with drift. Sledges under sail, and in the squalls almost running over the men. 10h. P.M. sighted the land of Cornwallis Island.

*Thursday, 17th.*—1h. A.M. stopped to lunch. 2h. A.M. encamped on Cornwallis Island to the eastward of the inlet. Second Journey.  
Towards Cornwallis Land  
Travelled, 8h  
Distance, 11 miles

## Third Journey

Along the coast of Cornwallis,  
to depôt N of Brown's Island  
Travelled, 5h 30m.

Distance, 8 miles.

## Fourth Journey

From autumnal depôt towards  
Bathurst Land.

Travelled, 9h 5m

Distance, 12 miles.

## Fifth Journey

Towards the peaks of Bathurst  
Land

Travelled, 9h 53m

Distance, 11 miles

## Sixth Journey

Making our way round and  
across the bays connecting Corn-  
wallis and Bathurst Lands  
Travelled, 4h 30m

Distance, 6 miles

Therm 5°—

## Seventh Journey

Towards a point under the  
Peaks, Bathurst Land Course  
inside of Baker Island

Cape Capel

Travelled,  
Distance, 10 miles.

## Eighth Journey

Towards a headland, W. of  
Bradford Bay, Bathurst Land.

6h. 10m. P.M. proceeded in the direction of the autumnal depôt to the northward of Brown's Island. 11h. 40m. reached depôt, and found Mr. M'Dougal's notice. He states that he had replenished the depôt, which had been destroyed by bears. The pemmican escaped damage, from being frozen hard. Encamped below the depôt. Fresh breezes from the N.W.

*Friday, 18th.*—Noon, strong breezes, with heavy drift. Thermometer 21½°+. 8h. 5m. P.M. proceeded in the direction of Bathurst Island, under sail. Received before leaving camp four days provisions, issued by Mr. M'Clintock from the depôt.

*Saturday, 19th.*—5h. 10m. A.M. encamped on the floe, having passed a point of land soon after midnight. We had a fresh breeze on commencing the journey, which towards midnight became light. The floe has been in some places very rough; on the smoother part great progress was made. The night has been too dark to make the land out distinctly.

8h. 7m. P.M. proceeded on our journey towards distant high land. 11h. 50m. floe very smooth. The men appear to be in good health and spirits. They sweat less, and in consequence their thirst is not so great.

*Sunday, 20th.*—Halted to lunch. "Dasher" not up; they had to unload, from a screw being loose in the runner band. High land in sight, supposed to be part of Bathurst Island, bearing E.S.E. 2h. 20m. A.M. resumed journey across the floe. Thermometer 19°+. 6h. A.M. encamped off a point which showed out from under the high land as the light increased. 8h. A.M. supplied one man as a "look out" to the camp.

7h. P.M. Proceeded towards what we supposed to be the north end of Baker Island. On nearing the point another headland opened out, and so on several others in succession as we advanced to the northward. It was blowing strong from the N.W., with thick weather, when we left the encampment, which increased to a moderate gale on closing the land. We continued on from point to point until 11h. P.M., when it was thought advisable to turn back, as we found ourselves embayed, the land running round to the north, and apparently connecting Bathurst and Cornwallis Lands. 11h. 30m. P.M. it now became necessary to seek shelter, as the wind was strong, with a fall of snow, and heavy blinding drift.

*Monday, 21st.*—30m. A.M. rounded the south point of land. 1h. A.M. encamped round the point. The men behaved with great spirit and perseverance, though much exhausted by the severity of the weather, and the long drag, head to wind. During some of the squalls the long line of sledges was not visible at a greater distance than fifty or sixty yards. The land, though within half a mile of us, was entirely obscured for long intervals, and some anxiety was felt for Mr. M'Clintock, who was absent in that direction. Several of the men were frostbitten. Thermometer 7°—. Received, before starting, 21 lbs. from the "Parry." Noon, weather clear. The point we are on appears connected by intermediate land, forming a deep bay with a point passed soon after leaving the autumnal depôt. Latitude, by observation, 75° 14' N. The site of our encampment has been named by the division, Easter Monday Point.

7h. 50m. proceeded in the direction of a point to the westward distant apparently twelve or fifteen miles. Midnight, refreshed on the floe with half a gill of rum and some biscuit. The temperature was too low to light the lamps for melting snow. Thermometer 18°—.

*Tuesday, 22d.*—We had a fresh breeze on commencing the journey, which gradually died away, leaving a clear and serene sky. Encamped on the point steered for near Cape Capel. Henry Cumber, A.B., was frostbitten in hands and feet during the journey. By turning the "Dasher" too short in the deep snow, when about to encamp, the starboard upper runner was broken.

4h. P.M. called the cook. Thermometer 8°—. 9h. proceeded, after placing Mr. Cheyne's depôt in security. Mr. Cheyne exchanged sledges with

Mr. Shellabear, taking the "Dasher" (crippled) back to the ships. Thermometer  $12^{\circ}$ -. Several men frostbitten. Travelled, 7h.

*Wednesday, 23d.*—1h. 30m. A.M. stopped to lunch; grog and biscuit. Cold very severe. Thermometer  $26^{\circ}$ -. The breeze has freshened towards midnight. 4h. A.M. reached and encamped close to Bathurst Land, under the peaks, having left Baker Island on our left in the passage across the floe. George Malcolm, capt. hold, Benjamin Strutt, A.B., attached to the sledge "Excellent," and William Sweeney, A.B., sledge "Resolute," with several others, are frostbitten in their toes and feet. Malcolm's is a bad case, as he persisted in wearing leather boots. Thermometer  $27^{\circ}$ -. Distance, 11 miles.

8h. P.M. proceeded on the floe, along the land of Bathurst. Breeze freshening; sledges going at a good rate under sail. Weather very severe. Ninth Journey. Towards Alison's Inlet along the coast line of Bathurst.

Midnight, encamped. Not considered prudent to expose the men any longer. The cold is very severe in this fresh breeze. Frostbites have become more numerous, and some of the party have had their toes frozen hard. Thermometer  $26^{\circ}$ -. Travelled, 4h. Distance, 6 miles.

Wind N.W.; fresh breeze and squally.

*Thursday, 24th.*—Remained in the tents, as it is blowing too hard to proceed on the journey in such a low temperature. Confined to tents by stress of weather.

11h. P.M. proceeded in the direction of Alison's Inlet. Thermometer  $1^{\circ}$ -. A fine night. Tenth Journey. In the direction of Alison's Inlet.

*Friday, 25th.*—3h. A.M. stopped to lunch. Thermometer  $10^{\circ}$ -. 6h. A.M. encamped in a bay on Bathurst Land. We were obliged to get in shore, as heavy ice extended a long way off. Several traces of an animal we supposed to be the glutton were crossed, both on the floe and the land. Sandstone is very prevalent in the shingle on which we are encamped. Travelled, 7h. Distance 8 miles.

6h. P.M. called the cook. Thermometer  $10^{\circ}$ -. Two mock suns reported by the cook. Eleventh Journey. Towards Alison's Inlet.

8h. 20m. P.M. proceeded on journey. Soon after starting observed two sledges outside of us on the floe. 11h. P.M. communicated with the strangers, who proved to be the "Lady Franklin," Lieutenant Aldrich, and his Limited, the "Hotspur," Mr. Pearse, mate. Lieutenant Aldrich is slightly frostbitten on the cheek. Mr. Pearse looking rather thin. Travelled, 8h 10m. Distance, 8 miles.

*Saturday, 26th.*—40m. A.M. stopped to lunch. Thermometer  $13\frac{1}{2}^{\circ}$ -. "Lady Franklin" and consort crossed our track astern, and made into the land towards a bay, for the purpose of making a depôt. 4h. 30m. encamped. We had snow and thick weather all the morning. 7h. 40m. "Lady Franklin" and consort came up to our encampment, and pitched tents for their lunch.

8h. 20m. P.M. proceeded. "Lady Franklin" and consort in company. Thermometer  $21^{\circ}$ -. 10h. P.M. "Lady Franklin" and consort hauled in towards the shore for the purpose of encamping. 10h. 30m. P.M. sighted Cape Cockburn. Twelfth Journey. W. towards Cape Cockburn, Bathurst Land. Travelled, 7h. 20m. Distance, 9 miles.

*Sunday, 27th.*—1h. A.M. stopped to lunch. Thermometer  $26^{\circ}$ -. Wind N.E. 3h. 40m. A.M. encamped on a low beach or flat extending towards Cape Cockburn. Thermometer  $28\frac{1}{2}^{\circ}$ -. As the wind increased towards the morning the cold became very severe.

8h. 15m. P.M. proceeded along the flat towards the neck of land connecting Cape Cockburn to the main. Communicated with a messenger from Aldrich's party. He was reported to be four or five miles in shore, amongst the hills and valleys. Deer have been seen near their tents. 9h. P.M. passed many signs of deer. They are apparently crossing from the south. Thirteenth Journey. W toward Cape Cockburn. Travelled, 7h 45m.

*Monday, 28th.*—1h. A.M. stopped to lunch. Wilkie, quartermaster, and petty officer of the sledge "Perseverance," was reported to me suffering from retention of urine, brought on by cold and over-exertion. 2h. 15m. Mr. McClintock, by my advice, encamped for the purpose of affording relief to Wilkie, who could not go on. I proceeded in charge of the other

sledges. 4h. A.M. encamped. Thermometer  $26^{\circ}$ — . Our progress has been very slow; the drag was against a rise, in consequence of the attempt we have been making to pass over the low neck connecting Cape Cockburn with the main. 6h. P.M. calm and clear. "Lady Franklin" and consort joined company. 7h. P.M. "Perseverance" joined company.

Fourteenth Journey  
Towards Cape Cockburn

7h. P.M. proceeded towards Cape Cockburn. Thermometer  $23\frac{1}{2}^{\circ}$ — . 11h. P.M. stopped to lunch. Discharged George Malcolm, capt. hold, from the "Excellent" to the "Hotspur," for passage back to the ships, being disabled by a severe frostbite in the right foot.

Travelled, 6h 30m

*Tuesday, 29th.*—1h. 30m. A.M. encamped early under Cape Cockburn, for the purpose of depositing Mr. Shellabear's depôt. Examined the men of the division. Found three in Mr. Shellabear's and two in Mr. M'Clintock's parties disabled, and unfit to proceed farther. There were two or three slighter cases of frostbite in Mr. May's tent. John Wilkie, quartermaster, is much better, and will be able to proceed with Mr. M'Clintock. Game is apparently, by the traces, somewhat plentiful about here. James Robinson, capt. fore-castle, Her Majesty's Ship "Resolute," joined the sledge "Resolute" as a volunteer, in lieu of John Bartlett, sergeant, Royal Marines, who goes back with Mr. Shellabear, not being strong enough to proceed. 1h. 30m. P.M. "Lady Franklin" closed up to our encampment, and Mr. Aldrich deposited a small store of provisions about three quarters of a mile from the spot selected for Mr. Shellabear's depôt. Pitched the tents at 1h. 30m. P.M.

Distance, 5 miles

Fifteenth Journey  
From Cape Cockburn towards  
Byam Martin Island, across  
Graham Moore Bay

5h. 20m. P.M. proceeded. After securing depôt, and taking leave of the returning parties, viz., Mr. Pearse and Mr. Shellabear, who return together to the ships, hearty cheers were exchanged, and hearty wishes expressed for our success and welfare. Some of the men returned disabled looked disappointed at not being able to go farther. We took the floe across Graham Moore Bay, some distance off the land, in the direction of Byam Martin Island. The "Lady Franklin" is pointing in the same direction, but nearer the land. Received five days provisions from Mr. Shellabear. 9h. P.M. made sail.

Travelled, 8h 40m

*Wednesday, 30th.*—45m. A.M. stopped to lunch. Thermometer  $13^{\circ}$ — . Wind cold and cutting. 5h. A.M. encamped on the floe. Thermometer  $16^{\circ}$ — . The cook, Samuel Roberts, whilst preparing the pemmican outside the tent, observed and reported a bear approaching the encampment. Rifles and guns were in immediate requisition, with which he was saluted when within about 60 yards, and shot. He supplied a moderate quantity of fat to each tent, with some very good steaks.

Distance, 9 miles.

Total number of miles travelled  
in April, 156

Sixteenth Journey  
Crossing Graham Moore Bay,  
towards Byam Martin Island

4h. 15m. P.M. called the cook. Had bear steaks for breakfast, and relished them very much. 7h. 30m. P.M. thermometer  $15^{\circ}$ —; calm. Bluff of Cape Cockburn W. by N.  $\frac{3}{4}$  N. distant 10 or 11 miles. 9h. 10m. P.M. proceeded towards Byam Martin Island.

Travelled, 7h 45m

*Thursday, 1st May.*—1h. 50m. A.M. stopped to lunch. A beautiful calm night, but very cold at lunch. Found the thermometer broken, and no longer of any use.

Distance, 9 miles

5h. 55m. A.M. encamped. In some parts the floe was very heavy for travelling.

Seventeenth Journey  
Crossing Graham Moore Bay,  
to Byam Martin Island.  
Travelled, 7h 30m

6h. P.M. called the cook, and found the chronometer down. Had a comparison with Mr. M'Clintock in the morning when we camped. 9h. P.M. thermometer  $18^{\circ}$ — . 10h. 15m. P.M. three bears in the west quarter. 10h. 30m. P.M. proceeded under sail. Thick weather, not much wind.

Distance 10 miles.

*Friday, 2d.*—Lunched, and wound chronometer up, and set it by Mr. M'Clintock's. Wind veering round to the W. of south. The travelling is very heavy over the ridges and wreaths formed by the snow. 6h. A.M. encamped. Wind S.W., increasing in strength, promising to blow hard.

Confined to tents by stress of  
weather.

5h. 15m. P.M. called the cook. Blowing fresh from the S.W., with a thick drift flying. 9h. P.M. confined to the tents by stress of weather. It is now blowing a fresh gale.

*Saturday, 3d.*—6h. A.M. bad weather continues. 8h. weather moderating. Sun showing out through the drift.

5h. P.M. called the cook. The gale is over. 9h. 45m. proceeded. Floe heavy, but level. Men in good spirits, and apparently recruited by the day's rest. Our appetites are becoming voracious; the allowance of pemmican scarcely enough. By the great care and attention bestowed by the men on the sleeping bags, skins, &c. we are as dry and comfortable now as the day we left the ship. Midnight, calm, and overcast.

Eighteenth Journey.  
Crossing Graham Moore Bay to B. M. Island.  
Travelled, 8h. 45m.  
Distance, 10 miles.

*Sunday, 4th.*—2h. A.M. stopped to lunch. Thermometer 6°. A light air from the northward. 6h. A.M. weather clearing, land showing occasionally through the mist right ahead, and somewhat on the port bow.

6h. 30m. A.M. encamped.

5h. P.M. called the cook. Some of my men are afflicted with diarrhœa.

8h. 40m. P.M. proceeded under sail, with a light breeze N.N.E.

Nineteenth Journey.  
To B. M. Island.  
Travelled, 9h. 35m.

*Monday, 5th.*—Stopped to lunch. Melted snow for water. Breeze freshening. 1h. 15m. A.M.

6h. 15m. A.M. encamped. Sky overcast. The land not visible.

Distance, 11 miles.

5h. 15m. P.M. called the cook. Land in sight to the westward, apparently 8 or 10 miles distant.

Twentieth Journey.  
Arrived at B. M. Island.  
Travelled, 8h. 25m.

A point E. by N., distant 10 or 11 miles.

9h. 35m. P.M. proceeded in the direction of the point, W.S.W. true.

*Tuesday, 6th.*—2h. A.M. stopped to lunch. After lunch proceeded, altering course 2 points to the westward, to close the nearest land. 5h. A.M. close in with some heavy hummocks. Double banked the sledges, and got through without accident, and found ourselves on Byam Martin Island. Proceeded some distance along the beach, and at 6h. A.M. encamped under a bluff about 4 or 5 miles from the east end of the island.

Distance, 8 miles.

5h. 15m. P.M. called the cook, and sent one man to assist with men from the other sledges in digging a pit on the rise of land above the encampment for Mr. May's depôt. 11h. 15m. P.M. the sledge "Excellent," Mr. May, parted company on return to the ships. After depositing depôt, and giving 7 days provisions to the sledges "Resolute" and "Perseverance," John Hiels, private R.M., joined Mr. M'Clintock's party from the "Excellent," in lieu of Robert Farquhar, private R.M., who is not strong enough to continue on.

11h. 30m. P.M. proceeded on in charge of the 2 sledges; Mr. M'Clintock and 3 men remaining behind to finish securing the depôt. Midnight, observed the sledge "Excellent" away in the east quarter. Make sail. The travelling round the land is very heavy, from the depth of the snow. We are prevented going on the floe by the masses of ice piled up along the beach.

Twenty-first Journey.  
Along the south coast B. M. I. towards Point Griffiths, Melville Island.

Travelled, 7h. 5m.

*Wednesday, 7th.*—1h. 30m. A.M. shot a brace of white hares, and saw some ptarmigan. Mr. M'Clintock had rejoined the sledges by this. Lunched.

Distance, 6 miles.

6h. 35m. A.M. encamped on a low beach, with sand for a bed. 7h. A.M. assisted Mr. M'Clintock in taking astronomical observations. Our journey has been round the south of Byam Martin Island towards Cape Gillman.

5h. 15m. P.M. called the cook. Had part of the hare for breakfast.

Twenty-second Journey.  
Along the south coast B. M. I. towards Point Griffiths, Melville Island.

9h. P.M. proceeded. The ice outside on the floe appears to be of the heaviest description, and extends to a long distance off the land. Many of the hummocks are the size of small bergs.

Travelled, 7h. 30m.

*Thursday, 8th.*—1h. A.M. lunched. The dragging has been very heavy, and the sledges in consequence get on at a very slow rate. The hummocks outside of us begin to look more promising for a passage through. 2h. A.M. succeeded in getting past the hummocks, off a point of land to the east of Cape Gillman. 2h. 30m. we are now going to the westward on the floe, which has been subjected to heavy pressure. A low point of land is broad on our starboard beam.

Distance, 8 miles.



4h. 30m. A.M. encamped. Men much fatigued ; this caused us to encamp early. Several points of land project from the south end of the island, the terminations of the ridges extending from the main body of the island, like the points of a star, leaving shallow bays and level plains in the intervals. The beach, composed chiefly of sand and sandstones, shoals off to a long distance. I judge this to be the case by the manner in which the hummocks are pressed up and discoloured a long way off. In some spots on the beach the sand is mixed with a very dark, almost black, coloured clay. Moss is very abundant and thick on those patches of ground uncovered by snow.

Twenty-third Journey  
From B. M. I towards Point  
Griffiths, crossing the inlet

Travelled, 5h

Distance, 6 miles.

5h. P.M. called the cook. 9h. 10m. P.M. proceeded. It being my turn to lead and pick out the road for the sledges, I took the advance for that purpose, but found it a most difficult business, from the roughness and uneven state of the floe. A sharp keen breeze from the westward.

*Friday, 9th.*—1h. 20m. lunched. The passage through the hummocks has been very difficult, and the men are in consequence much fatigued. A bright sun, with a clear sky, except to the westward. The cold is very severe. The bank of clouds to the westward lifts occasionally, showing land in the distance, which we suppose to be Melville Island. The W. point of Byam Martin Island still hangs upon our starboard beam, distant 8 or 10 miles.

5h. 10m. encamped. The dragging has been very heavy. The floe is composed of old packed ice. The land to the westward is seen very distinctly from the top of a large hummock that is near us, apparently distant 20 to 25 miles.

Twenty-fourth Journey  
Crossing the inlet from  
B. M. I to Melville Island.

Travelled, 8h 35m

Distance, 7 miles

4h. 6m. P.M. called the cook. 7h. 40m. proceeded. Floe continues to look heavy for dragging.

*Saturday, 10th.*—1h. 10m. A.M. stopped to lunch. 4h. 15m. encamped. The floe improved as we advanced after lunch. We appear to be rather nearer to Byam Martin Island than to Melville Island. There is an appearance of land over the W. end of Byam Martin, showing like islands, or the tops of hills. Bearing to the E. of N.

Twenty-fifth Journey  
Crossing the inlet from B. M.  
to Melville Island

Travelled, 8h. 10m

Distance, 9 miles.

4h. 15m. P.M. called the cook. 8h. 20m. P.M. proceeded towards Point Griffiths, Melville Island.

*Sunday, 11th.*—50m. A.M. stopped to lunch. 4h. 30m. A.M. encamped. Point Griffiths E. by N. distant 8 or 10 miles. The travelling has been better during this journey. 12h. 30m. P.M. M'Clintock and self went in pursuit of a bear that was in sight from the tents. A fine warm day. 2h. P.M. returned from the chase without success.

Twenty-sixth Journey  
Towards the east coast line,  
Melville Island, north of Point  
Griffiths

Travelled, 7h 30m.

Distance, 11 miles.

6h. P.M. called the cook. 9h. 30m. proceeded, and parted company with the "Perseverance," receiving orders (vide abstract) from Mr. M'Clintock for my guidance in exploring the N. coast line of Melville Island, &c.

*Sunday, 12th.*—1h. 45m. stopped to lunch. The "Perseverance" after parting company made directly for a low point, which we took to be Point Griffiths. I made towards the land, 8 or 10 miles more to the N. on a S.  $\frac{1}{2}$  W. course. A fine night. Mr. M'Clintock remained with me up to 11h. P.M., when we separated for our respective sledges. A dense fog came towards us from the land. We shook hands, and wished each other success. I must admit that when the "Perseverance" was lost sight of in the distance I began to have some little feeling of the loneliness of our position, almost as if the last link connecting us with the living world had been severed. That these feelings were participated in by the men of the parties was evidenced by the manner in which they took leave of each other. One was so affected that on shaking hands with his chum he was unable to give utterance to the good bye. Than this man, guilty of what some persons might sneer at as a weakness, there was not a better or more resolute one in either of the sledge parties, and an old traveller as well in the Arctic regions. Towards midnight the breeze freshened,

with drift. 1h. 45m. A.M. stopped to lunch. 3h. 30m. landed on Melville Island. Breeze very fresh, and bitterly keen. The place on which we landed was the N. shore of a shallow bay, the coast line of which we followed for 2 or 3 miles to the N.E. up to a low point from whence the coast and hummocks appear to trend into a deep bay running to the westward. Weather not sufficiently clear to make the trending of the land out.

5h. encamped on the low point. Blowing fresh, with a fall of snow. The land all round is very low and flat, apparently an extensive plain, with sandstone ridges showing out here and there through the snow. 6h. P.M. called the cook. Fresh breeze, with drift; overcast, and view limited. I arranged with Mr. M'Clintock for this to be a day of rest for the purpose of recruiting, and giving the men an opportunity to repair their clothes, &c.

The party are all well, but somewhat reduced in weight and appearance. Most of them have suffered from diarrhœa, which I believe to be brought on by the cold water they drink such quantities of to quench thirst caused by the saltness of the pork.

Remained in tent for the purpose of allowing the party a day's rest.

8h. 15m. P.M. had breakfast.

*Tuesday, 13th.*—Lunched. Strong breezes and thick weather. Very little needlework done; the men say it is too cold for their fingers. 8h. 40m. A.M. dinner. Blowing fresh from the old quarter, with heavy drift, and lulls at intervals. 4h. P.M. called too late to take the sun at noon.

4h. 45m. P.M. called the cook. Blowing fresh from the northward.

Twenty-seventh Journey.

9h. 45m. P.M. proceeded towards a point on the N. side of the bay. S. by W.  $\frac{1}{2}$  W. 11h. 30m. P.M. reached the point No. 1., having made the sweep of the bay inside the hummocks. From the top of the point No. 1. I took the bearing of the most distant point of land to the northward, S.W. by S. Sun S. by W. The nearest point of Byam Martin Island, W.N.W. The extreme N. point appears to be a bluff running down to a low point away in the N.E. No appearance of land. Byam Martin Island appears to trend this way. Wind light, and noble view. Clear to the northward. 11h. 35m. P.M. rounded No. 1. point, and steered across a bay to the bluff, a little to the left of the bearing of the extreme point to the northward.

North, along the east coast line of Melville Island.

Travelled, 9h. 15m.

Distance, 12 miles.

The land round this bay is higher than that in the bay near our last camp. It runs up with gentle slopes to an elevation of 100 or 200 feet. Floe across is favourable for travelling, but apparently composed of very old ice.

*Wednesday, 14th.*—1h. 30m. A.M. stopped to lunch. As we advance to the northward, Byam Martin Island keeps rising in the N.E., closing somewhat towards Melville Island. 5h. A.M. altered course  $1\frac{1}{2}$  points, to close the land inside the bluff. 6h. 30m. A.M. encamped on a low sandy beach, with patches of light brown clay mixed with sand showing here and there. The tent is about  $\frac{1}{2}$  a mile from where the shore begins to rise into higher land. The bay is apparently very shoaly, and not very deep. Shot a brace of ptarmigan. Bluff S.W. by W. 3 miles. The men worked with great spirit and zeal, making a capital journey. Some of the ice forming the floe is apparently very old, as moss is seen growing on several of the hummocks in the middle of the bay.

5h. 30m. P.M. called the cook. 8h. P.M. proceeded. I left the sledge, and went towards the bluff, which is the termination of a high ridge of land running from the interior perpendicular to the coast line. This ridge rises to a considerable elevation. A moderate sized river, or rather the bed of one, sweeps round the N. side, separating it from plains bounded by higher land. These plains run with a long slope to the beach. The high lands appear to unite in the background, forming a hilly district of considerable height. I ascended the bluff to a height of 500 or 600 feet, and the ridges of high land were far above me. Large sized rocks and stones were lying strewed about on a bed of sandy clay, mixed with slate. No sign of this spot ever having been visited except by deer, the traces of which are old. This is point No. 2. The point I saw yesterday in the distance, nearly on with the bluff, bears S.W. by S., distant 15 or 20

Twenty-eighth Journey.

To the northward along the east coast, Melville Island. Travelled, 9h. 15m.

Lunch occupies about 30m.

Distance, 10 miles.

miles. Snowy ravines on Byam Martin Island very distinct, W.  $\frac{1}{2}$  N. On returning from the hill I met the sledge on the banks of the river. The party had kept too near the high land, for the purpose of keeping me in sight. 10h. 30m. P.M. crossed the river, and hauled the sledge up the N. bank. 11h. P.M. erected a cairn, and deposited a notice on the top of the bank.

*Thursday, 15th.*—45m. A.M. stopped to lunch. 1h. 45m. A.M. proceeded across the plain towards the floe, in the direction of the point. 3h. 15m. A.M. reached the floe. 3h. 35m. A.M. observed two lofty peaks to the westward of the point we are making for, point No. 3. The ridge of hills to which they belong is some distance to the N.W. true. 3h. 50m. A.M. went in chase of a bear. 5h. 15m. A.M. rejoined the sledge, and encamped on the floe. In pursuit of the bear I met with an accident, and sprained the muscles of my right thigh, by slipping on the ice. The latter part of the journey has been over the floe. Some of the ice looks very old. No signs of any pressure. Floe very level.

Twenty-ninth Journey.  
To the northward along the  
east coast of Melville Island.

6 h. P.M. called the cook. As the fuel is short we are obliged to curtail the time occupied in cooking; I therefore allow the cook one hour longer to rest. The day has been warm and beautifully clear. Wind variable with calms. The men have had a wash, and look quite fresh with clean faces. Point No. (3.) S.S.W. 9h. 15m. P.M. proceeded. Our tallow is finished. Fog hanging about; horizon not clear.

Travelled, 7h. 30m.

*Friday, 16th.*—1 h. 45 m. A. M. stopped to lunch; could not spare fuel to melt snow for water. 2 h. 30 m. A.M. proceeded on journey. The point is further off than I first judged it. The men have rattled the sledge along at a most rapid pace. The floe is good and smooth for travelling; no hummocks or elevations except at the tidal mark near the beach, with a solitary hummock here and there pressed upon the shoalest parts of the bay. 4h. 30m. A.M. reached the point No. (3.) 4h. 45m. tented. On ascending the higher land I could obtain no clear view of the trending of the land. A point is indistinctly seen on the same bearing, viz., S.S.W. Floe level and no hummocks. Searched as usual for cairns, or indications of the place having been visited by the absent Expedition, but without meeting with any success.

Distance, 10 miles.

Thirtieth Journey  
To the northward, along the  
east coast Melville Island

6 h. 45 m. P.M. called the cook, and sent two men to build a cairn on the point. 9 h. P.M. placed a large tin case filled with sand and stones on the top of the cairn. A notice paper, secured in the small tin case sent for the purpose, was deposited underneath the large tin. 9 h. 30 m. P.M. proceeded, guided by the line of hummocks on the beach; not sufficiently clear to get a bearing. Calm and overcast. Snow falling.

Travelled, 8h. 45m.

*Saturday, 17th.*—2 h. A.M. arrived abreast of a point (No. 4.), and lunched. 2 h. 40 m. A.M. proceeded. The high land towards the interior appears to trend more to the westward. An extensive snowy plain lies between the hummocks on the beach and the foot of the hills. 6 h. 15 m. A.M. tented on the floe. Made a point to the northward through the mist; bearing about S. by W. magnetic. Shot a brace of ptarmigan. The floe perfectly level in all directions as far as the eye can reach, and composed of old yellow looking ice, honey-combed. The men suffered much from thirst, as we could not afford fuel to melt snow for water at lunch. 2 h. 30 m. P.M. overcast, and very hot in the tent.

Distance, 10 miles.

Thirty-first Journey.

9 h. P.M. proceeded. The surface of the floe very soft, which makes the travelling heavy.

To the northward along the  
east coast, Melville Island.

*Sunday, 18th.*—1 h. 15 m. A.M. stopped to lunch. Melted snow for water. A fresh breeze, with a fog, coming down from the northward. The land has made a sweep round, and the points showing out to the northward appear to be on the old bearing, viz. S. S.W. magnetic. The sledge has been outside on the floe, just upon the verge of the hummocks, which follow the trend of the low land. I examined the shore on the inside of the line of hummocks, and such has been my usual custom since landing on Melville Island. Although the hummocks on the beach in some spots are very lofty, I find them on examination to be composed or formed of comparative thin floe ice, of not more than two or three feet thickness. Some

Travelled, 8h. 15m

of the hummocks are thirty feet high, an altitude attained by the ice being pushed up and resting on its edges, in a manner similar to children's card houses. Fresh breeze (fog) from the northward. 5 h. 15 m. A.M. tented on a low flat. Fog too dense to proceed. Noon, overcast, and blowing fresh. Distance, 8 miles.

5 h. 15 m. P.M. called the cook. Wind increasing, overcast and gloomy, strong breeze with drift. 7 h. 30 m. P.M. breakfast. Fresh gale from the northward. Drift so thick that the hummocks, 300 yards off, are not visible. 10 h. 6 m. wind and drift increasing; sky overhead clear. Midnight, blowing a hard gale; impossible to travel. Confined to tent by stress of weather

*Monday, 19th.*—1 h. A.M. lunched. Made a sufficient quantity of water for our use from snow in tin vessels placed inside the sleeping bags. Force of wind much the same; occasional lulls. 7 h. A.M. gale abating. 7 h. 15 m. pemmican and grog. A very small quantity of water was allowed to each person, as our fuel is rather deficient. Melting snow in the sleeping bags by the animal heat of the occupants is a very slow process, and the quantity produced small. Noon, tried to get an alt. of the sun; the heavy drift, however, rendered the artificial horizon useless. Gale continues. Tent stands well, and is much sheltered by the drift blown up round it. 4 h. P.M. gale increasing in force. 6 h. 30 m. P.M. called the cook. Weather more moderate.

9 h. 30 m. P.M. proceeded. Blowing strong. Midnight, passed a point No. (5.) Travelled inside the hummocks on a S. by W. mag. course. Found the surface snow much hardened by the late gale. The men bring the sledge along at a good rate, notwithstanding the head wind. Thirty-second Journey. To the northward along the east coast, Melville Island

*Tuesday, 20th.*—45 m. A.M. crossed the hummocks on to the floe, as the more direct course towards a point (No. 6.) bearing S. by E. Cloudy and overcast; breeze freshening up again. 1 h. 45 m. stopped to lunch; breeze increasing, with drift. 3 h. 35 m. crossed to the inside of the hummocks, so as to hold by the land, which is now scarcely visible 200 yards distance. Travelled, 6h 30m. Distance, 7 miles.

4 h. A.M. tented on a piece of gravel. Wind so strong that at times the sledge scarcely moved against it, and at one period in a squall absolutely stopped the men, and partially forced them back. The point we have been steering for I believe to be less than a mile from us, but nothing can be made out 50 yards from the tent.

Noon, blowing hard from the N.W. Sun not visible. 7 h. P.M. called the cook. Fresh gales N.W., with snow and heavy drift. These heavy gales over the land have completely stopped us going to the northward, as it is impossible for the sledge to make headway, and, should this strong weather continue, I shall be obliged to turn back to carry out my instructions relative to the search of Byam Martin Island. I will make an attempt, should the weather permit, to explore the coast line for a short distance, with the assistance of two men, leaving the sledge behind.

Midnight, hard gale N.W. In communicating with the sledge for the purpose of getting provisions, &c. the man returns almost smothered with drift.

*Wednesday, 21st.*—Impossible to move either north or south. 1 h. 30 m. lunched. Could not afford fuel to melt snow for water. 7 h. A.M. pemmican and grog. Gale continues. Confined to tent by stress of weather

Noon, gale more moderate. Sun out. Cannot get a meridian altitude on account of the heavy drift. 7 h. 30 m. P.M. called the cook. Blowing hard. No chance of moving.

8 h. 30 m. P.M. breakfast. A large quantity of tobacco has been consumed during the last 48 hours. Midnight, less wind.

*Thursday, 22d.*—1 h. A.M. the wind lulls at intervals, and then freshens up again in heavy squalls. The gale appears to be broken. Lunched. 7 h. 50 m. A.M. pemmican and grog. Noon, no sun out. Confined to tent by stress of weather

5 h. 15 m. called the cook. Weather more moderate. 8 h. 15 m. employed clearing sledge from drift, and emptying tins for the purpose of building a cairn.

Examined sledge, found screws, lashings, &c. in good order, and as perfect as on the day we left the ship. Snow falling with dark and gloomy

This was the furthest north point reached by the sledge "Resolute"

The weather not permitting a further advance.

weather. 9 h. 30 m. P. M. commenced building a cairn, about 2 miles to the northward of the tent on a conspicuous hillock,  $1\frac{1}{2}$  miles from the beach. Whilst the men were employed I ascended some high ground to the N.W. true, for the purpose of obtaining a view of the trending of the coast line. Thick weather and fog to the northward and eastward confined the vision to a very limited space; not more than 5 miles distance could be seen in any one direction; on the coast line it was limited to the next point, which bore S.E. by S.  $\frac{1}{2}$  S. 4 or 5 miles. This, like all the other bearings of land and points given in this journal, is magnetic. I left a notice in a small cairn erected on the spot. The search here for records or other indications of the missing Expedition proved as fruitless as it had been throughout our various journeys along the coast.

Midnight. On returning to the men, found the large cairn completed, with empty tins built into the top. Deposited a notice, secured in the usual manner, and returned to the tent.

#### Thirty-third Journey

*Friday, 23d.*—30 m. A. M. lunched. Breeze freshening up again with snow. A heavy fall is apparently threatened from a dense bank of clouds in the N.W. quarter.

On return south to B M I.

Travelled, 4h 45m to the south

1 h. 10 m. A. M. as the sledge was already stowed, we struck the tent, and soon made sail before a fresh breeze and thick fall of snow, on our return to Byam Martin Island. We travelled back on the floe, which was very smooth and level. 5 h. 45 m. A. M. tented on the floe. The sledge ran along before the wind, requiring very little assistance from the men.

Distance, 4 miles walked to the north from the tent

Distance south after lunch, 7 miles

As the morning advanced the weather improved. The men have suffered much from thirst since lunch.

The pork received from some of the "limited sledges" has been very salt, and cause of great suffering to the men, with our small supply of water.

#### Thirty-fourth Journey

Going down the floe to the southward for B M Island

Travelled, 6h 45m

Distance, 12 miles

5 h. 15 m. called the cook. Heavy clouds and threatening weather.

8 h. P. M. strong breeze with drift. Sun out. Proceeded under small sail.

11 h. P. M. strong breeze with drift. Sledge runs over the men; obliged to station two hands by the tail-rope, to steer and check her. Midnight, sun out occasionally. Heavy drift. 100 yards is about the limit of our vision.

Travelled, 6h 45m

*Saturday, 24th.*—45 m. A. M. stopped for grog. We could not light the lamp for the purpose of melting snow; too much wind. 1 h. 15 m. A. M. proceeded. A fresh gale. Heavy drift. We cannot see beyond twenty yards distant. 2 h. 45 m. A. M. obliged to tent. The gale though favourable is too strong. We had some difficulty in pitching the tent, as it was blown down several times in the squalls. 5 h. A. M. gale continues. Pemican and grog. 5 h. 30 m. A. M. "splced the main-brace," with half a gill extra of rum, in honour of the Queen's birthday. Her Majesty's health was drank with great loyalty by this small knot of Her subjects on the floe, with nothing between them and the strife of elements going on around but the slight walls of a thin tent. These, however, proved to be sufficiently strong for our protection, as had been the case on many former occasions.

Noon, fresh gale from N.N.W. Sun out. Too much drift for observing.

#### Thirty-fifth Journey

Going south off the coast of Melville Island to B M I.

Travelled, 8 hours

5 h. P. M. called the cook. After breakfast repaired damage done to tent by the gale of yesterday.

9 h. 30 m. proceeded. A strong breeze, but clear overhead. Midnight, making a fine run to the southward, under sail; floe level and smooth. The compass has become useless. The south point is now possessed of greater magnetic power than the north. The extraordinary part is, that both extremities are attracted by any magnetic object placed near them; the south point more readily than the north. During the last 24 hours the compass in its leather casing was suspended near a large hunting knife, which may possibly in some measure account for the unusual phenomena, unless by some accident the communication between the points is interrupted. This is a serious misfortune to us, as when the sun is

obscured I have great difficulty in making a straight course, the floe being very smooth, and the land is hid by drift, no object or point is sufficiently prominent to serve as a mark to steer by.

*Sunday, 25th.*—1 h. 30 m. A.M. stopped to lunch. 5 h. 30 m. A.M. tented on the floe. Thick weather. Horizon cleared towards 6 h. A.M., and a point was made out on Melville Island, on our starboard beam, S.W. true, six or eight miles. This is satisfactory, as it proves that our journey has been in the right direction. The moment I can get sight of Byam Martin Island I shall strike across, for the purpose of carrying out my instructions from Mr. M'Clintock, relative to the searching the coast lines of that island. Distance, 11 miles

This has been the only day, since the 20th instant, the weather would have permitted us to make a journey to the northward, against the strong breezes that have been blowing from the N.W. 8 h. 30 m. A.M. strong breeze N.N.W. Clear overhead, but thick below. Can see the land right a-beam, four or five miles distant. Noon, overcast and gloomy; no sun out; heavy clouds and bank in the N.W. quarter.

5 h. 31 m. P.M. called the cook. A light breeze. 8 h. 30 m. P.M. proceeded under small sail, as the breeze had freshened from the N.W. Sun out at intervals. Obligated to hug the land, as the weather became thick. Floe continues smooth and level. 11 h. P.M. came suddenly upon a line of hummocks, running perpendicular to the land. Altered course five or six points to about E. true. 11 h. 30 m. P.M. crossed the hummocks, and resumed our course along the land to the southward. The wind has been so strong that the sledge, under small sail, either keeps the men at a run or drags them along. Thirty-sixth Journey  
Going to the southward off the coast, Melville Island  
Travelled, 4h 30m

*Monday, 26th.*—1 h. P.M. stopped to lunch during a lull. Several blue patches of sky overhead. 1 h. 30 m. A.M. the strong breeze we had before lunch, after a short lull, freshened up again into a gale, and obliged us to pitch the tent without proceeding any farther. 2 h. 30 m. A.M. saw some land very indistinctly in the S.E. quarter (Byam Martin Island). By our dead reckoning we cannot be many miles from the bluff (point No. 2.) on Melville Island; I therefore feel the less regret at being obliged to stop this morning, as I am far enough south for proceeding across to Byam Martin Island. 7 h. A.M. pemmican and grog. Weather more moderate. Sun out. Horizon not clear. Noon, sun obscured by heavy clouds. Fresh breeze, with drift. Distance, 10 miles

5 h. 30 m. P.M. called the cook. A light breeze from the W.N.W. 8 h. 30 m. P.M. proceeded under small sail, fresh breeze N.W. Sun showed out at intervals, by which I shaped a course across the floe towards Byam Martin Island. 10 h. P.M. obtained, during a partial clearing up, a view of what appeared to be land, bearing about E. true. Kept the wind well aft on the starboard quarter. Floe very good. Sledge under sail, going very fast. Altered course more to the E., so as to bring the dark patch, looking like land, a little on the port-bow. Midnight, land is now very distinct ahead. We are now apparently in mid-channel, as we can see Melville Island as well as Byam Martin Island. What I take to be the bluff (point No. 2.) on Melville Island is away some distance in the S.W. quarter, abaft our starboard beam. With the strong breeze nearly aft the sledge is making great progress, and I have some difficulty, from the stiffness of my leg, injured on the 15th instant, in keeping up with the party, who are almost constantly on the run. Thirty-seventh Journey  
Crossing the inlet from Melville to B M Island.  
Travelled 7h

*Tuesday, 27th.*—30 m. A.M. stopped to lunch. 3 h. 15 m. A.M. landed on Byam Martin Island, a low shoal beach, running off some distance; a solitary hummock here and there indicating the line of coast. 3 h. 30 m. tented opposite the mouth of a small ravine. I consider we have done a greater distance in this journey than in any one since leaving the ships. This shore, like the opposite one of Melville Island, shoals off to a great distance. The extreme point to the northward, bearing N.E. true five or six miles, and towards which the line of coast we are on trends, is apparently the N. or N.W. end of the island. Fresh sign of deer near the tent. 5 h. A.M. overcast, and view limited. Distance, 16 miles.

Thirty-eighth Journey  
Going south along the west  
coast B M Island  
Party sent to the N E travelled  
1 hour.

Distance, 10 miles

Sledge travelled, 4h 15m.

Distance, 6 miles.

5 h. 15 m. P.M. called the cook. Cloudy, but fine. Temperature pleasantly warm. 8 h. 15 m. P.M. sent Benjamin Young and William Swaney to search along the beach to the northward. They are to erect a cairn at the extreme point they may reach, and to be back to the tent by midnight. The rest of the party, under Robinson, are employed building a large cairn on the south bank of the ravine. I am obliged to remain quiet on account of the stiffness and swelling of my right leg, which I find, on examination, is much discoloured in the line of the muscles injured by the accident on the 15th, when in pursuit of the bear. The constant walking, with the rapidity of the last journey, has much aggravated it.

*Wednesday, 28th.*—15 m. P.M. calm and overcast. Party exploring to the northward have returned. Report they found a small pool of fresh water near a ravine, surrounded by traces of deer. This is the first water seen by the party. 30 m. A.M., after depositing a notice, dated 28th May, in the cairn built near the tent, we then had our lunch, and at 1 h. 15 m. P.M. proceeded on our journey, along the west coast of Byam Martin Island, to the southward.

3 h. 15 m. A.M. a thick fog followed us up from the N.W. 4 h. rounded a point. Fog rather dense. We are following the coast line, with a range of beach hummocks outside of us. 5 h. 30 m. A.M. tented. Our view on encamping was limited by the fog to a few yards. 6 h. A.M. fog clearing, the land appears to trend S.S.W. and N.N.W. true. There is an inlet forming a small harbour about half a mile to the southward of the encampment, which is about a mile deep, and less than half a mile across the mouth or entrance, and is somewhat oval in its shape.

Thirty-ninth Journey  
Going south, along the west  
coast P M Island

Travelled, 8h 30m

Distance, 12 miles

4 h. 30 m. P.M. called the cook. Calm. 6 h. 30 m. P.M. breakfast; chocolate and stewed ptarmigan. We obtained near the camp a gallon of fresh water. Erected a cairn, and deposited a notice. 8 h. P.M. proceeded round the west coast line of Byam Martin Island. Calm and fine.

*Thursday, 29th.*—30 m. A.M. lunched. Overcast, and snow falling. 4 h. 30 m. tented on the land. Most of the journey has been made on the floe, which touches close home to a low cliff. Since midnight we have come upon the heavy ice pressed up on the southern sides of Byam Martin Island. I am afraid the next few journeys must be short ones, as my right leg has completely given in; and this morning, after halting, I found red patches of an crispelatus character extending round the thigh and knee down to the middle of the calf of the leg, with the whole of the limb much swollen, so much so that it was necessary to slit the leg of a very large pair of flannel drawers. We had thick weather from 10 h. P.M., with a light breeze W.N.W.

Fortieth Journey  
Along west coast, B M I  
towards Cape Gillman

Travelled, 7h 15m

Distance, 11 miles

5 h. P.M. called the cook. I hope to be able to make a short journey. The remaining quiet a few hours has somewhat reduced the swelling. Fresh breeze, N.W. 8 h. 15 m. proceeded down the land towards Cape Gillman, under sail. 11 h. P.M. passed a low cape, split on the apex by a ravine. After rounding the cape we altered course six or eight points to the eastward. I take this to be Cape Gillman.

*Friday, 30th.*—30 m. A.M. lunched. 3 h. 30 m. A.M. tented on the land. My knee obliged me to bring up. The ice is very heavy outside of us.

Forty-first Journey  
Going round south side,  
B M I towards depot  
deposited 6th instant.

Travelled 3h 30m

5 h. P.M. called the cook. A large flight of brent geese passed to the westward. 7 h. 30 m. P.M. employed building a cairn. Fresh breeze early in the night. Gloomy and overcast. 8 h. 30 m. P.M. proceeded, following the trend of the land towards the depot deposited by Mr. May on the 6th May. 11 h. 30 m. P.M. came upon our outward-bound tracks. Snow falling.

*Saturday, 31st.*—30 m. A.M. lunched. We have had a heavy fall of snow all night. 3 h. A.M. tented near heavy hummocks. Knee is very much inflamed. The sledge traces on our outward-bound journey are nearly effaced. Saw them but twice.

6 h. P.M. called the cook. Young shot two brace of ptarmigan.

Forty-second Journey

8 h. 40 m. P.M. proceeded, following the sweep of the bays, and rounding the points. 11 h. 40 m. passed the point we lunched at on the day we left May's depôt.

Going round the south coast B. M. Island towards Mr. May's depôt, deposited 6th May.

*Sunday, 1st June.*—30 m. lunched; depôt in sight. 2 h. 45 m. tented below depôt; found it on examination, perfectly safe. Several flights of geese passed to the westward. The sledge, during this last journey, has passed over some parts of the journey with great rapidity, as the snow is melted from the surface of the ice wherever it has a southern aspect. The ice, when denuded of snow, affords good sledge travelling, but is rather slippery for the men.

Travelled, 6h 45m.

Distance, 6 miles.

8 h. 30 m. P.M. proceeded to and opened the depôt, taking seven days allowance of provisions, spirits, and spirit fuel; leaving similar quantities of each article for Mr. M'Clintock, who I find has not yet returned from Melville Island. My orders direct me to remain at this depôt for a period of 36 hours.

Employed opening depôt and re-securing same

*Monday, 2d.*—1 h. A.M. lunched. Melted snow by burning moss. A pool of water has been discovered in a ravine, about two miles from the camp. 2 h. A.M. sent a party to the ravine for water. 5 h. A.M. party returned with water, and three ptarmigan, shot by Benjamin Young. Fresh traces of deer or musk oxen reported as having been seen by the party near the water. Moses Tew, A.B., is unwell, suffering from a bad cold. The depôt has been rebuilt, and left in the same secure state that we found it in on our arrival.

I shall proceed in my next journeys round to the other side of the island, in obedience to my instructions from Mr. M'Clintock. Vide Abstract.

4 h. 30 m. P.M. called the cook.

8 h. P.M. proceeded, after building a cairn, and depositing a notice and a note for Mr. M'Clintock. 9 h. P.M. shot a goose. 10 h. 15 m. P.M., on arriving at what appeared to be the last point of the island a peculiarly shaped rock was noticed on the rise of the point. As I could only walk with great difficulty, I sent B. Young to examine the rock, which appeared at a distance as if placed upright by artificial means. A notice from Mr. Aldrich, dated 29th May, was discovered under a small pile of stones near its base. The notice was replaced in its original position, and one of mine was placed on the top of the rock, with a few stones over it. A few old Esquimaux remains of huts were seen on this point.

Forty third Journey

Going round the south to the east coast of B. M. Island.

Travelled, 5h. 30m

Distance, 8 miles.

*Tuesday, 3d.*—30 m. A.M. lunched. Snow and thick weather. 2 h. A.M. came upon sledge track, running inland from the floe. Followed the trail up to a small cairn and recent encampment. Found a notice from Mr. Aldrich in the cairn, dated 28th May. 2 h. 30 m. A.M. tented. Moses Tew, A.B., was rather fatigued, and unable to keep up with the sledge.

5 h. 30 m. P.M. called the cook. M. Tew is much better, but not yet able to drag. Nearly a calm. Overcast, and thick all round. 7 h. 30 m. P.M. employed building a cairn. Deposited a notice, and replaced Mr. Aldrich's.

Forty-fourth Journey.

Proceeding to the northward along the east coast of B. M. Island

Travelled, 6h 45m

8 h. P.M. proceeded along the coast line to the northward. 9 h. P.M. passed runner tracks, pointing from the floe to the encampment just left. Midnight, wind S.S.W. Fog and thick weather. Breeze fresh. Sledge going fast under sail. The floe has again assumed the character and appearance it had on the coast of Melville Island, viz. very smooth and level, without any signs of pressure. We are leaving the large hummocks and heavy pressed-up masses of ice, peculiar in this neighbourhood to the southern shores of Byam Martin Island, behind us.

Distance, 11 miles.

*Wednesday, 4th.*—2 h. 45 m. A.M. tented. I found it impossible to proceed any farther. The pace has been too fast for a man with only one leg in working condition. The sledge has been running before a fresh



breeze; at first over a low flat round a low point to a level plain, and then over a smooth floe filling up a small bay or indentation of the coast line on the north side of the plain. Encamped on the beach on the north side of the bay. No very high land visible on this side of the island from our present encampment. The weather cleared up sufficiently, just after pitching the tent, to enable us to see Bathurst Land; distance apparently 20 miles; bearing about E. true. This showed in the form of three islands, which I take to be the western extreme of Graham Moore Bay.

Confined to tent by stress of  
of weather

5 h. P.M. Blowing fresh from the S.W., with heavy drift. I refrained from calling the cook, as I shall not be able to move onward with so strong a wind and heavy drift. 8 h. P.M. the wind has veered round three or four points more to the westward. Snow is falling, but we are not certain, as the drift is so heavy it is difficult to decide between it and snow. Midnight, weather more moderate.

*Thursday, 5th.*—1h. 30m. A.M. lunched. Employed cutting up tobacco, repairing clothes, and any small jobs that may be required. 8 h. A.M. blowing strong, with heavy drift; thick all round us.

Forty-fifth Journey  
Proceeding to the northward  
along the east coast of B M I

Travelled, 6<sup>h</sup> 15m

4 h. 40 m. P.M. called the cook. Blowing fresh, but fine over head. Moses Tew, A.B., is recovered, and now fit for duty. 7 h. 45 m. P.M. proceeded under sail. 9 h. 15 m. P.M. examined a cairn placed on a rise of land some distance up from the beach, and found a notice from Mr. Aldrich, dated the 27th May. It was replaced with one of mine, dated the 5th of June. Midnight. We have had a fresh breeze, with drift. Sledge proceeds under sail at a good rate, with very little assistance from the men.

Distance, 9 miles.

*Friday, 6th.*—0h. 15 m. A.M. lunched. Strong breeze, thick weather, and very cold. Tented near a bluff. Our course during the journey has been from the N.N.W. to N.W. true. We passed, before coming to the bluff, several extensive plains, almost as level as the floe. 8 h. A.M. the S.W. breeze appears to be over. Tented at 2 h. 30 m. A.M.

Forty-sixth Journey  
Proceeding round the north  
end of B M I to the west-  
ward

Travelled, 6h 15m

4 h. 30 m. P.M. called the cook. Calm and overcast. Snow. 5 h. P.M. a light breeze from the N.W. 8 h. 15 m. proceeded round the north end of the island, passing under the bluff, and across several ravines and water-courses coming from it. Snow falling, with a comparative mild temperature. Midnight. We have examined two or three objects that at a distance looked like cairns, which on a closer examination have turned out to be large rocks.

Distance, 9 miles.

*Saturday, 7th.*—0 h. 15 m. A.M. lunched. One of the ptarmigan shot on this journey was in full summer plumage; a female. The cock bird still retains its white winter covering. 4 h. A.M. tented. Dense fog. This journey has been on the slopes and flats running out from the face of the bluff, which is a ridge of high land (moderately high), forming the north end of the island; it may be 200 feet, and of an easy access. During lunch, a partial clearing up showed us Bathurst Land right astern. I expected, from the appearance of the floe and trending of the land, to have reached the cairn I built on the 28th May, when I landed on my return from Melville Island. The fog has shut every object up, and I therefore think it best to stop a little short. No further traces of the sledge "Lady Franklin" have been met with on this journey.

Forty-seventh Journey  
Proceeding to complete the  
circuit of B M Island

Travelled, 4h 15m

4 h. 45 m. P.M. called the cook. Thick weather. 8 h. P.M. proceeded to complete the circuit of the island. 10 h. 30 m. P.M. crossed my runner tracks of the 27th ultimo, and followed them up to the cairn, which we found knocked down, and a pemmican tin that had been filled with sand and stones removed from the top of it to some distance. I directed the men to build another substantial cairn on the opposite side of the ravine, to commemorate our having completed the circuit of the island. The old cairn was rebuilt.

*Sunday, 8th.*—0h. 15 m. A.M. tented and lunched. After lunch the party was employed building the cairns, with the exception of two men sent out to look for water. 3h. A.M. party returned from the cairns, bringing back a dead musk ox. This animal had most probably died from starvation, as it was nothing more than a skeleton. I had the horns separated from the head, as they appeared to be good specimens. 7h. A.M. pemmican and grog. An extra half gill was issued on this occasion, as it was to be the last of our outward bound journeys. Distance, 4 miles

To-morrow we turn our sledge towards the ships, and intend making the best of it back again. We unfortunately have not had our sanguine anticipations realized by meeting with any of the missing Expedition, or the slightest indication that would lead me to suppose they ever touched at Byam Martin Island, or the adjacent shores of Melville Island, visited by the sledge "Resolute" under my command. Had the weather been more favourable to our farther progress to the northward some decided opinion might have been arrived at relative to the inlet between Melville Island and Bathurst Land. Unfortunately the gales of wind from N.W. round to W., accompanied by a smothering drift blown from over the land, prevented the party getting any farther to the north along the east coast of Melville Island. The sledge, on one occasion, was not only stopped by the force of the wind, but absolutely blown back against the united strength of the men. The weather was never sufficiently clear after the 16th May, when up to the northward, to permit any extended view, and at my farthest north it must have been limited to within 10 miles. Occasional openings through the fog, which invariably came down the inlet from the north, extended our view across in the direction of Bathurst Land. No land, however, was ever seen in that quarter by any of the party until after our return to Byam Martin Island, when we saw the capes forming the western extreme of Graham Moore Bay. Since rounding the north and N.W. end of this island (Byam Martin) we have had frequent opportunities of seeing the coast line of Melville, stretching N. and S. as far as the eye can reach.

All parts of the floe travelled over to the north of Point Griffiths was remarkably smooth and level, and free from pressed-up ice; except at the tidal mark, when the floe was in contact with the land; under these circumstances some of the hummocks were very lofty, but composed of rather thin ice, generally not more than 2 or 3 feet thick. These were of course raised by a pressure in the direction of Bathurst Land perpendicular to the east coast line of Melville Island. The north end of Byam Martin Island was almost entirely free from hummocks of any description; whereas its southern coast line was a fearful chaos of immense masses of pressed-up ice. The coast lines of Melville Island and Byam Martin visited by my party were bordered by a beach too shoally to admit of the near approach of ships.

4 h. 45 m. P.M. called the cook. Had a partial view of the opposite coast of Melville Island. Weather not very clear. 7h. 45 m. P.M. deposited a notice at the cairn, and proceeded under sail, on our return. A light breeze from the S.E.; overcast and hazy. 11h. P.M. observed a large seal on the floe; the first we have seen for this season. Filled our empty tin vessels with water at a large pool in a ravine. Forty-eighth Journey  
Returning to the ships round  
the north end of B M Island  
Travelled, 6h 45m

*Monday, 9th.*—0 h. 15 m. A.M. lunched. The snow is getting soft; wet feet. 2h. 15 m. A.M. tented near the bluff. Found the painted gun cover missing from the sledge; it must have dropped off during the journey. We encamped early, as I was unable to keep up with the sledge. The tent is pitched upon a spot where the ground is about the consistency of stiff mortar; everything is becoming completely saturated with wet by the melting of the snow. Issued to William Swaney, A.B., one pair soles to repair his moccasins. Distance, 9 miles

5 h. P.M. called the cook. 8 h. 30 m. P.M. proceeded round Byam Martin Island on our return to Bathurst, under sail. Wind S.W.; thick weather. Forty-ninth Journey  
On returning to the ships, round  
the N.E. side B M Island

*Tuesday, 10th.*—0 h. 30 m. A.M. lunched. After lunch we took the floe for Bathurst Land. Fog and mist. View very limited. 3 h. A.M. tented. Travelled, 6h. 30m.

Distance, 9 miles

A dense fog. Lost sight of Byam Martin, which is not 3 miles distant. The travelling is becoming very heavy; the sledge at every 3 or 4 yards gets buried in the soft snow; the instant the bottom touches the snow a standing pull is requisite to liberate her.

Fiftieth Journey  
Crossing the inlet from  
B M I to Bathurst Land

5 h. P.M. called the cook. Thick weather. 8 h. P.M. proceeded. Snow is very soft and deep. 9 h. 15 m. P.M. as I was no longer able to get on, more especially in the deep snow, I was obliged, though very reluctantly, to get on the sledge.

Travelled, 8h

The sledge is buried above the runners at every plunge, and the men are constantly above their knees. 10 h. 40 m. P.M., issued an extra half gill in consequence of the work being so heavy. 11 h. 30 m. P.M. saw two small islets, N. 4 or 5 miles. They are immediately off the east end of the bluff on Byam Martin, between it and Bathurst Land, but not more than 5 or 6 miles from the former. Signs of a clear-up, with a light air from the N.W. The temperature since commencing the journey has lowered considerably. The travelling becomes much better and easier as the snow hardens.

Distance, 8 miles.

*Wednesday, 11th.*—0 h. 30 m. A.M. lunched. We can just discern a loom of land on the port bow and right a-head. 2 h. A.M. fog clearing away from the land to the eastward. The land of Byam Martin, which we left yesterday, is now very distinct. The bluff is on our port quarter, and the coast line from it stretches away to the south as far as the eye can reach. 3 h. A.M. altered our direction about one point more to the left, so as to shape a more direct course for what appeared to be the western point of Graham Moore Bay. 4 h. A.M. tented. Bathurst Land showing like three islands, E. 10 or 12 miles.

The travelling after midnight improved wonderfully with the fall in the temperature, and the sledge again slipped along with its usual rapidity. 5 h. A.M. employed putting fresh service on and refitting the drag ropes.

Fifty-first Journey  
Crossing the inlet from  
B M Island to Bathurst Land

Travelled, 9h 15m

5 h. P.M. called the cook. We have had a warm sleep; most of the party found it more pleasant to lay on the outside of their bags. I expect, from the high temperature that has prevailed during the day, that we shall have a heavy drag across the floe. 8 h. P.M. proceeded. A beautiful clear night. Travelling is heavy, but the snow not quite so soft as it was on starting in the first part of last journey.

Distance, 12 miles

*Thursday, 12th.*—0 h. 35 m. A.M. lunched. The snow is getting harder and better as the night advances. 5 h. A.M. crossed a sledge track, 200 or 300 yards from the land, outside the hummocks sweeping round the point forming the N.W. extreme of Graham Moore Bay. 5 h. 15 m. A.M. landed, and encamped on Bathurst Land. The tent is on a ridge at the foot of the snowy cape which forms N.W. extreme of Graham Moore Bay.

Fifty-second Journey  
Proceeding to the eastward  
round Graham Moore Bay  
towards Cape Cockburn.

Travelled, 8h

5 h. P.M. called the cook. 7 h. P.M. built a cairn, and deposited notice. 7 h. 45 m P.M. proceeded. Fog and mist prevails all round. 10 h. 30 m. P.M. returned to the land after making an attempt to cross the floe towards a point to the eastward. This was discernible at intervals through the mist, and appeared to be the eastern extreme of a small bay or indentation of the coast line that we had just entered upon.

The attempt to cross failed, as the sledge got buried in the snow and water, and the men were half way up their thighs, and unable to move. The shovel was used to free the sledge. Issued half a gill of rum. We are now obliged to follow the sweep of the bay, availing ourselves of every patch of ground that will permit of our progress.

Distance, 8 miles

*Friday, 13th.*—0 h. 30 m. A.M. lunched. We have been crossing a succession of ravines near their mouth, where the land, saturated with wet and partially melted snow, forms a perfect quagmire, through which it is very laborious to drag the sledge. The ground in advance of us appears to be of a better character.

3 h. 45 m. A.M. I selected the driest spot I could to pitch the tent on. The men are much knocked up by the night's work, although the travelling, from the nature of the ground, was much better after midnight. The first part of the journey was across a long hollow, with a number of ravines in it, roofed over with snow and ice, and a stream of water at the bottom. This roof sometimes gave way from the rotten state of the ice, when we generally got into a mess, and had some difficulty in clearing the sledge. These ravines discharge the water from the high land on our left. A burgomaster (*laura glaucus*) passed on to the westward. This is the first sea-bird that has been seen by the party for the season. It is an indication, I should suppose, of the neighbourhood of open water.

3 h. P.M. we were alarmed for the safety of our stores and provisions by a pack of wolves making directly for the sledge. They were 12 or 14 in number. I struck one with the rifle in the left shoulder, when they made off, continuing their course to the westward. 8 h. 5 m. proceeded; following the trend of the land, round Graham Moore Bay, in the direction of Cape Cockburn. 10 h. 30 m. P.M. found the travelling much easier than in the journey of last night. A large lake of water is formed along the margin of the beach, from the drainage of the higher land. The edges and bottom of this is composed of smooth ice, affording an excellent road. 11 h. 30 m. P.M. arrived at a point under a bluff headland. The floe ice is so pressed up about the point that no passage is left for the sledge round. Had to cross the neck of the point on the steep slopes of the cliff. The dragging is very laborious wherever the sand is uncovered by snow.

Fifty-third Journey  
Returning to the eastward  
round Graham Moore Bay

Travelled, 7h 55m

Distance, 11 miles.

*Saturday, 14th.*—0 h. 15 m. A.M. Benjamin Young came up with the sledge, bringing back four ptarmigan, and some specimens of coal picked up in a run of water. Lunched. 4 h. A.M. tented. The last hour of the journey was on the floe, to which we were driven by a steep cliff. Our encampment is on the beach to the eastward of the headland we rounded on the floe. There is an extensive lake about half a mile inland from us, beyond a moderately high ridge of land. This lake has an opening for the discharge of the water into the bay, 300 or 400 yards to the eastward of our present position. The floe, as far as the eye can reach, is apparently covered with water. Many of the pools appear like small lakes; all of which that have come under observation are shallow.

5 h. 30 m. P.M. called the cook. 8 h. 5 m. P.M. proceeded, taking the floe towards a point of land forming the east boundary of a bay that runs with a good depth into the land on our left. 10 h. P.M. going across the mouth of the bay, which is about 5 or 6 miles deep. The land is continuous all round the bottom of the bay. A line of hummocks is visible nearly all the way round. Midnight; after getting some little distance, on first commencing the journey over some smooth ice on the outside of the beach hummocks, we found the travelling very difficult, from the depth of the soft unmelted snow. A standing pull was constantly recurring, and we had to dig the sledge out of the snow several times.

Fifty-fourth Journey  
Returning to the eastward  
round Graham Moore Bay

Travelled, 7h 55m

Distance, 11 miles.

*Sunday, 15th.*—0 h. 30 m. A.M. lunched. After lunch the snow became more crisp, the sledge in consequence does not sink so deep. Passed inside of a small islet, or patch of land, with ice pressed up about it, lying off the east side of the bay. 4 h. A.M. tented on a point covered with large blocks of sandstone. The canvass boots are much cut and worn by the young ice which forms on the surface of the pools of water.

5 h. 45 m. P.M. called the cook. 8 h. 45 m. P.M. proceeded. We were delayed from starting for a short time by the appearance near us of two deer. They were, however, too wary, and afforded us no chance of a shot.

*Monday, 16th.*—0 h. 15 m. A.M. lunched. We are at a dead block. A very deep bight runs beyond the point we are come to, forming a large bay, with a number of smaller bays and indentations round its coast line, which would take a long period to travel round. Crossing the floe is such heavy work with the snow in its present state that 6 or 7 miles of it is

Fifty-fifth Journey  
Returning to the eastward  
round Graham Moore Bay.

Travelled, 7h. 45m.

Distance, 6 miles

almost an impassable barrier. The snow is only partially thawed, and very deep. No doubt a few warm days would complete the thaw, and leave the ice bare, when travelling would be comparatively easy. The men at every step sink above their knees, and frequently deeper, in snow and water. The moment the bottom of the sledge takes the surface snow it clogs and stops, requiring a standing pull or the shovel to free it. If the runners were 4 or 6 inches higher it would be a great advantage, under the present circumstances of the partial thaw.

4 h. 30 m. A.M. tented on the floe. Made  $1\frac{1}{2}$  miles since lunch. We had to unload, and take half on at a time. The men in returning with the empty sledge had to spell twice, the depth of the snow fatigued them so much. 4 h. P.M. the sun shines brightly. We have clear view of the land, which is now very distinct, and apparently continuous all round the head of the bay.

Fifty-sixth Journey  
Returning to the ships  
Going round Graham Moore  
Bay

Travelled, 8h 20m

5 h. 20 m. called the cook. 7 h. 20 m. P.M. we are all prepared to start in good spirits, notwithstanding our difficulties of the last few days. A beautiful clear night. 8 h. P.M. proceeded towards the point steered for in the last journey. 10 h. 30 m. P.M. arrived at the point. In the  $2\frac{1}{2}$  hours work we gained about  $1\frac{1}{2}$  miles. Proceeded, skirting round the point and along its eastern side, on the smooth ice outside of the hummocks, which is denuded of snow and drained by the cracks near the tide mark.

Distance, 6 miles

*Thursday, 17th.*—0 h. 35 m. A.M. lunched. 3 h. 40 m. A.M. tented on the eastern side of a small island; the middle one of three lying in the centre of a deep inlet or bay, on a north and south line of bearing, distant 3 or 4 miles from each other. The two to the northward are the highest. The outside, or the southward one, is lower, and on sighting it, coming from the westward, looks like a cape projecting from the main land. The one we are camped on is composed of sandstone; it runs up steep from the floe edge to a height of 300 or 400 feet, with a rounded summit, elongated in a north and south direction.

This bay or inlet is full of headlands or islands with deep "fiords" between them. The land in the background is very lofty, and apparently continuous all round.

The depth of the bay and of the various fiords is very great, and would require many days journeys to complete the circuit. After leaving the point, and towards midnight, the snow was found much harder than in the previous journey. The men behave with great spirit and energy, and appear determined, if possible, to get the sledge back to the ship. I trust after a few days of warm weather that all the surface snow on the floe will be converted into water, leaving the ice bare and better for travelling. After passing Cape Cockburn we shall have straighter coast line, and free of this labyrinth of creeks and bays.

Fifty-seventh Journey  
Returning to the ships  
Going round Graham Moore  
Bay

Travelled, 1h 40m

5 h. 20 m. called the cook. 8 h. P.M. proceeded, crossing the floe towards a point on the east side of the bay. Snow soft and deep; dragging very heavy.

*Wednesday, 18th.*—0 h. 30 m. A.M. blowing fresh from the S.W. or S.S.W., with a fall of snow. The floe is almost impassable; we have not gained more than 3 or 4 miles. The best part of this was made upon that part of the floe next the island, which was bare of snow, and partially drained. As it has been a standing pull the whole way, with the exception of the first part of the journey, I have thought it necessary to pitch the tent, to rest the men for a few hours, and give them the opportunity to lunch under shelter, the more especially as the weather looks threatening.

Distance, 4 miles

5 h. 15 m. A.M. We have been obliged to remain, as the wind increased to a fresh gale, accompanied by a heavy fall of snow. We cannot see 20 yards from tent. The spot we are encamped on is elevated about six inches above the surrounding water, and almost exactly the size of the spread of the tent. 7 h. 30 m. weather clearing, but still blowing strong. 2 h. P.M. weather moderate. Able to see the land.

5 h. 30 m. P.M. called the cook. 8 h. 10 m. P.M. proceeded to cross the floe towards the nearest point of land. Calm. 10 h. 5 m. P.M. we have made  $1\frac{1}{2}$  or 2 miles, and are obliged to unload and stage it, as the sledge buries itself too deep. 11 h. 45 m. P.M. landed with part of the traps on the east side of the deep bay we have been working across for the last 3 days. 11 h. 55 m. P.M. lunched, before the men returned for the remainder of the load left on the floe.

Fifty-eighth Journey  
Returning to the ships.  
Going round Graham Moore Bay.  
Travelled, 9h 35m.

*Thursday, 19th.*—3 h. A.M. sledge returned, when we reloaded, and proceeded round the point. 5 h. 45 m. A.M. tented on the land. We have travelled since, rounding the point in a northerly direction, along its western face, making the circuit of a bay, and avoiding the floe, which, if passable would be much the shortest distance.

Distance, 7 miles.

5 h. 30 m. P.M. called the cook.

8 h. P.M. proceeded, continuing our course round the bay, making our way to the eastward towards Cape Cockburn.

Fifty-ninth Journey  
Returning to the ships  
by Graham Moore Bay.

*Friday, 20th.*—1 h. A.M. lunched, after crossing about  $1\frac{1}{2}$  miles of floe, which occupied us  $1\frac{3}{4}$  h., and saved the circuit of a bay. 5 h. 10 m. A.M. tented to the south-west of a cape we saw yesterday. We made a portage across a narrow neck of land which juts out from its base, forming a long low point. This is the most western of the two capes we saw, after leaving Cape Cockburn, in our outward journey.

Travelled, 9h. 10m

The five journeys since the 15th instant have been employed in working our way round or across numberless bays in the centre of Graham Moore Bay.

Distance, 13 miles.

The coast line we are now on trends to the S. of E., and appears straighter, with large hummocks pressed up on its beach line as far as the eye can reach.

5 h. 15 m. called the cook. 7 h. 40 m. P.M. proceeded. 11 h. obliged to take the floe to cross what appears to be a deep bay.

Sixtieth Journey  
Returning to the ships by  
Graham Moore Bay

*Saturday, 21st.*—0 h. 40 m. A.M. lunched on the east side of the bay. 3 h. 40 m. tented opposite or to the westward of a cape, a deep inlet running between us and the neck of land from which it rises. The passage across may occupy some hours in the present soft state of the snow. I therefore prefer encamping to making the trial with tired men.

Travelled, 7h

In crossing the last floe piece the sledge was frequently afloat and proved very buoyant.

Distance, 11 miles.

5 h. P.M. called the cook. 7 h. 30 m. P.M. proceeded to cross the inlet to the opposite side. 9 h. 15 m. P.M. reached the land. A few hours frost had improved and hardened the snow, and in consequence we made good progress over.

Sixty-first Journey  
Returning to the ships by  
Graham Moore Bay

Travelled, 8h

*Sunday, 22d.*—0 h. 30 m. A.M. lunched. 4 h. 30 m. A.M. tented about  $2\frac{1}{2}$  or 3 miles N.W. of Cape Cockburn. The travelling has been very good during this journey, more especially over the snow that has become granulated by the frost. Found two screws gone in the iron plate of the star-board runner.

Distance, 15 miles.

5 h. 10 m. P.M. called the cook. 7 h. 30 m. P.M. proceeded towards the hummocks south of Cape Cockburn. 9 h. reached the depôt; all safe. Found a note from Mr. Aldrich, and one from Mr. May, left by them on their return; the former dated 2d of June and the latter 11th of May 1851.

Sixty-second Journey.

At Cockburn.

Travelled, 1h. 30m.

Distance, 4 miles.

9 h. 15 m. commenced opening depôt. Found the earth heaped over the pit a solid frozen mass.

*Monday, 23d.*—1 h. A.M. lunched,

3 h. 30 h. A.M. We have been employed up to this hour in opening the depôt, taking our proportion of provisions, &c. Some of the bread is much injured by water having penetrated and collected in the bottom of the pit. 6 h. 15 m. A.M. sent two men to the hill to look out for Mr. M'Clintock's party. They returned without any tidings of our companions.

Remained at depôt, Cape  
Cockburn, 36h., as per order.

- Sixty-third Journey  
From Cape Cockburn towards  
Alison's Inlet
- 5 h. 30 m. P.M. called the cook. 7 h. 35 m. P.M. proceeded to the eastward round the foot of the cape in the direction of Alison's Inlet.
- Travelled, 8h
- Tuesday, 24th.*—0 h. 30 m. lunched. We found the travelling on the low ground round the cape rather heavy. 3 h. 35 m. A.M. tented on the only dry spot in sight.
- Distance, 11 miles
- Sixty-fourth Journey.  
Returning to the ships, round  
by Alison's Inlet towards Bed-  
ford Bay
- 5 h. 20 m. P.M. called the cook. 8 h. 15 m. P.M. proceeded in the direction of Alison's Inlet, the position of which is not well defined, but I take it to be near the cape right ahead of us, and distant from Cape Cockburn about 16 miles.
- Travelled 9h 15m
- Wednesday, 25th.*—0 h. 35 m. A.M. lunched. This we did after having passed some distance round the headland forming the eastern boundary to the extensive plain lying between it and Cape Cockburn and the supposed position of Alison's Inlet, which, however, we did not make out. There is a ravine, and some ridges at this point might be possibly mistaken at a distance for an inlet.
- Distance, 11 miles
- 2 h. A.M. passed one of our old encampments on the outward journey (26th April). Moses Tew, A. B., picked up his mitts that had been left behind. Fine beautiful weather; a fresh breeze from the N.W. and W.N.W.; under sail. We were somewhat delayed by a small herd of deer on the plain. They kept at too great a distance for a fair shot, though they followed the sledge under sail for several miles.
- 4 h. 30 m. A.M. Tented under a remarkable cape, near which Mr. Aldrich in his outward journey deposited his grand depôt. Bagged five ducks, one a mallard of the "King" species. 4 h. P.M. weather squally, with sleet and snow.
- Sixty-fifth Journey  
Along the coast between  
Alison's Inlet, and Bedford  
Bay, Bathurst Land
- 5 h. 15 m. called the cook.
- 8 h. 10 m. P. M. proceeded to cross the floe of the deep inlet that runs up to eastward of the cape. 9 h. 20 m. P.M. reached the land, and worked round the point forming the east side of inlet, directing our course along the land to Bedford Bay.
- Travelled, 9h 10m
- 10 h. 10 m. P.M. Noticed a cairn upon a rise inshore of us. Found a paper from Mr. Aldrich, dated 7th June.
- Distance, 14 miles
- Thursday, 26th.*—0 h. 15 m. A.M. reached and examined a cairn with a pole on it. Found it had been erected by Mr. M'Dougal on the 1st of June, who had been sent from the "Resolute" by Captain Austin to replenish some of the home depôts. He informed us that this had been done, and that the depôts were all safe from bears, &c. 1 h. A.M. lunched. 8 h. 20 m. A.M. tented on the east side of a bay under the eastern peak (Bathurst Land), near a point which shuts in with Baker Island from our encampment.
- The floe has many cracks in it, by which means the water has drained off, leaving a smooth surface; excellent sledge travelling.
- Sixty-sixth Journey  
Returning to the ships by the  
bays under the peaks, Bathurst  
Land
- 5 h. 20 m. P.M. called the cook.
- 8 h. 5 m. P.M. proceeded round the point. 10 h. 5 m. P.M. rounded the headland to the westward of Bedford Bay, and struck across the floe towards the land near Cape Capel, for Mr. Cheyne's depôt. Our course is inside of Baker Island. Midnight; obliged to turn back towards the land under the peaks; found the snow and water too deep on the floe to permit of any great progress.
- Travelled, 7h 35m
- Distance, 9 miles
- Friday, 27th.*—0 h. 30 m. A.M. lunched; directing our course towards the land under the peaks, with the hope of finding the road more practicable along the beach ice. 3 h. 30 m. A.M. encamped under the most eastern of the peaks, and to the eastward of what is called on the charts Bedford Bay, which is, however, not very well defined by indentation of the coast line. A very deep bay, not on the chart, runs round to the N.E. of us, and towards the back of the peak. This bay must be crossed before we can reach the land running towards Cape Capel. The floe has not yet cracked, therefore a large quantity of water drained from the high land about remains on it. In trying to cross in the last journey we got into

what appeared to be a large hollow in the centre of the floe towards which all the waters run. 2 or 3 miles more to the S., nearer Baker Island, the floe looked more elevated, where perhaps the travelling would have been a shade better. This day finished our spirit of wine fuel. 3 gills per diem has sufficed for our cooking since we have been able to procure water. During the last two days we have returned to full allowance of provisions, which had been reduced by general consent, when the difficulties of the return journey suddenly broke upon us in Graham Moore Bay, by the reason of the partial thaw.

8 h. 40 m. P.M. proceeded to cross the floe to the east side of the bay.

*Saturday, 28th.*—1 h. A.M. lunched. Previous to lunch we had made out the Esquimaux ruins on the point to the westward of Mr. Cheyne's depôt. Passed a fresh runner track pointing directly towards a small bay on our left.

2 h. A.M. observed the figure of a man on the low point near the ruins. This proved to be M'Clintock, who had arrived 2 or 3 hours before us at Cheyne's depôt. He had succeeded in crossing the floe further out than where we tried the passage. Congratulations, mutual and sincere, were exchanged between ourselves and parties after a separation of 47 days. 3 h. tented at Cheyne's depôt. Received a note from Captain Austin, who sanctions a day's rest and refreshment at this point.

*Sunday, 29th.*—Issued one pair soles to James Robinson, Capt. f.c., and ditto to Moses Tew, A.B., for the purpose of repairing their boots.

6 h. P.M. called the cook. 8 h. 40 m. proceeded, in company with "Perseverance," to cross the floe towards a point of land W. by N.  $\frac{1}{2}$  N., distance 18 miles, magn. bear.

*Monday, 30th.*—2 h. lunched. 7 h. 15 m. P.M. encamped on the floe, about half way across. We have passed through large lakes of water on the floe.

5 h. 15 m. P.M. called the cook.

8 h. 15 m. P.M. proceeded in company with "Perseverance."

*Tuesday, 1st July.*—1 h. 5 m. A.M. lunched.

5 h. 40 m. A.M. encamped about a mile round the point. We crossed during this journey an extensive crack in the floe. It ran in towards the land, a distance of four or five miles, with breadth in some places of at least twenty feet.

5 h. 20 m. P.M. called the cook.

7 h. 4 m. proceeded, in company with "Perseverance," across a small bay to the autumn depôt.

11 h. 30 m. P.M. arrived at depôt.

*Wednesday, 2d.*—1 h. A.M. lunched. Employed opening depôt. A great part of the provisions is much injured by wet, which had penetrated to the bottom of the pit. Benjamin Young, captain foretop, has sprained his right foot; several of the party have swelled feet, from being so constantly in the water for the last twenty days. James Robinson, captain forecabin, from the above-named cause is very lame.

4 h. 15 m. P.M. called the cook.

6 h. 40 m. P.M. proceeded, in company with "Perseverance," along the land on our return to the ships.

*Thursday, 3d.*—0 h. 20 m. lunched on a point where we found a small cairn with a notice (dated 14th and 15th June) from Mr. Aldrich.

4 h. 15 m. P.M. tented on a small island to the westward of Cape Resolute, Cornwallis Land. This island in our previous journeys had been taken for a small peninsula, projecting from the main land; it is about four miles distant from the cape.

Sixty-seventh Journey.

Returning to the ships towards Cape Capch, Mr. Cheyne's depôt.

Travelled, 6h. 20m.  
Distance, 9 miles.

Sixty-eighth Journey.

Returning towards depôt opposite Brown Island.

Travelled, 10h. 35m.  
Distance, 9 miles.

July 1851.

Sixty-ninth Journey.

Crossing the floe towards depôt opposite Brown I.

Travelled, 9h. 25m.  
Distance, 10 miles.

Seventieth Journey.

Arrived at depôt.  
Travelled, 3h. 30m.  
Distance, 5 miles.

Seventy-first Journey.

Returning to the ships.  
Autumn depôt.

Travelled, 9h. 35m.  
Distance, 13 miles.



Seventy-second Journey  
 Arrived at the ships  
 Distance, 14 miles.

4h. 15m. P.M. called the cook.

6h. 40m. proceeded to cross the floe towards Griffith's Island. 11h. 3m. P.M. lunched. The ships had been made out some time previously; and about an hour before lunch we observed them hoist their colours.

*Friday, 4th.*—1h. A.M. landed on Griffith's Island in a small bay, near our starting post on our outward journey, 15th April 1851.

We encamped on this spot, and refreshed, taking our dinner and a few hours sleep, when we again proceeded, and reached the ships by noon, after an absence of eighty days. Total distance, 670 miles.

Captain AUSTIN to ABRAHAM R. BRADFORD Esquire, Surgeon, Royal Navy, late Her Majesty's ship "Resolute," and in charge of the Extended Sledge "Resolute," Western Branch, Western Division.

Sir,

Woolwich, 21st October 1851.

Having now received the fair report and journal of your proceedings between the 15th April and the 4th of July last, I have to convey to you my approbation of the manner in which you performed the service intrusted to you.

The long period and extent of your journey, the labour and privations you have undergone, entitle you and your crew to my best thanks.

The report of Lieutenant M'Clintock of your co-operation and ability has been highly satisfactory to me.

I have here to express to you that I am not unmindful of the suffering you experienced from the accident you met with in the execution of this service.

The manner in which you have been able to speak of your crew has afforded me much satisfaction, which has been made known to them.

(Signed) HORATIO T. AUSTIN.

Enclosure 19 of No. 11 of 1851.

Captain AUSTIN to MR. WALTER W. MAY, Mate, Her Majesty's Ship "Resolute," in charge of the Sledge "Excellent."

By Horatio T. Austin, Esquire, C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

The extent of the search on foot about to be entered upon enables me to comply with your earnest desire to be employed therein; and as the importance of the search to the westward calls for the presence of a medical officer in an extended party,—looking to your earnestness and zeal, and trusting to your moderation and caution in the management of the men who will be under you,—I gladly avail myself of your creditable willingness to serve under the experienced surgeon of the "Resolute."

You will therefore take under your command the six men hereafter named, who one and all have volunteered and been fully approved by yourself for this service, and who with their sledge have been under your control and responsibility for preparation and equipment since the 10th ultimo. Place yourself under the orders of Mr. Bradford, and follow such directions as you may from time to time receive from him during the period of this particular service.

With reference to your return after being detached, relying on your prudence and watchfulness, I feel that the system of a more experienced officer during the journey out will not be lost sight of, and have only to add, that I hope to have the satisfaction of seeing the fervent interest and zeal, with the same efficiency, shown by the mates, of the active period of our service, displayed upon the present occasion.

On your return you will deposit, each day near your encampment, one of the printed notices with which you are supplied.

You will keep a journal of your proceedings and a track of your route, which, with such observations, sketches of headlands, &c. as you may

have been able to make, are to be transmitted to me as soon as practicable after your return.

Given under my hand on board Her Majesty's ship "Resolute," in Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.

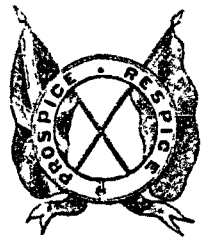
(Signed) HORATIO T AUSTIN.

The SIX MEN referred to.

George S. Malcolm, Captain hold,	} H.M. ship "Resolute."
Thomas Brown, Blacksmith,	
John Davis, Bombardier, R.M.A.,	
Benjamin Strutt, A.B.,	
John Wright, Private, R.M.,	
John Heeles, Private, R.M.,	

Limited party, provisioned for 42, and equipped for 28 days, with 1 runner sledge.

### EXCELLENT.



LIMITED to Mr. A. R. BRADFORD, Surgeon.

Names.	Rank or Rating.	Ages.	To what Ship belonging
Mr. W. W. May - - -	Mate	21	Resolute.
Geo. F. Malcolm - - -	Capt. hold	33	Resolute. Discharged to "Hotspur" from a severe frostbite, and obliged to return to the ship.
Jno. Davis - - -	Bombardier		Resolute.
Thos Brown - - -	Blacksmith		Resolute.
Rd Heeles - - -	R.M.		Resolute. Discharged to "Perseverance," Melville Island sledge.
Wright - - -	R.M.	26	Pioneer.
Wm Elliott - - -	Carprs. mate		Pioncer. In lieu of Malcolm, from the "Dasher."
Ben. Strutt - - -	A.B.		Resolute.
Robt. Urquart - - -	R.M.		Intrepid. In lieu of Heeles from "Perseverance."

#### Abstract of Weights.

Standing weights - - -	390 lbs.
Depôt for Dr. Bradford - - -	328
28 days provisions - - -	588
<b>Total weight - - -</b>	<b>1,306</b>
<b>For each man - - -</b>	<b>217</b>

### JOURNAL of the PROCEEDINGS of the "EXCELLENT."

Having equipped my sledge as a limited, attached to Dr. Bradford, forming part of western division, with a 7-day depôt for two parties, and 28 days provisions for our own consumption, I proceeded, under the orders of Lieutenant M'Clintock, to the N.W. end of Griffith Island, with the inten-

tion of giving Captain Austin the satisfaction of seeing us fully prepared for an immediate departure, and us a good start to begin our first night's journey with, which he intended should take place on Monday the 14th of April 1851; but as the wind blew strong from the northward on that day, we were obliged to defer our departure till the day following. The boatswain and party were left in charge of the sledges.

First night's Journey  
Started 6 p m  
Weather, thick  
Wind, S E

*Tuesday, April 15th.*—All the parties, under their respective leaders, accompanied by Captain Austin and some of the remaining officers and men, left their ships for the N.W. end of Griffith Island. We there partook of a slight refreshment of half a day's allowance of rum and biscuit, after which he read a short prayer, and addressed the parties, exhorting them to do their utmost. We then manned our sledges, bidding our few remaining shipmates farewell, and proceeded on our journey towards the depôt deposited on Cornwallis Island last autumn.

Time travelling, 10 30  
Encamped at 4 30 a m  
Distance, 15'

During the night the wind blew strong from the S.E. Weather thick. Some of the sledges had their floor-cloths set as a sail, and also the kites, which we found to be of great assistance. We encamped on the floe at 4.30 A.M., having made about 9 miles, which, together with the distance made on Saturday, made us about 15 miles from the ship.

Second Journey  
Time in tents, 12  
Wind S E, o c q  
Started, 6 p m  
Breakfasted at 4 p m  
Time travelling, 6 30  
Encamped at 12 30  
Distance, 10'

*Wednesday, April 16th.*—Started at 6 P.M., sail set. This day we found the floe very hard, and the sledges ran easily, but the weather still continued so thick that Mr. M'Clintock, at 12.30 A.M., not thinking it prudent to go on, ordered us to encamp, which we did on a point on Cornwallis Island, having made about 10 miles.

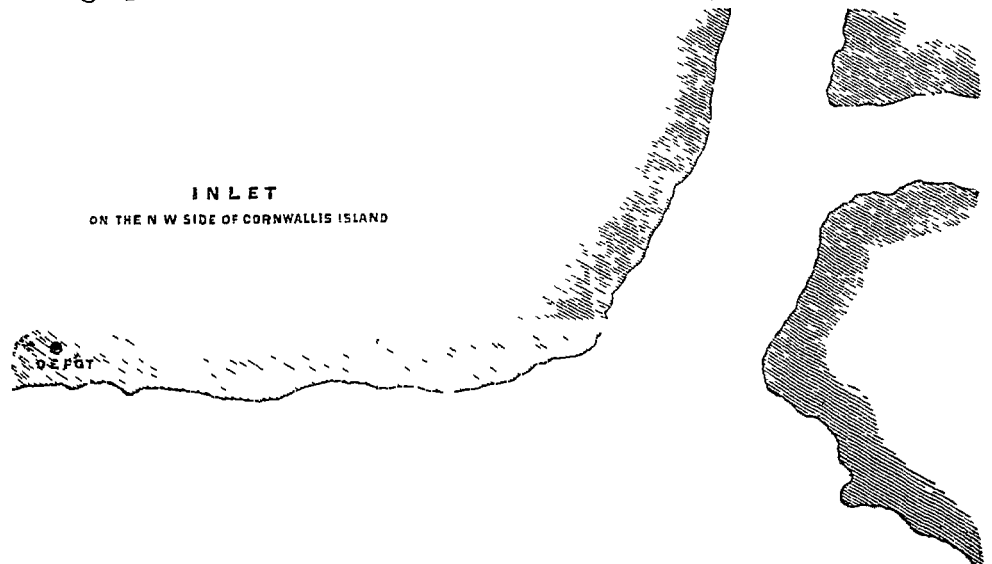


Third Journey  
Time in tents, 18  
Time travelling 6 30,  
Distance gone, 7 1/2  
Wind S E  
Weather mist

*Thursday, April 17th.*—Started at 6.25. Weather clearing, sledges proceeded across a small inlet running up to the north-eastward. Mr. M'Clintock and myself walked along the land, in towards the inlet. It appeared to run to the northward and eastward, with a branch extending to the eastward. At midnight we crossed it, and found it to be about two miles broad. I then joined the sledges, and Mr. M'Clintock walked along the shore till he reached the depôt placed at the N.W. end of Cornwallis Island last autumn, where we encamped at 12.30 P.M.

Here we found that the whole of the depôt, with the exception of the pemmican and a few cases of chocolate, had been destroyed by the bears; but, as this had been expected, Mr. M'Dougall had previously been despatched to examine and replenish the depôt, which we found buried about two feet below the surface of the earth, in good condition. Immediately after the tents were pitched two men from each sledge were sent to dig up the provisions, and prepare them for issuing to-morrow.

12 30 a m encamped.



*Friday, April 18th.*—8.15 P.M. Having issued four days provisions to each sledge, and buried the remainder, we set our sails, and proceeded on our journey; the wind light from the eastward, but the weather blew thick. During the first four hours the floe was very heavy, and at midnight we passed a point which we then thought to be Baker Island. This land seemed to trend to the N.W., as we kept it on our starboard beam for two or three hours. 1 A.M. stopped for half an hour, for lunch.

5 A.M. encamped on the floe, having made about 10 miles.

*Saturday, April 19th.*—Started at 8 P.M. Weather still misty. At midnight we again saw land to the eastward; steering N.W. 1 A.M. stopped for half an hour for lunch. 5.30. encamped on the floe about two miles from what looked very much like an island; bearing about N.W. Made about 10 or 11 miles.

*Sunday 20th.*—8 P.M. went in towards the point which appeared to be an island. Proceeded to the northward, with the intention of rounding the north end. Wind very strong, with a heavy drift. After tacking for two hours we found that it was no island, and a low ruck of land joined the point to the main, which trended to the north-westward; we then bore up and hauled the sledges on the shore, and pitched our tents at 1.30 A.M., the weather being too severe for proceeding.

*Monday, 21st.*—8 P.M. started, and proceeded across a deep bay towards a low point to the westward. The weather was clear, and I could see the land all round the bay, which ran to the northward.

1 A.M. stopped for half an hour for lunch. 5. encamped about two miles to the northward of the low point.

*Tuesday, 22d.*—One of Mr. Cheyne's men having been severely frost-bitten on the foot, Dr. Bradford thought it necessary that he should return to the ship. Mr. M'Clintock therefore gave orders that all the sledges should fill up four days provisions from the "Parry," and bury the depôt, which consisted of two potato cases (containing four four-day depôts for four parties). This being done, we left the "Parry" to cover the depôt with stones, and at 9 P.M. proceeded across another bay to a point to the westward. In passing the extreme of the depôt point we saw the remains of an Esquimaux encampment, and some tracks of reindeer. The wind being from the N.E. we were able to set our sails, and towards midnight we made out Baker Island to the S.W., and the peaked hills which Sir Edward Parry speaks of bearing about west. 1.30 A.M. stopped for half an hour for lunch. 5. encamped about two miles from the land. This morning the weather was very severe, and George Malcolm, the captain of my sledge, was severely frostbitten on his left foot, which he did not find out till he had been several minutes in his bag. Then he rubbed it with spirits, but the frost had taken such effect on the foot, that no remedy could be applied. Strutt was also slightly frostbitten, but was still able to do his duty.

*Wednesday, 23d.*—Started at 8.30 P.M., weather misty, wind from the northward, and proceeded to round a point, from which a chain of hummocks ran at least two miles to the southward and westward. We had our sail set, but we found it heavy work, as Malcolm was not able to drag. Midnight, the wind freshened considerably, and the thermometer fell to -35. 11.30. encamped, the weather being too severe for our proceeding. After the men were in the tent, Thomas Brown found that his great toe on the right foot was slightly frostbitten; and mine, as well as the marine Heeles, was also touched, but none badly.

The thermometer being hung up was blown out of the box, and broken.

*Thursday, April 24th.*—Started at 11 P.M. Weather more moderate. Sledge running this day very easily, the floe being even. Midnight, passing Bedford Bay. Weather fine. 2. stopped for half an hour for lunch. Observed a small island ahead, about 3 miles from the land, with heavy hummocks between. Went inshore of them, and encamped at 6.15 A.M. on the shore, having made about 9½ miles. George Malcolm did not appear to suffer much pain from his foot, though it was greatly swollen. Brown and Strutt hardly felt theirs. Dr. Bradford attended them.

Fourth Journey  
Time in tent, 10.  
Working at the depôt, 10  
Wind E  
C. M force, 3  
Breakfasted at 6.  
Time travelling, 8 45  
Encamped for rest, 5 a m  
Distance gone, 10'

Fifth Journey  
Time in tents, 15  
Breakfasted at 6 p m  
Time travelling, 9½.  
Distance gone, 10'  
Weather, misty

Sixth Journey  
Time in tents, 14 30  
Wind N W, 6 4 g m q  
Temp -19°  
Breakfasted at 6 30 p m  
Time travelling, 5 30  
Distance gone, 7½'  
" made good, 2½'  
Encamped at 1 30 a m.  
Weather, 8 to 10 N W.

Seventh Journey  
Time in tents, 18 30.  
Wind N W, 3 b c.  
Temp. -18°.  
Breakfasted at 6 p m  
Time travelling, 9  
Wind N W, 3 f c  
Distance, 10'

Eighth Journey  
Time in tents, 13.  
Working at the depôt, 3  
Breakfasted, 7 p m.  
Temp -27°  
Wind S, misty  
Started at 9 p m.

Wind N E, 3 b c m  
Temp -31°  
Time travelling, 9  
Distance made, 10'.

Ninth Journey  
Time in tents, 14 30.  
Breakfasted at 6. 15  
Started at 8 p m  
Time travelling, 3  
Wind N E  
Temp -35°  
Force, 7 m g q  
Distance, 5'

Tenth Journey  
Breakfasted at 7 p m  
Time in tent, 24 hours, having  
been delayed 10 hours from  
bad weather  
Started at 11 p m  
Wind N E, force, 2 to 4  
Time travelling, 7  
Distance, 9½'

**Eleventh Journey**  
 Calm, misty  
 Temp —31°  
 Time in tents, 14  
 Breakfasted at 7 p m  
 Started, 8 30 p m  
 Time travelling, 8 40  
 Distance, 10'

**Twelfth Journey.**  
 Time in tents, 15½  
 Weather, misty  
 Encamped, 4 a m  
 Distance, 8

**Thirteenth Journey**  
 Time in tents, 15  
 Breakfasted, 6 30 p m.  
 Started, 8 p m  
 Wind N E, 2 m  
 Time travelling, 8  
 Distance, 7'

**Fourteenth Journey**  
 Time in tents, 17  
 Breakfasted, 6 30 p m  
 Wind S W 1 m  
 Started, 9 p m

Time travelling, 5 30  
 Distance, 7'

*Friday, April 25th.*—Started at 8.30, and proceeded along the shore on the snow, to clear the hummocks between the main land and the island spoken of yesterday. Observed Mr. Aldrich's party about 3 miles to the southward. Midnight, passing the bay which is named on the chart Allison's Inlet. Here Mr. Aldrich encamped. 1 A.M. stopped half an hour for lunch. Observed Cape Cockburn to the westward. 5 A.M. encamped on a low point between Cape Cockburn and the eastern point bounding the plain. Made about 10 miles.

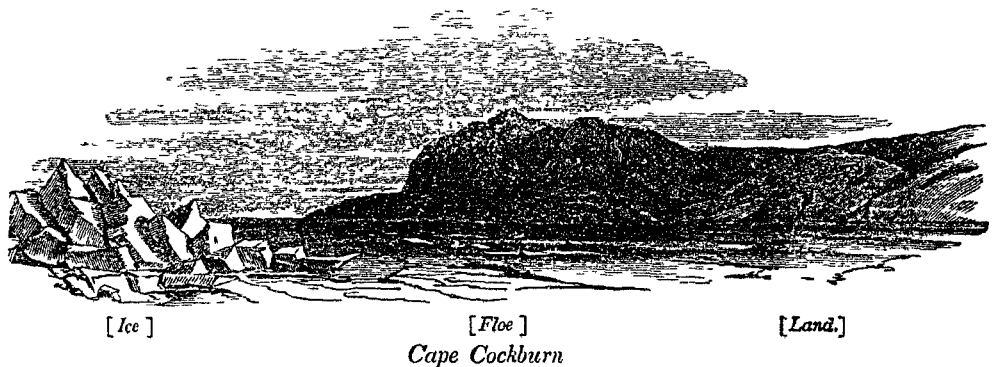
*Saturday, April 26th.*—Started at 8.30. Weather misty. Observed Mr. Aldrich's party inshore, making for Cape Cockburn. 1. stopped for three quarters of an hour for lunch. Mr. M'Clintock communicated with Mr Aldrich. 4. encamped, having made about 8 miles.

*Sunday, April 27th.*—Started at 8 P.M., going over the low plain covered with snow previously mentioned. I should imagine that the distance between Cape Cockburn and the point to the eastward was about 18 miles, between which is this plain, which runs away to the northward about 10 miles. Here we saw several traces of reindeer. 1. stopped for half an hour for lunch. 3. Mr. Wilkie, captain of Mr. M'Clintock's sledge, was taken suddenly ill; he therefore encamped; the rest of the sledges still proceeding to the westward.

4 A.M. encamped about 6 miles to the eastward of Cape Cockburn, having made about 7 miles.

*Monday, April 28th.*—9 P.M. Mr. M'Clintock having rejoined, (the man taken ill yesterday being better,) we left our encampment, and proceeded in towards Cape Cockburn, Mr. Aldrich's parties in company. They encamped under the cape at 12.30. 1 A.M. rounded the cape. Stopped for half an hour for lunch. 2.30. encamped about three miles to the westward, on the land. Here we commenced digging a pit for Mr. Shellabear's depôt, as he was now to return to the ship.

Dr. Bradford not thinking it prudent to take George Malcolm on, (his foot being very bad, though he dragged at the sledge the whole of the night,) it was therefore decided that he should return to the ship with Mr. Pearse (mate) in charge of the "Hotspur," and that I should take William Elliot (carpenters mate of "Pioneer") from the "Dasher" instead; Dr. Bradford giving Mr Shellabear John Bartlett (Royal Marine, ruptured on board the ship,) and he taking Thomas Robinson, captain of Mr. Pearse's sledge, on with him.



**Fifteenth Journey**  
 Breakfasted, 6 p m  
 Time in tents, 15  
 Digging pit, 4  
 Started, 9 p m

Wind fresh from the sea  
 \* 10 p m about four miles west of Cape Cockburn.

*Tuesday, 29th.*—Having placed in the pit the depôt, consisting of five days provisions for three parties, they issued from the "Dasher" (per Mr. M'Clintock's orders) five days provisions for the three sledges going on 9 P.M. started; leaving Mr. Shellabear to finish burying the depôt, and then to accompany Mr. Pearse on his return to the ship. 10. a fresh breeze sprang up from the eastward, which we soon took advantage of by setting our sails.\* At this time Mr. Aldrich encamped, and we soon lost sight of him, weather being thick. 1.40. stopped for half an hour for lunch.

4.30. A.M. encamped; having made about 12 miles.

We had hardly pitched tent, when, much to our delight, we saw a large bear quietly walking up towards us. Every person immediately concealed himself inside the tents, and two guns were got ready. When the bear was within about 80 yards of us Dr. Bradford and Mr. M'Clintock

fired and severely wounded him; the people then rushed out; and after following him for about half a mile, Dr. Bradford and Mr. M'Clintock again fired, one of the balls taking effect in the head of the animal; he immediately fell, and expired. Our sledge was unpacked, and the bear was dragged up to the tents upon it, when all the sledge crews commenced finching him, and we procured altogether about 30 lbs. of fat from off the body.

Time travelling, 7 30  
Distance gone, 10 or 11'  
Encamped, 4 30

*Wednesday, 30th.*—This morning we fried some bear steaks, which tasted much the same as tough beef; this was most likely owing to the animal not having fed upon seals during the winter, for the flesh had no fishy taste about it, and the body was very thin.

Sixteenth Journey  
Time in tents, 17  
Breakfasted, 6 30 p m  
Started, 9 20 p m  
(Crossing Graham Moor Bay)  
Calm, b c  
Time travelling, 7 10  
Encamped, 5 30 a m  
Distance, 10'

9.20 P.M. started. This night the weather was fine, but no wind; found the work heavy, the floe not being as even as usual. 2. stopped for half an hour for lunch. Saw the land to the eastward.

5.30 encamped, having made about 10 miles.

*Thursday, May 1st*—Whilst we were packing our sledges we saw three bears amongst some large hummocks, but they did not approach within gun shot, though they followed us for some time.

9 15 P.M. started Weather misty; wind S.E.; sails set. 2. stopped for lunch.

Seventeenth Journey  
Breakfasted, 7 20 p m  
Wind S.E. g n, force 3  
(Crossing Graham Moor Bay)  
Started, 9 15  
Time in tents, 13 30  
Time travelling, " 45  
Made 8 or 9 miles

5 A.M. encamped, having made about 8 or 9 miles. Ben. Strutt seems to suffer a great deal of pain from his foot. The other men getting on well. Dr Bradford sees the frostbites occasionally.

*Friday, May 2d.*—Weather too severe for proceeding. Blowing a gale from the S.W. Remained in our tents the whole of the night.

Wind S.W., force 8 to 10  
Gloomy and misty  
Heavy drift

*Saturday, 3d.*—9. The weather having moderated during the day we packed our sledges and proceeded on our journey towards Cape Gillman (Byam Martin Island). Weather during the night misty. No land visible.

Eighteenth Journey  
Time in tents, 25  
Breakfasted, 7 30 p m  
Started, 9 p m  
Crossing Graham Moor Bay  
Weather, misty  
Time travelling, 9  
Distance, 12'  
Encamped, 6 a m

2 A.M. stopped for half an hour for lunch

Weather clearing towards the morning, observed the loom of the land to the westward Floe as yet good

6 A.M. encamped; made about 12 miles.

*Sunday, 4th*—Started at 9 A.M. Wind from the N.E.; sails set For the first five hours we passed over a great many low hummocks. The floe then got more level, and the sledges ran much better; but the weather still continued very thick, and we could not distinguish the land. 1. stopped for half an hour for lunch

Nineteenth Journey.  
Started, 9 p m  
Time in tents, 15.  
Breakfasted, 7 p m  
Wind N.E., 4 m.  
Time travelling, 9 30  
Distance, 12 or 13'

5 30 encamped, having made about 12 or 13 miles Observed the land to the westward.

*Monday, 5th.*—The weather having cleared up a little, we saw Cape Gillman (west) about 10 or 12 miles distant, and the western point of Bathurst Island.

Twentieth Journey.  
Breakfasted, 7 50 p m  
Startd, 9 20  
Time in tents 16.

9 30. Proceeded in towards the land. Weather occasionally very thick; floe heavy. Finding that we could not reach the extreme point of Cape Gillman in this night's journey, and not being able to afford another day's provisions, Mr. M'Clintock gave orders to keep in for the nearest land; on which we encamped, at 6.15 A.M., about 5 miles to the northward of Cape Gillman, after having been obliged to double-bank the sledges to get them over some heavy hummocks which appeared to extend to the northward and southward as far as we could see, at the distance of half a mile from the shore. On our arrival Mr. M'Clintock immediately picked out a spot to place the depôt. Dr. Bradford inspected the frostbites. All going on well.

Encamped on Byam Martin Island at 6 15 a m.  
Made about 10 miles

#### Returning

*Tuesday, May 6th.*—4 P.M. one hand from each tent employed digging a pit for the depôt. After breakfast we issued seven days provisions to Mr. M'Clintock's and Dr. Bradford's sledges, keeping six days for our own use to return to Cape Cockburn with, where a depôt was placed for us. Mr. M'Clintock thinking that Thos. Heeles's physical powers were better adapted for an extended party than Robt. Urquart, R.M., he therefore took him on with him, giving me Urquart to return to the ship with.

First Journey.  
Time in tents, 14  
Breakfast, 6 p m  
Working at the depôt, 2 30  
Started, 11 p m  
Wind from W, o g s. 4

11 P.M. Having dragged the depôt up to the pit, packed the sledge, and received my orders from Mr. M'Clintock. We gave them three hearty

Recrossing Graham Moor Bay on our return to the ship

Time travelling, 7 10.  
Sail set

Encamped 6. 10  
Made 12'.

Second Journey  
Breakfast, 5 40 p m  
Time in tents, 13 35  
Started, 7 45 p m  
Wind W, 5 g m  
Encamped, 2 5  
Distance, 11'

Third Journey  
Time in tents, 19  
Breakfasted, 7 p m  
Wind from westward  
Force 4 b c.  
Recrossing Graham Moor Bay  
on return to the ships  
Time travelling, 9  
Distance, 20'  
Encamped, 6 a.m.

Fourth Journey  
Breakfasted, 7 p m  
Time in tents, 15 15  
Started, 9 15  
Calm, o b m

Time travelling, 8 40  
Distance gone, 12'  
Encamped, 6 a.m.

Fifth Journey  
Breakfasted at 7 30 p m  
Time in tents, 16  
Started, 10 p m  
Calm, o misty

Time travelling, 5  
Encamped, 3  
Distance, 6'

Sixth Journey  
Time in tents, 13  
Working at the depôt, 5  
Breakfasted, 6 30  
Light wind from the westward  
Weather, misty

Time travelling, 8 30  
Distance, 13'  
Encamped, 5 a.m.

Seventh Journey.  
Time in tents, 15  
Breakfasted, 6 30  
Wind N W, 2 b c

cheers, and commenced our journey back to the ship, leaving them all in good health and spirits. 3. stopped for half an hour for lunch.

5 A.M. passed the 5th encampment on the floe from Cape Cockburn.

6 10. Encamped, having made about 12 or 14 miles. Weather thick.

*May 7th.*—7.45 P.M. started. Lost the track of the outward-bound sledges. Wind fair; sail set. Weather very thick, but it cleared up a little towards midnight. 1 stopped for lunch. 2.5. encamped, Thos. Brown (blacksmith) being taken bad in his bowels. Made about 11 miles. Immediately after pitching I gave him two purgative pills, which had the desired effect on him; during the night complained of his foot paining him.

*Thursday, 8th.*—Thos. Brown much better, though his foot was swollen a little.

Started at 9 P.M. Weather very clear. Observed Cape Gillman, also the land along the shore of Graham Moore Bay, and the western point of Bathurst Island. The point looked very low, and I could see no land between it and Byam Martin Island. Wind from the westward; sail set; passed the 3d and 4th encampment. Midnight, observed Cape Cockburn bearing E. by S. Stopped for half an hour for lunch.

2. Encamped, having made about 20 miles.

*Friday, 9th.*—Found, this evening, that the inflammation had increased on Brown's foot, and his spirits seemed to fail him. He told me that it was impossible for him to walk, though I endeavoured to persuade him to do so, but could not succeed; therefore I placed him on the sledge, and at 9.15. proceeded on our journey towards Cape Cockburn. Weather clear; sail set. Towards midnight Brown complained of being very cold, and I told him he had better try and walk, which he did. At first the limb was stiff, but after having been assisted by two of the men for a quarter of a mile it got limp, and he was able to walk by the sledge. Strutt's foot was very painful, but I was delighted to see that he kept his spirits up, and was determined to walk as long as he was able. 1.30. stopped for half an hour for lunch.

6. Encamped about 5 or 6 miles from Cape Cockburn, having gone 12 miles.

*Saturday 10th.*—Started at 10 P.M., greatly delayed by the sick man, this evening his foot being a little more inflamed, and he very much depressed in spirits. Having only a short distance to go, I placed Brown on the sledge, and at 10 P.M. proceeded in for the depôt under Cape Cockburn. Had to cross a heavy chain of hummocks, extending from about 8 miles to the westward of the Cape to as far as the eye could reach to the eastward.

2 A.M. got clear of the hummocks; and at 3 A.M. we encamped close to the depôt, which we found uninjured by the bears. Dug up one of the cases and took from it five days provisions (as per order). William Elliot, in getting out one of the rum tins, unfortunately struck the pick through it, but we started the rum into our own four-gallon can, which I left at the depôt. After having taken the necessary provisions, we replaced the case in the pit, and buried it as before. Immediately on pitching the tent I made Brown cover his foot with wet linen rags, on which he put snow; this gave him great relief.

*Sunday, 11th.*—Brown appeared to be better this evening, and after reasoning with him a little I managed to get him to walk, which he did for the whole of the day, being assisted by a man for the first two miles. Strutt's foot very stiff, with a swelling in his groin, which I think was caused by laying still for a longer time than usual.

8.30. started, and proceeded across the sandy plain, to the eastward of Cape Cockburn. Light breeze from the N.W. Sail set.

5. Encamped on the plain, having gone about 13 miles. Point to the eastward, W. by S.  $\frac{1}{2}$  S.

*Monday, 12th.*—8.30. This evening the inflammation on Brown's foot had risen up as far as his ankle, and his spirits were entirely gone. I endeavoured to make him walk, and made a man support him; but he laid down on the snow, and said he could go no further. I therefore had him placed on the sledge for a full due, and from this time he gradually got worse.

At midnight we got clear of the plain, and a light breeze sprang up from the westward. Sail set. 1. stopped for half an hour for lunch.

4.40. encamped about 3 miles to the westward of Allison's Bay. Made about 12 miles.

*Tuesday, 13th.*—Started at 8.30 P.M. Weather fine; wind from the westward. Sail set. Thomas Brown on the sledge; talking wildly, and appears to be getting delirious. Passed Allison's and Bedford Bay. Part of the floe, this night, very rough. 12.30. stopped for half an hour for lunch.

5.15. encamped, having gone about fifteen miles.

*Wednesday, 14th.*—Started at 7.40 P.M. Thomas Brown on the sledge. He was now quite out of his mind, and I determined on reaching the next depôt (which was now about 18 or 20 miles distant) this morning, as it now appeared that our sick companion was in a dangerous state. 11. issued extra half allowance of rum. Passed the cape, on which the peaked hills are. 2. stopped for half an hour for lunch.

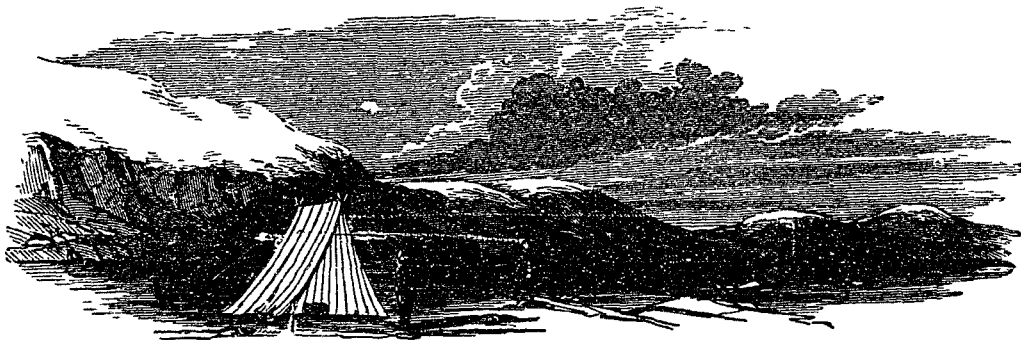
6. encamped at the depôt, having gone this night from 21 to 23 miles. Took from it four days provisions.

Time travelling, 8 30  
Distance, 12' to 14'  
Encamped, 4 40 a m

*Eighth Journey*  
Breakfasted at 7 p m.  
Time in tents, 15 40  
Started at 8 30  
Wind, W 2 4 b c  
Time travelling, 8 45  
Distance, 15'  
Encamped, 5 15

*Ninth Journey.*  
Time in tents, 14. 25  
Breakfasted at 6 p m.  
Started at 7 40  
Wind, W  
Sail set

Time travelling, 10 20  
Distance, 21' or 23'  
Encamped at 6 a m



*Allison's Bay.*

*Thursday, 15th.*—Buried the remainder of the depôt, which consisted of four days provisions for each of the extended parties. While the men were at work I examined Brown's foot, and found that the inflammation had risen up as far as his knee. It appeared to be in a bad state, and the only thing I could now do was to bandage it up with clean linnen rags, and make the best of our way to the ship.

8.15. started for the next depôt; sail set; wind N.W. Thomas Brown on the sledge. Observed Brown's Island bearing N.W. by W.  $\frac{1}{2}$  W. Midnight, a thick mist came on; lost sight of the land. 1. stopped for lunch.

4.45 encamped, having gone about 11 or 12 miles. Weather clearing. Brown's Island N.N.W.  $\frac{1}{2}$  W.; point ahead N. by W.  $\frac{1}{2}$  W.

*Friday, 16th.*—Started at 8.15. Brown on the sledge. He appears to be very weak, and talks more wildly than ever. Strutt in much pain, but in good spirits, taking his place at the drag-rope as usual. 11 issued extra half allowance of rum. Light breeze from the N.E.; weather clear. Brown's Island about sixteen miles off. Midnight, observed the point ahead on which the depôt was placed. 2. stopped for half an hour for lunch.

7.5 A.M. encamped on Cornwallis Island, close to the autumn depôt; having made about eighteen miles.

This morning the men were too tired to dig up the provisions; I therefore deferred it till to-morrow.

Griffith Island W. by N. Brown appeared to be more sensible.

*Saturday, 17th.*—10.45. Having taken the necessary provisions from the depôt, and buried the remainder, we left for the ship; Brown on the sledge. Midnight, the weather came on thick, and for some time we lost sight of the land. Wind from the N.W. with snow, which made the sledge run heavily, though we had the sail set. 12. issued extra half allowance of rum. 3. stopped for half an hour for lunch.

6.45. encamped, having made about 10 or 11 miles.

*Sunday, 18th.*—Weather misty; fresh breeze from the N.W. Griffith's Island just to be seen.

9. started. Thomas Brown on the sledge. He appears to be more sensible than usual, but very weak, and greatly fallen away. The men now

2.

G g

*Tenth Journey*  
Time in tents, 14 15  
Breakfasted at 6 30  
Started at 8 15 p m  
Wind, N W 3 b e n

Time travelling, 8 30  
Encamped, 4 45  
Distance, 12

*Eleventh Journey*  
Time in tents, 15 30  
Breakfasted, 6 30 p m  
Started at 8 15 p m  
Wind, N E b m

Time travelling, 11.  
Distance, 18'  
Encamped at 7 15 a m

*Twelfth Journey*  
Time in tents, 19  
Working at the depôt, 2 45  
Breakfasted, 8 p m  
Started at 10 45  
Time travelling, 8  
Distance gone, 10'  
Encamped at 6 45 a m

*Thirteenth Journey*  
Time in tents, 14 15  
Breakfasted at 7 p m  
Started at 9 p m.  
Wind, N W 4, 5  
Weather, thick



expressed their willingness to continue dragging till we reached the ship, and being assisted by a fine breeze there was every prospect of our doing so. Towards midnight it came on thick, with more wind. Lost sight of Griffith's Island. Passed over some heavy hummocks. 4.20. weather clearing, observed the island and our ships ahead, but it soon came on thick again. 6. weather clearing, found that we were within two miles of the ships. Left the sledge, and made the best of my way to the "Resolute," to prepare for receiving Thomas Brown. 6.30. arrived on board. Found my watch to be two hours slow. The sledge arrived about three quarters of an hour after me, having carried away their yard, which delayed them for some time, relieving me of much anxiety by delivering up the sufferer to medical assistance.

Time travelling, 10  
Distance, 19  
Arrived on board at 7 a m.,  
Monday, 19th May

*Note.* On my arrival on board the "Resolute" a party was immediately despatched to bring in the sledge, and everything got ready for receiving the sick man. Refreshments were prepared for the sledge crew, and their hammocks hung up, so that they were able to retire to rest immediately on their arrival

## REMARKS.

Number of days out	-	-	21 days.
Number of days home	-	-	13 "
Total hours travelled out	-	-	146h. 5m.
Total hours travelled home	-	-	105h. 5m.
Total distance travelled out	-	-	189 miles.
Distance in a direct line	-	-	147 miles.
Total distance travelled home	-	-	182 miles.
Total hours encamped for rest	-	-	495h. 45m.
Total hours detained by weather	-	-	20h. 30m.
Mean rate travelling per day		{	Out, 9 miles. Home, 14 miles.
Number of hours encamped		{	Out, 301h. 30m.
for rest	-	{	Home, 194h. 15m.
Number of hours working at		{	Out, 17h.
the depôts	-	{	Home, 10h. 15m.

## REMARKS ON PROVISIONS.

The pemmican we found quite sufficient; but not enough spirit-fuel.

The allowance now is seven gills per day, which I think should be increased to nine gills. The bread is hardly sufficient, but one pound per day would be ample.

The pork will be quite enough when the fuel is increased, so that we could cook pemmican for breakfast. Found the preserved potato to be a great addition to the pemmican.

Rum quite enough; but I think that a little extra should be sent for the future, in case of a hard day's work.

## REMARKS ON THE CLOTHING.

The canvass boots were too small; they should be made so that the feet could be covered with ease.

Canvass mocassins should be always taken, with soft leather soles over the canvass.

The jumpers should be made to button up in front, like a coat. (Small tassels are preferred.)

I must now remark on the conduct of the men.

They were all, without a single exception, ready, willing, and hard working.

The bombardier paid great attention in issuing the provisions, which duty he performed for the whole time.

William Elliot, carpenter's mate of "Pioneer," who came in the place of George Malcolm, captain of the sledge, did his duty in that capacity, and gave me great satisfaction.



I cannot help speaking of Benjamin Strutt, A.B., the only seaman I had in my sledge crew. He, after having been severely frost-bitten, still did his duty, though he was in constant pain from his foot. I can only add, that I think he saved himself the pain of being placed on the sledge by his firmness and determination to hold out to the last.

I have, &c.  
(Signed) WALTER WILLIAM MAY.

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Captain AUSTIN, of Her Majesty's Ship "Resolute," to Mr. WALTER W.M. MAY, Mate, late in command of the Sledge "Excellent."

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands,

Sir, 4th June 1851.

I have to acknowledge the receipt of your journal of proceedings whilst in command of the sledge "Excellent," between the 15th of April and the 19th of May last.

I have been informed by Lieutenant M'Clintock, and by the officer to whom you were immediately attached, that you were "constantly dragging at your sledge," which was most creditable to yourself, and encouraging to your crew, and entitles you to my full approbation.

Your account of the conduct of the men who were under your command is very satisfactory, which has been made known to them.

The circumstance of three casualties (one of which proved fatal) having occurred amongst your crew is deeply to be regretted; but the exertions that were employed to reach the ship in as short a time as possible with the last serious case, deserve my highest commendation.

I am, &c.  
(Signed) HORATIO T. AUSTIN,  
Captain, and in charge of the Expedition

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Enclosure 20 of No. 11 of 1851.

Captain AUSTIN to Mr. JOHN P. CHEYNE, Mate of Her Majesty's Ship "Resolute," in charge of the Sledge "Paiy."

By Horatio T. Austin, Esq., C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

The extent of the operations about to be entered upon enables me to comply with your great desire to be employed therein; and as the importance of the search to Melville Island calls for an auxiliary party to aid in the accomplishment thereof, looking to your earnestness and zeal, and reminding you of the necessity for moderation and caution in the management of the men who will be with you, I appoint you to command it.

You will, therefore, take under your command the seven men hereafter named, who one and all have volunteered and been fully approved by yourself for this service, and who, with their sledge, have been under your control and responsibility for preparation and equipment since the 10th ultimo. Place yourself under the orders of Lieutenant M'Clintock, and follow such directions as you may from time to time receive from him, during the period of this particular service.

With reference to your return after being detached, relying on your prudence and watchfulness, I feel that the system of a more experienced officer during the journey out will not be lost sight of; and have only to add, that I hope to have the satisfaction of seeing the fervent interest and zeal, with the same efficiency, shown by the mates of the active period of our service, displayed upon the present occasion.

On your return you will deposit each day near your encampment one of the printed notices with which you are supplied.

You will keep a journal of your proceedings and a track of your route, which, with such observations, sketches of headlands, &c., as you may have

been able to make, are to be transmitted to me as soon as practicable after your return.

Given under my hand, on board Her Majesty's Ship "Resolute," in Winter Quarters between Cornwallis and Griffith Islands, the 7th of April 1851.

(Signed) HORATIO T. AUSTIN.

Joseph Organ	-	-	-	Ice Quartermaster	} Her Majesty's Ship "Resolute."
William Elliott	-	-	-	Carpenter's mate	
James Foley	-	-	-	Ship's cook	
Thomas Record	-	-	-	Musician	
Henry Cumber	-	-	-	Officer's cook	
Richard Bland	-	-	-	A B	
Nicholas Holton	-	-	-	Stoker	

Auxiliary party, provisioned for 42 and equipped for 20 days, with one runner sledge

H M Sledge, "Parry,"  
Auxiliary to Lieut M'Clintock



The report in detail of equipment and weights of the "Parry" was given in on 11th April

Mr. CHEYNE, Mate of the "Resolute," to Captain AUSTIN.

Her Majesty's Ship "Resolute,"  
Griffith Island, 28th April 1851

Sir,

In compliance with your orders of yesterday, I proceed to give a detailed report of everything connected with H.M. sledge "Parry," acting as auxiliary to the Melville Island parties under the orders of Lieutenant F. L. M'Clintock, between the dates of leaving and of returning to the ships.

The following are the names of the party attached to the "Parry," with their respective ships, rating, and age, also the total weight, and weight per man to be drawn.

Name	Age	Rating	Ship	Remarks
Joseph Organ	-	Ice quarter-master	"Pioneer"	Late of Her Majesty's Ship "Enterprise" under Capt. Sir James C. Ross
William Elliott	-	Carpenters mate	"Pioneer"	
William Foley	36	Ship's cook	"Resolute"	
Henry Cumber	-	Ship's cook	"Pioneer"	
Thomas Record	25	Musician	"Resolute"	
Richard Bland	34	A B.	"Resolute"	
Nicholas Holton	-	Stoker	"Pioneer"	

Daily decrease of weight in provisions is 22lbs

Constant Weights	Weight of Depôt.	Weight of Present-Use Provision	Total Weight	Weight for each Man.
lbs. 391 $\frac{3}{4}$	lbs 457	lbs. 577 $\frac{1}{4}$	lbs. 1,426	lbs 203·7

Having in every respect completely fitted the sledge according to my instructions, and carefully got ready, and stowed thereon forty days provisions, viz. eight days for four parties of seven, four of which were to be deposited as a depôt, and eight days for my own party of eight persons, besides the constant weights necessary for the equipment, and all the sledges having been drawn out to the N.W. end of Griffith Island on Saturday the 12th April, we took our final departure from that place at 10.30 P.M. on Tuesday the 15th April, the wind blowing very strong from the S.E., accompanied by a heavy fall of snow. At 11.30 P.M., one hour after starting, we all stopped and made sail on the sledges, which was completed in about ten minutes. The difference in the dragging was immediately felt, although the floe was very soft, owing to the quantity of snow that had

First Journey  
Travelled, 10h 0m  
Lunch, 0 30  
Rest, 13 0  
Distance gone, 12 $\frac{1}{2}$  (from the ship)

fallen. At midnight we lighted our tallow lamps, made grog water, and lunched.

On Wednesday the 16th, at 0.30 A.M., we proceeded on in a single line under sail before the wind, steering E.S.E. per compass, or N.W.  $\frac{1}{2}$  W. true. About 5 A.M. the sledges were all drawn up, sail taken in, and the tents pitched on the floe; supper got ready; after which we got into our blanket bags, and although they were very damp, and the people wet through with perspiration, yet we all slept exceedingly warm, the temperature being up to  $+15^{\circ}$ , the wind still strong from the S.E., with thick weather and snow. At 4 P.M. the cooks of each tent were turned out, and breakfast got ready; after which we struck the tents, and started on our course at 6 P.M. under sail. Not having drawn any kites from the ship, and seeing them of great assistance to the sledges "Perseverance" and "Excellent," I borrowed a spare one from the latter, and set it. We were making very good work, steering by the kites, as nothing could be seen to guide us, owing to the drift and falling snow. About 10 o'clock the "Perseverance," which was the sternmost sledge, having a sail and two kites set, shot ahead of her men as the breeze increased, and actually dragged them after her, keeping them on the run as they passed the line. At 11 P.M. we sighted the land about  $1\frac{1}{2}$  miles ahead. At midnight we got the kettle under weigh, made grog water, filled the water bottles, and lunched. As we closed the land we found the direction of the wind to trend along it, so that although we turned about six points to the westward we still had a fair wind.

Second Journey  
 Travelled, 6h 45m  
 Lunch, 0 30  
 Detained, 4 45  
 Rest, 10 45  
 Distance gone, 8 $\frac{1}{2}$ '

On the morning of Thursday 17th, at 0.30, we again proceeded, and made for a point of land about 2 miles to the westward. The "Parry," which was the heaviest sledge in the division, owing to her being loaded for seven men instead of six, and also owing to the sledge herself being a much heavier drawing one than the rest, now went ahead at a rapid rate, and so sudden was the start that had not the men been very quick in jumping aside they would certainly have been run over, and broken legs would have been the consequence; in fact, so fast was she going, that one man jumped on while the rest kept on each quarter to check her with the drag ropes. At 1.15 A.M. we down sail, and brought up on a low point of land, the weather being so thick and drifting as to render it advisable to pitch the tents, which we accordingly did on the gravel; had our supper, and turned into the bags; slept warm, but damp; temperature  $+19^{\circ}$ . About 6 P.M., having had breakfast, the tents were struck, and we started with a fair wind and fine weather, having our sails set and kites flying. The wind now came on the port quarter, so I shifted the kite line to the starboard quarter, to act as a spring, and found it to answer well. We were now crossing rather a deep bight, into the head of which I think it likely a river empties itself; so judging by the appearance of the land. This bight is just inshore of Brown's Island, which we were passing on our left hand distant about six miles. This very much resembles Leopold Island, in being steep all round, except on the side toward the shore, where in both cases they run off in a low narrow point. At 10 we observed a flagstaff on shore, which turned out to be the autumn depôt; the sledges were accordingly hauled ashore, and the tents pitched on the snow under the depôt. At 11 we lighted our lamps, lunched, and dug out the depôt, which had been replenished by Mr. M'Dougall. Had supper, and turned in. Wind strong from S.E., with drift; temperature  $+20^{\circ}$ .

Third Journey.  
 Travelled, 5h 0m  
 Lunch, 0 30  
 Depôt work 4 30  
 Rest, 14 0  
 Distance gone, 6 $\frac{1}{4}$ '

On Friday 18th had breakfast. Each sledge took from the depot four days provisions, and buried the remainder. Took the following bearings: Long low point, supposed to be south point of Baker Island, S.  $73^{\circ} 30'$  E. (compass.) Brown Island, right tangent N.  $32^{\circ} 40'$  W.; left tangent of ditto, N.  $43^{\circ} 40'$  W. At 8 P.M. we struck the tents, and proceeded under sail before the wind, steering E. by S. (compass) for the low point. Midnight, passed the point. Weather getting very thick; could not see far.

Fourth Journey  
 Travelled, 8h 25m  
 Lunch, 0 40  
 Rest, 14 40  
 Distance gone, 10 $\frac{1}{4}$ '

Saturday 19th, 1 A.M. made grog water; filled the water bottles, and lunched. 1.40. proceeded on. 5.5. halted and brought up on the floe. Weather thick; wind from S.E.; temperature  $+20^{\circ}$ . 7.45 P.M.

Fifth Journey  
 Travelled 10h 40m  
 Lunch, 0 20  
 Rest, 12. 15  
 Distance gone, 13 $\frac{1}{4}$ '

struck the tents, having had breakfast, and steered S.E. by compass, or about N. 20° W. (true); a light breeze from the northward. Midnight.

Sixth Journey  
Travelled, 6h 0m  
Detained, 6 0  
Rest 1 30  
Distance gone, 7½'

On Sunday 20th, at 1 A.M., lunched, and proceeded on same course for a point of land looking like an island. 6.45 A.M. pitched the tents about 1½ miles off the point. Had our supper in the bags, and then read prayers. Weather fine; temperature + 19°. 6 P.M. had breakfast; after which I delivered to each sledge one bag of biscuits weighing 21lbs., making a decrease in weight of 84lbs. At 7 struck the tents. A strong head wind with a heavy drift, steering about S.E. (compass) along the east side of a supposed island, intending to round the north end. 9.30. wind and drift increasing. Found the land continuous. Turned and retraced our course, going before the wind. It was now blowing a very heavy gale at midnight

Seventh Journey  
Travelled, 10h 15m  
Lunch, 0 15  
Rest, 14 0  
Distance gone 13½'

At 1 A.M. on Monday the 21st, hauled the sledges on shore near the southern point, and after much difficulty pitched and well secured the tents, got into the bags, and had lunch and supper together. Temperature + 10°. 5 P.M. weather cleared, but the wind continued yet strong, and the temperature had fallen to -1°. Brown's Island bore from this encampment N. 53 W. by compass. 7.30. struck the tents, and rounded the south point, when we sighted the land and peaked hills of Bathurst, and steered for them E.N.E. (compass) for a short distance, and then N.E. by E.; the floe was very level, the wind ahead and exceedingly cutting; the temperature falling to -10°, midnight.

Eighth Journey  
Travelled, 11h 15m  
Depot work, 1 45  
Rest 16 0  
Distance gone 22'

On Tuesday the 22d, at 6 A.M., reached the beach of Bathurst, about ten miles to the left of the night peaked hill. Pitched the tents; found the remains of an Esquimaux encampment about one hundred yards from our own, but apparently a very old one. The coast along here is very low; the top surface of the beach is thrown up into numerous little hillocks, and composed of very small limestone shingle; but at the depth of a foot it is so hard and solid that a pickaxe made no impression on it. There were very few hummocks along the shore, although the ridges of shingle were observed at some considerable distance from the line of beach, thereby indicating very shoal water and a quiet formation of ice about here. When the men had taken off their boots for the night I found that Henry Cumber's feet were both frostbitten. He had been wearing for the day a pair of canvass boots that he had borrowed from one of the long parties, not being able in the morning to get on his cloth boots, from their being frozen hard. The temperature was down at our pitching to -15°; a light breeze from the N.W., with clear weather. At 6 P.M. Mr. Bradford informed Lieutenant M'Clintock that it would be impossible for Henry Cumber to proceed any further; and as an accident had happened to the sledge "Dasher" the evening before, so as to incapacitate it from carrying a heavy load, and also one of the men belonging to that sledge having his toes frostbitten, I was ordered to deposit my dépôt where we then were, give over four days provisions to each party, and return to the ship, taking with me Fullerton, belonging to the "Dasher," whose toes were frosted, for whom he took William Elliott (carpenter's mate) and the sledge "Dasher," letting the "Parry" go on instead. This exchange was accordingly effected, and I gave each party four days provisions. Lieutenant M'Clintock then selected a spot for a dépôt, and giving me orders to properly secure it there, then proceeded back to the autumn dépôt, taking from that place any provision I might stand in need of, at the same time taking a rough estimate of what remained, and then return to the ship with all speed. The four parties then took their departure in extremely good health and spirits, all being most sanguine in the work before them; and I cannot help remarking, that the most severe punishment to any one man at that time would have been to have sent him back to the ship, so great was the enthusiasm and interest that prevailed with "one and all." Immediately after their departure I set the party to work, and buried my dépôt securely in the selected spot, which consisted of four days provisions for four parties, with a bag of water boots for the return of the long parties. We then lunched at midnight.

Ninth Journey  
Travelled, 7h 35m  
Lunch, 0 10

On Wednesday the 23d, at 0.45 A.M., the broken sledge being secured, and packed with five days provisions, we struck the tent, and went on;

weather very clear, temperature  $-21^{\circ}$ , and a good breeze from N.W. 1.30. made sail, steering W. by S. (compass) for a distant point of land having every appearance of an island; no land visible to the northward of it; Henry Cumber walking behind, not being able to drag. 2.0. placed Cumber on the sledge, wrapped him up in bags, but found it too cold for him; so remaining there half an hour chilled him; we therefore took him off, and made him walk by the side of the sledge and hold on. Temperature  $-23^{\circ}$ . The weather now got thick, and no land visible. At 5.30 A.M. we pitched the tent on the floe; had supper; slept cold and wet; temperature  $-24^{\circ}$ . 9.30 P.M. struck the tent; temperature  $-25^{\circ}$ ; a strong breeze from the N.W., with drift and thick weather. Steered W by S. (compass), being guided by making an angle with the drift.

Detained, 7 0  
Rest, 19 45  
Distance gone 15½'

On Thursday 24th, at 2 A.M., hove to and lunched. Came across numerous bear tracks, but saw no bears. The grog that had been mixed with half its quantity of water was hard frozen; the weather too cold to melt water. 2.10. started again. 4. passed the point first taken for Baker Island, and struck upon our outward track, which was quite fresh; we therefore followed it, and at 5.15 A.M. pitched on the floe. The party were very fatigued and tired in their feet. At 5 P.M. we had breakfast; but the weather was altogether too severe to move, as almost all the people's fingers had been touched with frost the day before, and Cumber was complaining of his feet very much; so we kept in our bags, although lying very cold and damp. Midnight.

Fifth Journey  
Travelled, 4h 0m  
Depôt work, 3 0  
Rest, 12 0  
Distance gone, 5'

On Friday the 25th, at 1 A.M., weather moderating, but still thick, with falling snow; temperature  $-8^{\circ}$ . We had lunch, struck the tent, and proceeded on the old track. At 5 A.M. we arrived at the autumn depôt; immediately pitched the tent, set to work, dug out the depôt, and took from it the following provisions: biscuit 20 lbs, rum fuel 26 gills, cocoa 3 lbs., cocoa sugar 7 ounces, and pork two pieces, or 4 lbs. We then estimated the remainder, which was again secured, at the following; viz., pemmican 108 lbs, biscuit 49 lbs., soap 24 lbs., rum fuel 3 gallons, rum for use 2 gallons, bread dust 6 lbs, sugar 21 ounces, tobacco 3 lbs., pork 14 lbs., and one tin of pepper. This was well secured again, and a notice put in a tin case left by Mr. McDougall on the 20th instant when on his return to the ship. Had supper, and retired to rest. At 9 P.M., having had breakfast, struck the tent, and started, steering W. by N. (compass); wind right ahead, and snow falling and drifting. Saw Brown Island at intervals. Temperature  $-21^{\circ}$ .

Eleventh Journey  
Travelled, 8h. 50m  
Lunch, 0 10  
Rest, 18 20.  
Distance gone, 17½'

On Saturday the 26th, at 2.15 A.M., stopped and lunched. 2.25. proceeded. 6 A.M. men much fatigued; pitched the tent on the floe. Weather began to clear; obtained a glimpse of Griffith Island; had supper, and turned in. Temperature  $-19^{\circ}$ . Slept exceedingly cold. 9 P.M. had breakfast, not intending to start till midnight, so as to time ourselves on board ready for a ship breakfast.

Twelfth Journey  
Travelled, 7h 20m  
Lunch, 0 10  
Distance gone 14½'

On Sunday 27th, at 0.20, struck the tent, and started under sail, the weather having cleared and the wind changed; temperature  $-29$ . Lashed the colours to the masthead; course W. by N. (compass.) 1.30. observed the "Resolute's" mastheads appearing like a hummock; gradually rose the ships. 6.40. observed the ensigns hoisted. Lunched. 6.50. proceeded. 7.50. arrived alongside the "Resolute," and reported myself to Captain Austin. Brought the party on board, sending Henry Cumber to the "Pioneer" at once, whose feet were immediately examined, and reported as not being anything serious.

#### GENERAL REMARKS.

I must now remark that our party could not nearly get through their allowance of meat, but mostly on account of the shortness of fuel for cooking, which certainly was not enough in our case with the then low temperature; we could have eaten more biscuit, and extra tea would have been most desirable. We used tallow until our return to the autumn depôt, after which we used concentrated rum. The tallow answered by far the best. I should say, with our temperature, that 2 lbs. of tallow a day would not have been too much. The canvass coverlet that was made for placing over us we were glad to put underneath, as the cold struck up from the floe,

clamping us very much, and preventing sleep. Our bags were frozen stiff, two or three of them being so bad as to require pulling out straight by two men before they could be got into. I wore my own cloth boots up to my return to the ship; but for nine days they had been as hard as wood, and before putting them on in the morning I was obliged to cut the ice out from the inside with a knife before my feet would go in; and in the evening, on taking them off, the blanket wrappers remained hard frozen to the ice in the boot. The only thing that preserved my feet from being frost-bitten was a constant motion of all the joints as long as the boots were on, and not having them too much wrapped up, so as to prevent circulation. The weather had been so thick and bad while away that few observations were made. I obtained one azimuth at my depôt with Lieutenant M'Clintock's compass, but left it with him in the hurry of departure. On my return I had no instruments to use, except a small pocket compass, divided to two points.

During our progress outward, and also my return, the shores were well examined in our route, and not the slightest sign of traces were to be seen of the missing Expedition.

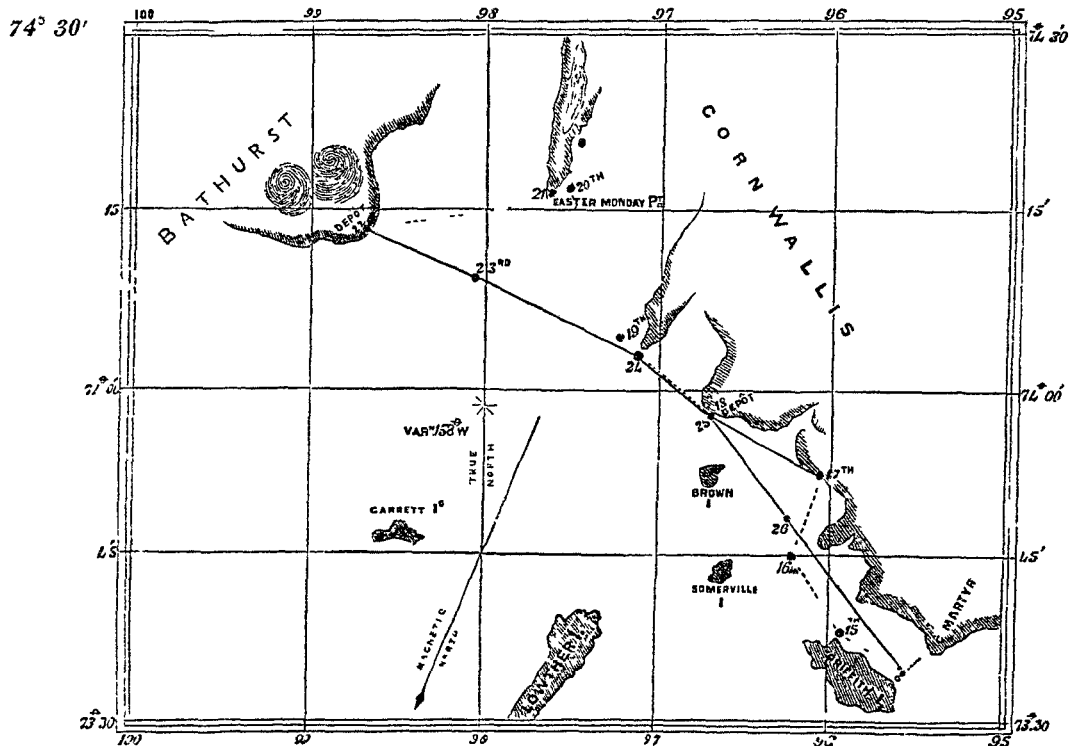
In conclusion, I beg to state, sir, in addition to Lieutenant M'Clintock's favourable report of the "Parry's" men on their outward journey, I am happy in adding, that throughout they did their duty cheerfully and readily; and I cannot help specially picking out Joseph Organ, captain of sledge, and William Elliott, whose exertions and attention to their duty and the common interest were not to be surpassed.

I have, &c.

(Signed) JOHN P. CHEYNE,  
(Mate) in command of party.

Number of days absent	-	-	-	12
Estimated number of hours actually travelling on	-	-	-	85h. 35m.
Estimated number of hours detained by bad weather	-	-	-	17h. 45m.
Estimated number of hours detained at depôts	-	-	-	12h. 15m.
Number of journeys made outwards	-	-	-	7
Number of journeys made home	-	-	-	5
Estimated distance gone over outwards	-	-	-	71'
Estimated distance gone over home	-	-	-	65'
Estimated distance travelled altogether	-	-	-	136'
Time taken for lunch	-	-	-	3h. 15m.
Time at rest	-	-	-	163h. 15m.

N.B. The hours of rest as put down include the hours of detention by bad weather.



A Track Chart of the route of H.M. Sledge "Parry."

All to the westward of the autumn depôt is put in by the eye, bearings and estimated distances, and the rest is copied. The dotted line is the outward track, the other the return track.



Captain AUSTIN to Mr. JOHN P. CHEYNE, Mate of H.M. Ship "Resolute,"  
late in command of the Sledge "Parry."

Sir,

Her Majesty's Ship "Resolute," at Winter Quarters  
between Cornwallis and Griffith Islands, 21st May 1851.

I have to acknowledge the receipt of your report of proceedings from the 15th to the 27th ult., and to express my satisfaction with the manner in which you have carried out the service intrusted to you.

I am much pleased that you are able to speak so highly of the conduct of the men who were attached to you, which has been made known to them.

I am, &c.  
(Signed) HORATIO T. AUSTIN,  
Captain, &c.

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Enclosure 21 of No. 11 of 1851.

Captain AUSTIN to R. C. ALLEN, Esq., Master of H.M. Ship "Resolute,"  
in command of the Party.

By Horatio T. Austin, Esq., C.B., Captain of H.M. Ship "Resolute,"  
and in charge of an Expedition to the Arctic Seas.

Considering it very important that Lowther, Davy, and Garrett Islands should be searched, as well as that it will be very satisfactory for me to hear your opinion of the state and description of the ice to the westward, knowing your desire to be engaged in the search now in hand, and looking to your skill and experience, I have great pleasure in appointing you to execute that service.

You will therefore take under your command Mr. Edward Langley, boatswain of the "Resolute," (who, seeing our want of men, has most praiseworthy volunteered to perform manual labour on this occasion,) and the six men hereafter named, who have all volunteered, and been approved by yourself for this service. Receive one flat and one runner sledge, the former stowed with seven days provisions and fuel for eight men as a dépôt, and the latter equipped and stowed with eighteen days provisions and fuel for your own party. And as soon as in every respect complete and ready, proceed to the south-west point of Somerville Island; take up the case of pemmican deposited there by the senior lieutenant of the "Resolute," and go on to the north end of Lowther Island. Search along its western side, and deposit on its south-western extremity the flat sledge and seven days provisions for the returning party from the westward and southward, securing it, and marking its position in the best manner you can.

Failing to discover traces at Lowther Island, you will proceed to Davy and Garrett Islands, thoroughly searching both; and then, in the event of your not having found traces, I should wish you to fix the positions of such places as you can, and make all the observations that your knowledge in these matters may lead you to consider desirable to have on record.

You will deposit each day near your encampment one of the printed notices with which you are supplied.

You will keep a journal of your proceedings and a track of your route, for transmission to me as soon as convenient after your return.

I remind you of the necessity for care to preserve the eyes from snow blindness and the feet from chafe.

Be assured that you and your party leave with earnest prayers for your guidance and safe return.

Given under my hand, on board Her Majesty's Ship "Resolute," at  
Winter Quarters between Cornwallis and Griffith Islands, 23d of  
April 1851.

(Signed) HORATIO T. AUSTIN.

## The SIX MEN referred to

Thomas Bond	-	Ice quartermaster	-	H M Ship "Resolute."
Robert Moon	-	Ice quartermaster	-	H M Steam Tender "Pioneer"
George Murray	-	Ice quartermaster	-	H. M. Steam Tender "Intrepid."
Michael Collins	-	Ice quartermaster	-	} H. M Ship "Assistance"
John Cunningham	-	Ordinary seaman	-	
Simon Dix	-	Private R M	-	

ROB. C. ALLEN Esq., of Her Majesty's Ship "Resolute," to Captain AUSTIN.

Sir,

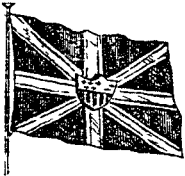
Her Majesty's Ship "Resolute," frozen in between  
Cornwallis and Griffith Islands, 28th May 1851

Having returned from the service on which I was detached by your orders on the 24th ult., I have the honour to transmit herewith a detailed account of my proceedings while absent.

I have, &c.

(Signed) ROBERT C. ALLEN, Master,  
(and lately in charge of the Sledge "Grinnell.")

Sledge "Grinnell"



Motto — "The Heart that can  
feel for another."

## SLEDGE "GRINNELL."

Names.	Rank or Rating	Ages	To what Ship belonging
Mr R. C. Allen	- - Master	39	"Resolute."
Mr. Edward Langley	- - Boatswain	34	Ditto.
Thomas Bond	- - Ice quartermaster	38	Ditto.
Robert Moon	- - ditto	41	"Pioneer."
Michael Collins	- - ditto	42	"Assistance."
William Cunningham	- - A B	24	Ditto.
Simon Dix	- - Private R M.	27	Ditto.
George Murray	- - Ice quartermaster	45	"Intrepid."

## Abstract of Weights.

Standing weights	- - -	685 lbs.
Provisions for party	- - -	456 "
Depôt for Lowther Island	- - -	186 "
Total weight	- - 7)	1,327
Weight per man	- - -	189 lbs.

## ABSTRACT OF ORDERS.

To proceed to the S.W. point of Somerville Island, and, taking up the case of pemmican deposited there in October last, proceed to the north end of Lowther Island; search its western side, and deposit on its S.W. extremity a depôt of provisions.

To thoroughly search Davy and Garrett Islands; and, failing to find traces of the missing Expedition, to return to the ship, making such observations as circumstances would permit, with a view to fix the position of the different points and islands in the route, and to remark on the state of the ice.

## JOURNAL OF PROCEEDINGS.

*Thursday, 24th April.*—At 6. 40. P.M. left the "Resolute" with a small runner sledge, carrying most of the standing weights and 18 days provisions for 8 men, and a flat sledge loaded with the depôt to be placed on Lowther Island, and astronomical instruments. At 9. 20., the runner sledge giving way, stopped, unloaded, and lashed an additional batten across it. Reloaded, and proceeded at 10. At 10. 15., the runner sledge still complaining, being evidently overloaded, stopped. Up tent, unloaded, and took the empty sledge back to the ship, with two men, accompanied by myself. Arrived on board at midnight.

*Friday, 25th April.*—At 10 A.M. left the ship with another sledge, large enough to carry the whole of the weights, accompanied by two men from the ship to bring back the flat sledge. 11.30. arrived at the tent. Sent the

Wind N W, 4 o m g  
Temp —7°

Wind S, 2 c m  
Temp —4°

two men back with the flat sledge. Took luncheon at noon. Sun shining through the mist.

P.M. 1.20. down tent, packed, and proceeded. At 3.40., two of the men being a little fatigued, and sore about the feet, and being desirous not to lay them up, I ordered the tent to be pitched. Got observations for time and variation, and a round of angles. Cook getting the dinner ready. It took  $1\frac{3}{4}$  hours to melt the snow for water, and thaw and boil the preserved meat. Robert Moon very unwell, and unable to eat his dinner.

Lat acc.  $74^{\circ} 40' N.$   
Long chr  $96^{\circ} 10' W$   
Var.  $152^{\circ} W.$   
Temp.  $-2^{\circ}$   
Distance from ship,  $6\frac{1}{2}'$   
No of hours proceeding, 4  
No of hours in tent, 20

We all sat in our blanket bags while the dinner was being cooked, after which we went to rest, leaving the Esquimaux dog on watch outside the tent.

*Saturday, April 26th.*—At 4.30. A.M. roused the cook out. At 6.30. breakfasted off chocolate; very greasy, and flavoured strongly with preserved meats, the fuel being insufficient to boil water for washing the things up; but in this particular we hope to improve. Robert Moon quite well again, and all the party in capital spirits, having slept well. At 6.55. down tent. Packed, and proceeded at 7.20. with the mackintosh floor-cloth hoisted to two of the tent poles as a sail, and which assisted us greatly. Sky clear overhead; horizon misty, and a moderate snow drift. 11.50. stopped. Up tent, and got ready for dinner. The cook very successful, being only  $1\frac{1}{4}$  hour in serving it up, notwithstanding the lowness of the temperature,  $-15^{\circ}$ .

Wind S E, 5 m s  
Temp  $-20^{\circ}$

Wind S W, 5 b c m  
Temp  $-15^{\circ}$

P.M. At 1.50. down tent. Packed, and proceeded at 2.15., under sail. Mist clearing away; Somerville Island in sight. At 5.30., the people having been walking at a smart pace in their carpet boots, were tired about the feet and ancles; I therefore ordered the tent to be pitched. Dined at 7.30. off ox-cheek soup; very much relished. People in good spirits, but very much fatigued, the sledge being a heavy drag for them, and the snow in some places soft.

Lat acc  $74^{\circ} 41' N.$   
Long acc  $96^{\circ} 15' W.$   
Temp  $-15^{\circ}$   
No of hours travelling,  $9\frac{3}{4}$   
No of hours stopped,  $14\frac{1}{4}$   
Distance over the ice by estimation, 10'

*Sunday, April 27th.*—At 4 15. A.M. roused the cook out. Breakfasted at 6.15. Used more than half the allowance of fuel to boil the cocoa, the temperature being very low, viz.  $-23^{\circ}$ . A very fine morning. Our boots being all hard frozen, we had to soften them by putting them between our legs before getting out of the blanket-bags. At 7. down tent. Packed, and proceeded at 7.30. At 8. arrived on Somerville Island, and proceeded along the beach to the S.W. point. At 9.10. reached the depôt, and took the case of pemmican on the sledge. I observed the ice between Somerville and Lowther Islands to be very rough indeed; and the sledge being already a heavy drag for the party, I determined upon depositing here two days provisions and fuel, and such other things as could be dispensed with, to make up for the additional weight of the pemmican.

Wind N E, 3. b  
Temp  $-23^{\circ}$

At 10.15. started for Lowther Island. Found the ice very rough indeed, and the snow being soft we made but slow progress.

At 11.50. stopped; up tent, and went to dinner. While the dinner was getting ready I walked on ahead a mile or so, to pick a road for the sledge.

At 2. P.M. down tent, packed, and proceeded. The wind shifted to the N.W. shortly after we had started, accompanied by a little snow drift.

Wind N W, 4 b c  
Temp  $-12^{\circ}$

At 6. stopped, up tent, and got into blanket-bags; the party very much fatigued, from the heavy work of dragging the sledge between large hummocks of ice and over ridges of soft snow lying between them; occasionally we sank in up to our knees. The whole of the allowance of fuel having been used to cook the breakfast and dinner, we could not have any tea.

Lat acc  $74^{\circ} 40' N$   
Long acc  $96^{\circ} 39' W.$   
No of hours travelling,  $8\frac{1}{2}$   
No of hours in tent,  $15\frac{1}{2}$   
Estimated distance travelled, 6'

*Monday, 28th April.*—At 2. A.M. we were all awoke out of our sleep by the growling of our Esquimaux dog. The cook, who always slept next to the tent door, and had charge of the guns, looked out, and seeing two bears within 13 or 14 yards of the sledge, he put a ball into the nearest one, which happened to be a cub, and as the old one would not forsake it, she also was soon shot down. In their paunches was some partially-digested seals flesh. Their bodies were very lean, and we only got sufficient fat from them for half a day's fuel. Being already heavily laden, we could not take the skins with us. 4. A.M. cook lighted the fire. 6. breakfasted. A very fine morning. Unstowed the sledge, tightened the gear about it, examined

the runners; restowed, down tent, packed, and proceeded at 6.55. Ice very rough, and lying in ridges from half a mile to a mile broad, with a moderately smooth floe between them. The dragging of the sledge through these ridges was very fatiguing, the snow being deep and soft, so that the party had to turn and face it, and pull it after them with a "One, two, three, haul." 11.50. stopped; up tent, and prepared for dinner. Too late for meridian altitude.

P.M. 2. down tent; packed, and proceeded at 2.15. Ice much the same as in the forenoon. Passed a bear, which did not come within gun-shot.

6. stopped; up tent. Got observations for latitude by double altitude, time, and variation. People all in good spirits. Mr. Langley bleeding at the nose during a great part of the forenoon, and complaining of his eyes smarting, Michael Collins's eyes getting bad also, applied wine of opium to the eyes of each. Got some tea at 8, cooked from the fat of the bears. Arranged the watches, not being quite satisfied with the dog for allowing the bears to come so close last night without giving warning.

*Tuesday, April 29th.*—4.30. A.M. roused the cook. 7.20. cocoa ready, having taken a long time to boil, owing to the lowness of the temperature. Found it quite salt, the cook having taken the snow from a part of the floe where it was not deep. Ordered it to be started, and some tea to be got ready. 9.30. down tent; packed, and proceeded at 10. Wind shifted to the S.E. Observed the clouds to be banking up in that quarter. Faint parhelia. Passed through several ridges of ice, labouring in the same manner as yesterday, and winding about like a snail.

Noon, stopped. Lunched off biscuit and frozen pork, with the allowance of spirits. All the party relish their grog greatly. 0.20. P.M. proceeded. 4. arrived at the edge of the grounded ice on Lowther Island, and, finding it piled in huge blocks all the way in to the beach for at least a third of a mile, we proceeded to the westward, outside of it, to look for a more favourable opening. At 5. stopped; up tent, and the people being much fatigued, and the soles of my own feet quite tender from walking backwards and forwards to pick the load, and with carpet boots on, I found it very tiring. Dined at 6.30. Arranged the watches, each person taking two hours in his turn.

*Wednesday, April 30th.*—At 3. A.M. roused the cook out. A very fine morning. 6. breakfasted. 6.45. down tent; packed, and proceeded at 7.15. along the edge of the grounded ice, to look for a favourable opening, at the same time making for a spot where it appeared to present one. At 8.15. saw a tolerable opening. Stopped; unloaded the sledge, and carried the things over by hand. At 9., having re-packed every thing on the sledge, we proceeded along the beach. At 9.10. deposited a notice on the north point of the island, which was a low shelving point. From it the eastern extreme of the land bore west (by compass) about two miles, and the western extreme E.N.E. one mile. Proceeded along the beach, inside the grounded ice, on soft snow lying on even ground. At 11.45. stopped, and took luncheon. At 0.30 proceeded to the southward, along the western shore of Lowther Island, as shown in the track in plan A.

At 5.45. P.M. stopped; up tent, and cooked the dinner. Took observations for time and variation. Michael Collins and Robert Moon, being snow-blind, have dragged the whole day at the sledge with their eyes bound up. Applied wine of opium to their eyes. 8. set the watch.

*Thursday, 1st May.*—4. A.M. roused the cook out. 6.15. breakfasted. 7. down tent; packed, and proceeded at 7.35. Kept along the beach, inside the grounded ice, cutting across every opportunity, as shown in the plan A. Snow soft. 11.35. stopped, and took luncheon. At 11.55. proceeded. Very fine weather. Sharp puffs of wind over the land, very cutting to the face, rendering it very sore, and peeling the skin off it, the sun during the last three or four days having tanned our faces well.

2.30. P.M. arrived at the S.W. point of the island; but finding it very low and flat over a considerable extent, and such that might be passed over in thick weather by a party searching for a depôt, I ordered the tent to be pitched, and leaving two men to get the dinner ready, I proceeded with the remaining hands to a sloping point about a mile and a half farther on.

Lat. by double alt  $74^{\circ} 40' N$   
Long chro  $97^{\circ} 2' W$   
Variation, —  
No of hours travelling, 9  
No of hours stopped, 15  
Estimated distance, 7'

Wind N W, 4, 5 b c  
Temp  $-21^{\circ}$

Wind S F

Lat acc  $74^{\circ} 40' N$   
Long acc  $97^{\circ} 28' W$   
Temp  $-10^{\circ}$   
No of hours travelling,  $6\frac{3}{4}$   
No of hours stopped,  $17\frac{1}{4}$   
Estimated distance, 6'  
Wind S E S, b c m  
Temp  $-20^{\circ}$

Arrive at Lowther Island at  
9 a m

Lat acc  $74^{\circ} 36' N$   
Long chr  $97^{\circ} 50' W$   
Var —  
Temp  $-11^{\circ}$   
No of hours travelling,  $9\frac{3}{4}$   
No of hours stopped,  $14\frac{1}{4}$   
Distance walked, 9'

Wind N W, 4, 5  
Temp  $-15^{\circ}$

At 4. we arrived at the point, and placed the depôt in the ground. A cairn of stones was built over it, with a bamboo staff, to which a red pocket handkerchief was affixed, and being placed on an eminence it was very conspicuous, and could not fail to be seen by a party in search of the same. At 5. proceeded on return to the tent, which we reached at 5.40. Got into the blanket bags, and went to dinner. We found a little moss near our encampment, by means of which we eked out our fuel, and were enabled to have some tea.

No of hours travelling, 9½  
No. of hours stopped, 1¼  
Distance walked by party, 11¼

At 8. fired off the muskets, reloaded, and set the watch.

We have hitherto travelled by day, but as the sun affects the eyes very much, as well as burns the face, I shall travel by night during the remainder of the route. I should have changed it three days ago, but was anxious to place the depôt while the weather was clear.

*Friday, May 2d.*—Breakfasted at 7. A.M., and sent the party to their blanket bags again, ready to start this evening. Sun shining through the mist occasionally. Got a tolerable meridian altitude.

Wind, S E 6 o m s  
Temp —4°

Lat. obs 74° 28' N

P.M. The wind freshened in the afternoon. Roused the cook at 3.50., and he had some tea ready in three hours, but even then it was only luke-warm, so we were obliged to take it, tea-leaves and all. 7. down tent; packed, and was about to proceed, but the weather became so thick, and the wind high, with considerable snow drift, that we could not see a cable's length. I deemed it would be useless to push out amongst a sea of mashed-up ice, where I knew it would be with the greatest difficulty that I could find roads in the clearest weather. I therefore ordered the tent to be re-pitched, to wait for a favourable opportunity. 8. set the watch.

No of hours travelling, none  
No of hours in tent, 24  
No of hours detained by weather, 5

*Saturday, 3d May.*—Blowing a hard gale from the S.E., with thick misty weather, and a heavy drift with snow. Dined at 7 A.M. No prospect of moving yet. Deposited a notice on a cairn of stones, directing Mr. Hamilton to the depôt. At noon took luncheon, which we should have had last night had we been moving.

S E., 9. o m s  
Temp +6°

Took breakfast at 7 P.M., and turned in, there being no prospect of moving at present. The eyes of Mr. Langley, Michael Collins, and Robert Moon quite well again, and the party all well, but heartily tired of being cooped up inside the tent.

Number of hours travelling, none  
Number of hours detained by weather, 24

*Sunday, 4th May.*—Wind abating, and sky clearing towards 8 A.M. Dined at 7 A.M. off pemmican. Read a portion of the morning service to the party. Got observations for time and variation, and at noon obtained the meridian altitude. Walked up the nearest hill, to get a view of the interior of the island, but it was still too thick to make out anything. There is a large and deep ravine or valley which divides the south portion of the island.

Lat obs. 74° 28' N  
Long chr 97° 56' W  
Var. —  
Temp +6°

At 11.40 A.M. ventilated tent; cleared sledge of snow drift, and re-packed everything. At noon took luncheon. Weather fine and clear to the southward; Cape Walker (l. t.) bore S. ½ E. true, distant six or seven leagues. It is a fine high bold cape.

At 3.0 P.M. roused the cook out. At 5.15. breakfasted off tea and biscuit. At 5.40. down tent; packed, and proceeded. At 6.15. took the ice to the S.W., getting through the grounded ice, with some difficulty, without unloading the sledge. Found the floe in a more favourable state for travelling than we anticipated.

No of hours travelling, 5½  
No of hours detained by weather, 18¼  
No of hours stopped, ¼

At 11.40 P.M. stopped and took luncheon; and at—

*Monday, 5th May*—0.20 A.M. proceeded, steering E. by S. by compass, the weather being overcast and misty. Passed through some heavy ice occasionally.

Wind N  
Temp —2°  
No of hours travelling including 5½ of last night, 9¼  
Estimated distance walked, 10'

At 4.5 A.M. stopped; up tent, and went to dinner; party very much fatigued, arising probably from their confinement to the tent during the last two days. Dined at 6.15 A.M.; set the watch, and turned in; Lowther and Garrett Islands in sight, but not Davy Island. Clear weather overhead, but misty round the southern horizon.

3.0 P.M. roused the cook out. At 4.30. breakfasted. 5.45. down tent; packed, and proceeded at 5.55. Very keen wind from the northward. Walked towards the assigned position of Davy Island until 7.30 P.M., when the northern horizon cleared up, and I saw land just open to the westward of

Northerly wind, 6 to 7 b e m,  
with snow drift  
Temp +3°

Reasons for departing from the order to search Davy Island

Garrett Island, having the appearance of an island. I supposed that what I had hitherto taken for Garrett Island must be Davy Island, and I altered course for it; and it was not till some time after that I found I was mistaken. To have retraced my steps for Davy Island, and to search it, would have cost me two days; and as the remains of fuel (for I could have made the provisions spin out) would not admit of this, I kept on for Garrett Island. I was the more induced to adopt this resolution, for in order to reach the ship by the 12th May it would be necessary to make ten miles every day, and in the event of being confined to the tent by stress of weather my party would have been quite out of fuel, and on reduced allowance. Add to this, the very uneven state of the ice amongst these islands made it almost a certainty that we could not make ten miles a day.

11.40 P.M. stopped; took luncheon; and at—

Wind N  
Temp —6

No of hours travelling, 17  
No of hours stopped, 14

Estimated distance, 8½'

*Tuesday, 6th May*,—0.20 A.M. proceeded. A very fine morning; main land visible, but the southern horizon still misty. Faint parhelia, clouds converging from the north and south points of the horizon, and passing through the zenith in streaks or belts. Wind from the northward very keen.

At 4.30 A.M. stopped, up tent, and prepared for dinner; Garrett Island N. by W. (true) about three miles. The last four hours of our march has been through very uneven ice, occasioning great labour in dragging the sledge through it.

Wind N W, 0 m s  
Temp +6°

At 6.30 A.M. dined off pemmican; very good; but, taking it altogether, I think the ox-cheek soup is more relished by our party.

At 8.0. discharged the guns; reloaded, and set the watches. Distant land very much thrown up by refraction.

At 3.0 P.M. roused the cook out. Wind from the N.W., with light snow, and misty weather. 5.10. breakfasted. Wolf-skins and blanket-bags getting damp.

At 5.40. down tent; packed, and proceeded at 6.0. in for the land.

At 8.30. arrived at the edge of the grounded ice lying along the S.E. side of the island, and finding it quite impassable, we proceeded to the southward along it, examining the beach from high hummocks by means of a telescope.

At 9.30. stopped, unloaded the sledge, and carried the things over by hand through a remarkable pass formed by huge blocks of ice, piled one upon another to the height of at least forty feet on one side and thirty on the other. Reloaded the sledge, and at 10.35 P.M. arrived on the beach of Garrett Island. Proceeded along shore round the south and west sides.

At 11.40. stopped and took luncheon.

Wind N W, 4 b c m  
Temp —6°

No of hours travelling, 9½  
No of hours stopped, 14½  
Estimated distance walked, 10'

*Wednesday, 7th May*.—At 0.15. proceeded. Wind very keen; snow very soft; very heavy walking, going above the ankles at every step; sledge dragging heavily. At 4.5 A.M. stopped; up tent, and prepared for dinner. In the meantime I went on for about an hour to examine the eastern extreme of the island, thus completing the search of its shores. Regained the tent at 6. in time for dinner. Misty, hazy weather round the horizon; sun out occasionally

Dined at 6.15 A.M., after which set the watches, and went to sleep.

Wind S W, 3 o m s  
Temp +4°

At 3 P.M. roused the cook out. At 5.15 breakfasted. 5.50. down tent; Packed, and at 6.15. proceeded along the beach. Deposited a notice in a cairn of stones on a small eminence. At 6.40. we determined from an eminence the best place to pass through the grounded ice on to the floe: Stopped, unloaded the sledge, and carried the things through the barrier by hand, the people in doing so going up beyond their knees in the snow at almost every step. Repacked the sledge, and proceeded at 8.35. Found the floe very heavy, owing to the depth of the snow. Crossed several heavy barriers of ice, which was very heavy work, and I feared greatly for the sledge, lest it should break down. The weather was so misty that we could not pick a road, for indeed we could not see around us in any direction as far as a ship's length. So, guided by the compass, we took the road as we best could. 11.45 P.M. stopped; took luncheon, and proceeded at—

Wind S W, 5 o m s  
Temp +1°

*Thursday, 8th May*—0.15 A.M. through much the same sort of ice as in the first part of this march, but getting on to a moderately smooth floe occasionally, which enabled us to cease from the disagreeable "One, two, three,—haul!" that had been continually ringing in my ears.

Wind S W, 6 o m s, with considerable snow-drift  
Temp +3°  
No of hours travelling, 9½  
No of hours stopped, 14½  
Estimated distance walked, 5 or 6 miles

At 4.5. stopped; up tent, and prepared for dinner.

At 6.30. dined off ox-cheek soup, thickened with Edward's preserved potatoes, which we all considered to be very good. Arranged the watches, and went to sleep.

At 3.0. roused the cook out, and at 5.20. breakfasted. Wind and weather much the same as at the time we encamped. At 5.50 P.M. down tent; packed, and proceeded at 6.15.

Towards eight o'clock the sky overhead cleared occasionally, but there was still considerable snow drift, with mist round the horizon.

Wind S.W., 6 5 o m s  
5 b c q m.  
Temp +12°

Passed through several heavy ridges of ice, the people going up beyond their knees repeatedly, and occasionally up to the middle, causing very heavy labour to get the sledge along. However, we got on a mile or two of smooth ice once or twice, when the party stepped out well, glad to have the opportunity.

Towards midnight the weather cleared considerably, and we could see to pick our road a little. At 11.45. stopped; took luncheon, and proceeded—

*Friday, 9th May*—At 0.15 A.M. At 2.0 A.M. we got on a good floe, and the party stepped out at a good pace until 4.15 A.M., when we stopped and pitched the tent. Somerville Island bore by compass S.W. by W.  $\frac{1}{2}$  W., and Brown Island S.W. by S.

Wind S.W. 7 o m s  
Temp —2°  
No of hours travelling, 9½  
No of hours stopped, 14½  
Distance walked by estimation, 8'

At 6.15. dined off pemmican mixed with potatoe meal; but, with one exception, we all think the ox-cheek soup the better of the two. Set the watches, &c. &c.

Lat mer. alt  $\odot$  74° 42' N  
Variation—  
Long 97° 6' W

At 3.0 P.M. roused the cook out. At 5.10. breakfasted; and at 5.40. down tent; packed, and proceeded. While the tent was being packed I got observations for time and variation.

At 6.15. proceeded on a fine smooth floe. Weather very fine and clear.

Wind S W, 3 b c m  
Temp zero

At 11.50. stopped and took luncheon; and at—

*Saturday, 10th May*—0.20 A.M. proceeded. Clouds banking up to the southward, and sky becoming overcast. Air very keen. Wind shifted to the southward.

Wind S, 3 0  
Temp —10°

At 4.15. stopped; up tent, and dined at 6.20. Set the watches

At noon, weather overcast and misty.

At 3.0. roused the cook out, and breakfasted at 5.15. At 5.45. down tent; packed, and proceeded at 6.15 P.M. Sky overcast, with dull gloomy weather.

No of hours travelling, 9½  
No of hours stopped, 14½  
Estimated distance walked, 11'

Wind S W, 4 0  
Temp +10°

At 6.20. we saw a bear dodging about the hummocks on our left. We were very much amused to see him rearing on his haunches, and peeping from behind his cover. We crouched down between him and the sledge, in the hope that he would make toward us, but suddenly he moved off at a rapid rate.

At 6.50. we saw another bear a long way off.

At 9.30 P.M. stopped outside the grounded ice on the south shore of Somerville Island, close to the depôt. Took up the provisions, &c., and left a notice. At 10.10. proceeded along the south shore of the island, outside the grounded ice. At 11.15. passed through the grounded ice at a convenient opening, and kept along the beach. At 11.40. got on the ice again, and struck over for Griffith Island. At midnight stopped, and took luncheon.

*Sunday, 11th May*.—At 0.30 A.M. proceeded. Dull cloudy weather. Floe even, but soft. At 3.30. up tent, and dined at 5. Arranged the watches. At 4. P.M. roused the cook out, and breakfasted at 6. Overcast sky, with misty weather. At 6.30. down tent; packed, and proceeded at 6.45. Towards midnight we were getting well up towards Griffith Island.

Wind, S  
Temp +2°  
No of hours travelling, 8½  
No of hours stopped, 15½  
Estimated distance walked, 8'

Wind N W, 5 o m. c  
 Temp - 2°  
 No of hours travelling, 9½  
 No of hours stopped, 3  
 Estimated distance walked, 14½

*Monday, 12th May.*—At 1.30 A.M., being well up with Griffith Island, and within about seven miles of the ship, the men being in good condition, and all anxious to get on board, I ordered the tent to be pitched, and gave the party their dinner, and at 4.30. proceeded. At 5.40. we sighted the ships. At 7.10. a party from the ship took the sledge from us, and at 7.40. we arrived alongside, having gone during the last three hours at the rate of two miles and upwards per hour.

#### GENERAL REMARKS.

State of the ice

The ice between Somerville Island and the north end of Lowther Island was very uneven, being hove up in all directions. It took me three marches to get across, the distance being but sixteen miles. I found on my return passage that had I been three or four miles more to the northward I should have been on an even floe.

The north, the west, and the south shores of Lowther Island were lined with heavy grounded ice, hove up in huge masses, forming a barrier from a quarter to three quarters of a mile in breadth, and through which the sledge, when loaded, could not be dragged. Some of this grounded ice looked very old; but as it was mostly covered with newly-fallen snow, no certain opinion could be formed on this point.

Looking from Lowther Island to the westward I observed the ice to be very uneven, and in much the same state as that through which we had already passed.

While placing the depôt near the south end of Lowther Island I had a fine view of the ice towards Cape Walker. It was quite even in all directions, as far as I could see from an eminence of about 150 feet.

In proceeding from Lowther Island towards Davy Island, I found the floe much more even than I had anticipated; but in approaching Garrett Island we again came upon very uneven ice, and the beach was lined with large masses piled to a greater height than any I have seen hitherto.

On leaving Garrett Island, and proceeding in the direction of Somerville Island, I found the ice lying in ridges of from half a mile to two miles in breadth, and this continued for the distance of about 14 miles. Between these ridges we had short intervals of smooth floe, which I thought to be ice of the last year's formation.

I am of opinion that during the last season of navigation there must have been pools or lanes of water among all these islands, but to what extent I could not form any estimate. The snow which has fallen since that period now lies very thick on the ice in most places; and when it is the case on an even floe it is next to impossible to determine whether it is new or old. It is only here and there, in places where the snow has been drifted away by the wind, that any opinion can be formed.

Provisions

We found the supply of provisions to be sufficient. For the first two or three days it was more than enough, but after that we found we could get through it all. We breakfasted off cocoa and biscuit, and after five or six hours walking we found a keen appetite for luncheon, and I tried the experiment once of having pemmican instead; but, as the party complained of being more thirsty than usual, we continued the cocoa as before. The spirits was considered by the men as a very necessary part of their rations, and I do not think that any one of the party would have given it up for extra tea.

On opening the tin cases containing Moore's preserved chocolate we found several of them deficient in quantity, which was occasioned, probably, by some air getting into it accidentally while being closed.

Fuel

The allowance of fuel was six pounds of lignum vitæ per day for our party of eight. This afforded us two hot meals each day after a little while, but for the first two or three days both the breakfast and dinner were but partially cooked. Lignum vitæ answered very well for fuel for the cooking apparatus we had, but its great weight added much to the labour of dragging.

Cooking apparatus

This was a boat's stove, which answered very well, but is objectionable on account of its weight.



The housing-cloth, which we used as a coverlet, answered exceedingly well; the only objection to it was, that it also added to our weights. The blanket-bags were double, and were very comfortable. Furniture of tent.

The canvass boots answered very well for dragging in as long as the walking continued; but on stopping at midnight to lunch, the wearers were obliged to keep moving to prevent their feet from getting frost-bitten, while those who had carpet boots on felt no inconvenience from the cold; but the latter wearied the feet greatly. The canvass boots were rather small, and would not admit of a sufficient quantity of wrapping round the feet. One or two of the party travelled in their canvass mocassins with advantage. Boots

I could scarcely prevail upon my men to use their crape veils. I would suggest that spectacles with stained glasses be supplied to every person travelling, man as well as officer. Crape veils

On first starting we travelled by day, and I found the party soon began to suffer from snow-blindness. I therefore took the first opportunity to march by night. Day travelling

The average number of hours we marched per day was a little over nine, and I found that this was as much as the men could well do, especially those who walked in their carpet boots. On one occasion two or three of the party wore their sea-boots; but owing to the difficulty of getting them off they were given up; they also tired the feet very much. Length of time marching

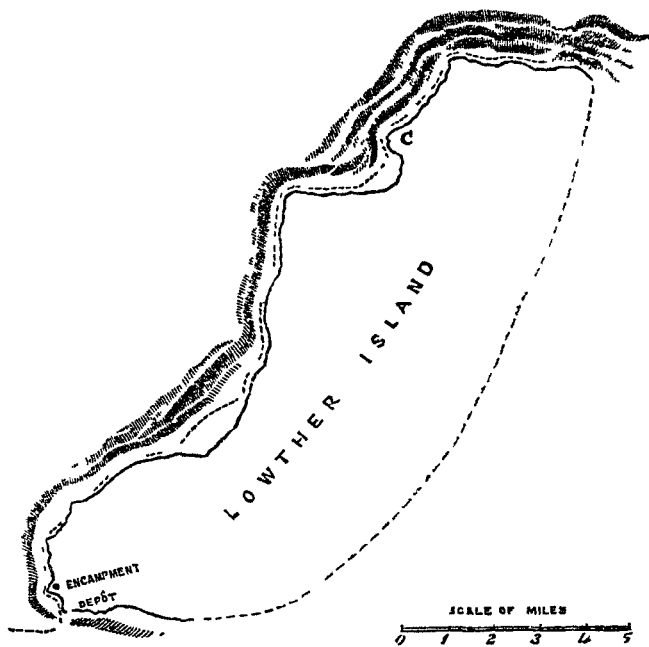
In concluding this detailed report of the proceedings of the sledge "Grinnell," I take the opportunity of giving my willing testimony to the good conduct of Mr. Langley and the rest of the party; and also to state that no traces whatever were seen of the missing Expedition. Conduct of the party

No trace of the missing ships

(Signed) ROBERT C. ALLEN,  
Officer in charge of the party.

DESCRIPTION and PLAN of the Western Side of LOWTHER ISLAND, and of GARRETT ISLAND.

Encampment  
Lat obs 74° 28' N  
Long chr. 97° 56' W  
Variation, —



The western side of Lowther Island is laid down in the above plan from bearings taken with a pocket compass, and distances estimated by eye.

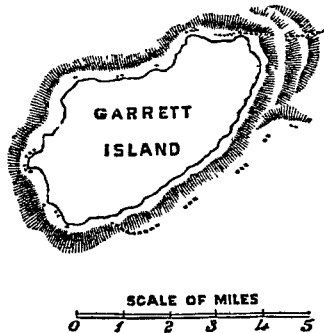
The island is of the limestone formation, like Griffith Island, and, like it, it has numerous gullies or ravines. From the higher parts of the island the land declines gradually on all sides, forming low sloping points here and there. The beach is uniformly low, with terraces of shingle; and a little outside these is a heavy barrier of grounded ice indicating very heavy pressure.

The island has a particularly bleak and barren aspect, even more so, if that were possible, than Griffith Island. I did not observe any moss until near its southern end, and with this our party was enabled to help out the fuel a little; but the reason for not seeing any moss to the northward was owing probably to the sloping nature of the land, which allowed the snow to remain on and cover the land.

There are two indentations, or bays, on the west side of Lowther Island; the northern one is the smaller of the two, and it is more remarkable. At the bottom of the bay, that is, the smaller one, the beach continues flat for a short distance and extends in between two high points, within which is a moderate sized basin-like space; the bottom of it is very little higher than the beach, while all around the land suddenly rises up in cliffs. In short, it needs but to be full of water to make it a snug little harbour.

A large and deep ravine runs northward through the south end of the island for the distance of a mile and upwards.

The cliff marked C in the plan is very remarkable, from the circumstance of its being entirely denuded of snow. It formed a conspicuous object each day that the weather was clear, while we were to the westward of it.



The above rough plan of Garrett Island is laid down from bearings taken with a pocket compass, and distance estimated by eye.

This island is also of limestone formation. I did not observe a single ravine or gully in any part of the island. The whole of the land nearly, particularly on the northern side, was completely covered with snow.

Its shores were lined with grounded ice, of a heavier nature even than that round Lowther Island.

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Captain AUSTIN to Mr. ROBERT C. ALLEN, Master, late in command of the Sledge "Grinnell."

Her Majesty's ship "Resolute," Winter Quarters  
between Cornwallis and Griffith Islands,  
30th May 1851.

Sir,

I have to acknowledge the receipt of your report of proceedings from the 24th ultimo to the 12th instant, and to express my approbation of the manner in which you have performed that service.

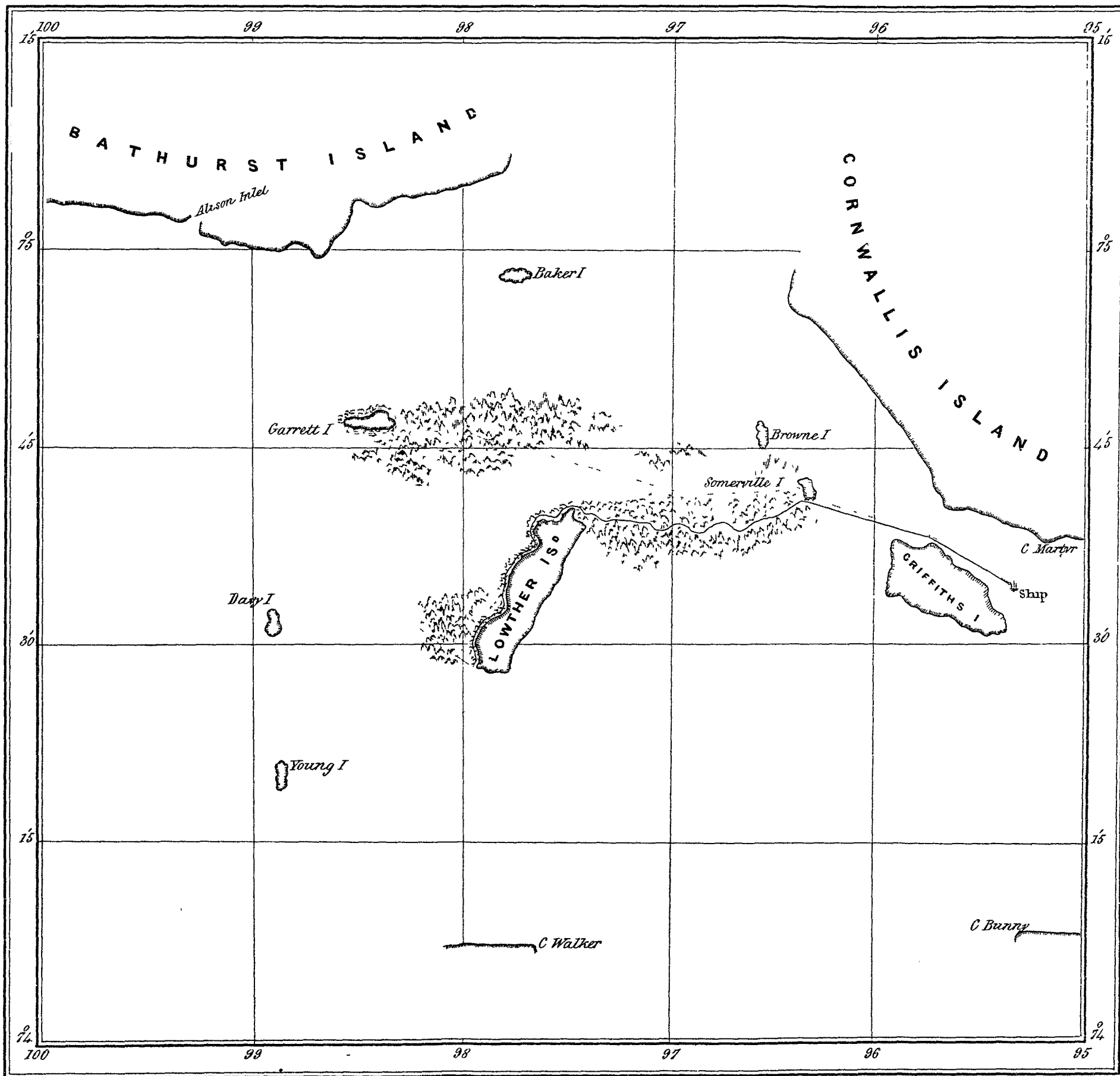
Your deviation from the order under which you were acting in not examining Davy Island has my approval.

I am much pleased with your account of the conduct of those who were under your command, which has been made known to them.

Your having brought your crew back without casualty evinces both care and management, and has afforded me much satisfaction.

I am, &c.  
(Signed) HORATIO T. AUSTIN,  
Captain, &c.

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## Enclosure 22 of No. 11 of 1851.

LIST of LIMITED PARTIES despatched with Articles to refresh the Extended Parties in their return; examine Depôts; make Observations; fix Positions, &c., between 19th May and 2d June 1851.

Officer and Crew of Sledge.		Name of Sledge	Distinguishing Flag	Motto
Name.	Rank or Rating			
To meet and refresh the Extended Party under Lieutenant Browne, fix Cape Walker, &c.				
Mr. F. J. Krabbé	2d Master	"Edward Riddle"		One and all
Thomas Barker	Serjt. R M.			
William Simmonds	Ship's Cook			
Thomas Morgan	Corpl. R.M.A.			
Thomas Northhouse	A.B.			
Thomas Johnstone	Private R.M.			
Charles Read	Private R M.			

To lay down accurately the land connecting Cornwallis and Bathurst Islands; examine three depôts between the Expedition and Alison's Inlet, depositing at that under the Peaked Hills refreshments for the Extended Parties from the westward, &c.

Mr Geo. F. M'Dougall	2d Master	"Beaufort"		That future Pilgrims of the Wave may be Secure from doubt, from every danger free
Thomas Bond	Ice Qr.-Master			
James Beer	Corpl. R M.A			
Joseph Bacon	A.B			
Robert Graham	A.B			
William Ward	A B			
Richard Ellis	Stoker			

To examine depôt left by Captain Ommanney to the southward and westward from Cape Walker, provide the Extended Parties in their return with refreshments and a boat; afford them assistance, if necessary, &c.

Geo F. Mecham, Esq.	Lieutenant	"Russell"		I follow to assist.
James Tallett	Capt. Fore-top			
William Beedling	A B.			
William Mitchell	A B			
James Webber	A.B.			
James Scarlett	A.B			
William Bailey	Private R.M.			

To lay down the coast line of Cornwallis Island to the southward, from the Winter Quarters of Sir John Ross and Captain Penny to Cape Martyr; and to survey a small bay to the westward of Cape Martyr.

Mr. R. C. Allen	Master	"Raper"	—	—
Mr Jno P. Cheyne	Mate			
Richard Bland	A B			
John Cuttill	A B.			
James Fox	A B			
Geo. Lower	Officers Steward			

(Signed) HORATIO T. AUSTIN,  
Captain, and in charge of the Expedition.

Her Majesty's Ship "Resolute."

## Enclosure 23 of No. 11 of 1851.

Captain AUSTIN to Lieutenant MECHAM, of Her Majesty's Ship "Assistance," in command of the Sledge "Russell."

By Horatio T. Austin, Esq., C.B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

Considering it expedient that the depôt left by Captain Ommanney to the southward and westward on the opposite shore, with which you are acquainted, should be visited, and that an efficient party should be in that advanced position for the purpose of affording assistance, in the event of its being required, to the returning parties on that route; as also that it is very desirable that all parts within the range of observation in that direction should be relatively and astronomically fixed; that the variation of the compass should be determined; and that the depth of water near

the shore should be ascertained, as far as our means and the state of the ice will admit; looking to your zeal and general fitness for that service, you are selected for it.

You will therefore take under your orders the six men hereafter named, provisioned and equipped for 25 days, with some additional articles of refreshment, and a small boat, (to prevent the necessity of the parties proceeding to obtain those at Cape Walker,) for the depôt, and one runner sledge, and as soon as in every respect complete and ready, proceed in the most direct route for the depôt accordingly, where you will await the return (so long as your own resources admit) of the parties from the westward; in the interval employing yourself in making the observations, &c. before mentioned, as also in carrying out the examination of the small inlet in that neighbourhood, which you have before visited.

In the event of the parties not requiring your assistance, you will on your return examine Davy Island, and then proceed to the south-western extremity of Lowther Island, take up the depôt there, and bring it back, depositing a record on both.

It is scarcely necessary to remind you how desirable it is that all sketches of that interesting locality that are practicable should be made, or to direct your attention to the "Admiralty Manual of Scientific Enquiry," with the view to your making such observations and collections as may prove useful.

You will select some convenient and conspicuous part in the vicinity of the depôt, where you will erect a cairn and deposit the accompanying record.

You will keep a journal of your proceedings and a track of your route, which, with all observations, the data connected with them, and collections, are to be transmitted to me as soon as practicable after your return.

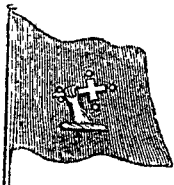
You are aware that every care is necessary to preserve the health of the people, and to guard against snow-blindness.

Given under my hand, on board Her Majesty's Ship "Resolute," at Winter Quarters between Cornwallis and Griffith Islands, the 26th of May 1851.

(Signed) HORATIO T. AUSTIN.

The Six Men referred to.

James Tullett	-	-	Captain	Fore-top	} Her Majesty's Ship "Assistance"
William Beedling	-	A B	-	-	
William Mitchell	-	A B	-	-	
William Bailey	-	-	Private	R M	
James Webber	-	-	A B	-	} Her Majesty's Steam Tender "Intrepid"
James Scarlett	-	-	A B	-	



NW 2 b c  
Ther + 15°

On march, 8½ hours  
7' N W  
3' W S W  
Estimated distance, 10'  
At lunch, 1h  
Encamped, 14½h.  
South, 1 c g.  
Ther + 17°  
Noon, +60° in the tent.

Calm, o c  
Ther + 25°  
Midnight, + 15°  
On march, 10 hours, 9 miles  
S W by W.

JOURNAL of Her Majesty's Sledge "RUSSELL," G. F. MECHAM, Lieutenant, commanding.

FIRST JOURNEY.

*Tuesday, May 27th.*—P.M. Fine clear weather. At 6.30. started from the ship under cheers from ship's company, and assisted by a party of them to drag the sledge. Captain Austin accompanied us until 8 P.M., when he addressed the crew, and returned to the ship. 9. Party returned to the ship. 10.30. lost sight of ships. Midnight, halted under the N.W. bluff of Griffith's Island for luncheon. A shooting party under Lieutenant Cator in company.

*Wednesday, May 28th.*—A.M. 1. Started, steering W.S.W. Observed a travelling party encamped to the south-westward, which proved to be that of Lieutenant Browne, returning from the southward, all well. 4.30. encamped. N.W. point of Griffith's E. by N.; N.E. end of Somerville on with south end of Brown's Island, N.W. by N. Found the tent very hot during the day. Men laying out of their bags.

SECOND JOURNEY.

P.M. 6.30 Started. 8.30. arrived at the edge of a range of hummocks extending in the direction of Somerville Island. Observed Brown's Island

on with centre of Somerville, bearing N.N.W. ; N.W. point of Griffith's Island S.W.  $\frac{1}{2}$  S. (compass.) 10. cleared the hummocks, and arrived at a smooth floe. Midnight, travelling improving. Lunch,  $\frac{1}{4}$ h Encamped, 12 $\frac{1}{2}$ h.

*Thursday, May 29th.*—A.M. 1. Halted for lunch. 1.30. started. Wind increasing, with snow. Observed a range of hummocks extending to the S.E. Sledge broke through a crust of snow, under which we found a seal hole. 4.30. encamped. N.W. point of Griffith's Island E. by N.  $\frac{1}{2}$  N. West, 4 c.m.s. Ther +10°

On the ice.

Observed mer. alt. $\odot$ art. hor.	73° 36' 30''	} = Lat. 74° 34' 20'' N.
Index corr.	- 37	
Sun's bearing noon	- 313°	} 143° Variation.
Error of Compass	- 40'	

Too cloudy to get sights for time or variation.

### THIRD MARCH.

P.M. 7. Started. Floe very heavy for travelling. 11. observed that we were abreast of the N.W. point of the range of hummocks mentioned in yesterday's journal; they now commence running to S.E. 11.30. halted for lunch. Set the sail. Midnight, started. N.W. 4 c m s  
Calm, O. b c  
Ther. +22°

*Friday, May 30th.*—A.M. 2. Observed Cape Walker bearing S.S.W.  $\frac{1}{2}$  W. Floe getting harder. 4.45. encamped. Cape Walker S. by W.  $\frac{1}{2}$  W.; N.W. point Griffith's Island N.E.  $\frac{1}{2}$  E. On march, 9 $\frac{1}{2}$ h  
8' S W.  
At lunch,  $\frac{1}{4}$ h  
Encamped, 14 $\frac{1}{2}$ h

On the ice.

Observed mer. $\odot$ art. hor.	74° 00' 30''	Sun's bearing -	330°
Index corr.	- 22	Compass error -	-40'
Lat.	- 74 31 20 N	Variation -	149° 20' W.

Found the ice vibrating too much to obtain observations.

### FOURTH MARCH.

P.M. 7.30. Started, steering by seals laying at their holes. Midnight, observed a bear. Calm, O c m f  
Ther +20°  
On march, 9 $\frac{1}{2}$  hours, 12 miles  
At lunch,  $\frac{1}{4}$ h  
Encamped, 13h  
Calm, o f

*Saturday, May 31st.*—1.30. Halted for luncheon. 2. started. 3. lost sight of land. 5.30. encamped.

On the ice.

Observed mer. alt. art. hor.	74° 32' 45''	Sun's bearing -	329°
Index corr.	- 22	Compass error -	-40'
Lat.	- 74 23 59 N.	Variation -	148° 20' W.

### FIFTH MARCH.

P.M. 6.30. Started. Great many seals upon the floe. Midnight, calm. Thick weather, and no land in sight. Calm, O c m s  
Ther +28°  
On march, 10 hours, 12 miles

*Sunday, June 1st.*—1. Halted for lunch. 1.45. started. 3. Weather cleared. Observed the land about Cape Walker. 5.45. encamped. S.W. end of Lowther N.  $\frac{1}{2}$  W. At lunch,  $\frac{3}{4}$ h  
Encamped, 13 $\frac{1}{2}$ h.  
Ther +65° in tent

On the ice.

Observed mer. alt. $\odot$ art. hor.	75° 2' 00''	Sun's bearing -	337°
Index corr.	- 15	Compass error -	-40'
Lat.	- 74 17 25 N.	Variation -	156° 20' W.

Cape Walker bearing 333°. Land to southward of it just open.

### SIXTH MARCH.

P.M. 7.30. Started. Made sail. Great many seals upon the floe. Observed a fox, which for some time we had mistaken for a bear, owing to the refraction. Midnight, observed a range of hummocks running off from the land to the N.W. Shut in Cape Walker with the N.W. headland. Observed the low coast running to the south-westward. N E s c m

*Monday, June 2d.*—A.M. 1. Halted for lunch. 1.30. started. 2.30. arrived at the hummocks. Crossed a ridge of pressed-up young ice, and passed over about a mile of old floe, very uneven, and filled up with deep snow. Observed five bears. 5.15. arrived at a range of pressed-up young ice. 5.15. encamped. Observed Young Island bearing N.W.; south end 2. On march, 9 $\frac{1}{4}$  hours, 6 $\frac{1}{2}$  miles  
Lunch,  $\frac{1}{4}$ h  
Encamped, 13 $\frac{1}{2}$ h  
Calm, o f s  
I i 3

of Lowther N.E. by N. ; the north-western bluff S.E.  $\frac{1}{2}$  E. Found eyes very painful, and two men complaining. Used wine of opium.

SEVENTH MARCH.

Calm, o f  
S W 5 c m s  
Ther +25° +28°  
On march, 9 $\frac{1}{4}$  hours, 10' S W  
by S  
At lunch,  $\frac{1}{4}$ h  
Encamped, 14h

P.M. 6.45. Started. Crossed a range of pressed-up young ice, and arrived at a smooth floe. North-western bluff bearing N.E. by N. ; Young Island N.W. Found the snow had thawed a good deal round the tent. Midnight, steering S.W. by S.

Tuesday, June 3d.—A.M. 1. Halted for luncheon. 1.45. started to south-westward. Travelling soft and heavy. 5.30. encamped. Used wine of opium for two men's eyes.

EIGHTH MARCH.

South, 1 c  
1 b c

P.M. 7.30. Started. 11.30. observed Young Island N.  $\frac{1}{2}$  E. Midnight, floe getting harder, and better travelling. Observed the low island N.W. by W.  $\frac{1}{2}$  W. Crossed outward track of last journey.

On march, 9 $\frac{1}{2}$  hours, 9 miles  
S W by S  
At lunch,  $\frac{1}{4}$ h  
Encamped, 13 $\frac{1}{2}$ h

Wednesday, June 4th.—A.M. 1. Halted for luncheon abreast of a heavy mass of grounded ice. 1.30. started ; struck in for the beach, observing a range of heavy ice ahead, running off from the land to the N.W. Found that they swept in to the north-eastward, and reached home to the beach, where several pieces were broken and pinched up on end, and showed marks of having been forced along the bottom. 5.30. encamped on the beach. Men's eyes much inflamed ; used wine of opium.

South, o c

	h. m. s.		
Sights P.M.	11 14 25	52° 56' 30"	By art. hor. $\frac{\circ}{\circ}$
For time	16 49	37 00	Index corr. - 37"
	18 58	20 15	
	<u>11 22 16</u>	<u>67 30 00</u>	
For Variation	22 57	67 30 00	Compass corr. - 40'
	23 33	68 00 00	
	24 9	69 00 00	
	25 00	68 30 00	
Mer. alt. $\frac{\circ}{\circ}$ at hor	<u>76 23 00</u>	Sun's bearing	343° 20'
	Lat. 74° 00' 52" N.	Variation	163° 20' W.

Observations made on the beach.

Longitude	-	98° 56' 45" W.	} Error and rate of watch shown at the end of the Journal.
Latitude	-	74 00 52 N.	
Variation (Azimuth)	166 49 45 W.		
Ditto, by noon bearing	163 20 00 W.		

The cloudy weather prevented my getting a true bearing to the low island.

NINTH MARCH.

S W 3 c m  
Ther +20°

P.M. 7. Started along the beach ; observed a burgomaster and snow bunting, the first seen of the former. Shot one brace of the willow partridge. 8. Finding that the heavy ice extended close along the beach, and left no opening through which it would be practicable for sledges to strike off from the land, placed the boat upon the beach in a conspicuous position, bottom up, secured with stones and gravel. Crutches, fearnought, tallow, and nails secured inside ; her two skulls erected at the bow and stern as a beacon. Her position is in longitude 99° W., and latitude 73° 59' N. by observations, and about 12 miles from the north-eastern point of the entrance to the inlet. 9. proceeded ; skirting a deep bay. Midnight, arrived at the opposite beach.

South, 5 c.m

On march, 10 $\frac{1}{4}$  hours, 15 miles  
At lunch,  $\frac{1}{4}$ h

Thursday, June 5th.—A.M. 1. Halted for luncheon. 1.30. started ; found snow very deep, having much increased since passing here last journey. 5. observed two tents pitched upon the depôt point. On arriving found them to be Captain Ommanney's and Lieutenant Osborn's parties, on their return from the south-westward. Delivered provisions, and despatches. 6. encamped, gave to each sledge one day's preserved meats. Three men with sore eyes ; used wine of opium.

Calm, o c o

Found the Kator's compass so sluggish, that it could not be depended upon. Received one from Lieut Osborn (H.211) error 25' W

P.M. 6. Got true bearings of opposite point of inlet. Received orders from Captain Ommanney to proceed in execution of those received from Captain Austin. Determined to remain here until the morning, in order to rest the men's eyes.

Calm, o c q

Friday, June 6th.—A.M. 2. Captain Ommanney and Lieutenant Osborn parted company and proceeded to the north-eastward. Buried seven days provisions, in the same place as formerly used for Captain Ommanney's depôt,—a staff marks the spot, as shown in sketch,—and erected a cairn upon the rise of the hill, with a bamboo staff, on which was secured a painted union jack. Deposited inside a potato case cylinder, received from Captain Austin, and one from Captain Ommanney, with tickets attached requesting no one to open them who belonged to this expedition. 3. Packed sledge with eight days provisions and fuel. Unable during our stay to get sights for time or variation, or to obtain a view of the low island on account of the gloomy weather.

Encamped, 21 hours

8 hours of which detained on account of men's eyes being affected with inflammation.

List of Provisions buried.

Pemmican	-	50 lbs.	Chocolate	-	6 lbs.
Biscuit	-	49	Potatoes	-	7
Ox-cheek soup		32	Pork	-	32
Rum (concentrated)			2 galls.		

P.M. observations, June 5th, on the beach.

h.	m.	s.		
3	7	45	11° 49' 00"	Sun's alt. $\odot$ sea horizon Height of eye 10 feet. Index error - 37"
3	9	1	11 46 15	
3	10	00	11 43 45	
<hr/>			85 48 00	∠ From sun's F. L. to opposite point of inlet. Object left of sun.
Compass bearing 20°				
Sun's alt. L.L.	3	14	50	11 30 00
True bearing of opposite point of inlet N. 136° 26' W.				
Variation by true bearing - 164° 26' 30" W.				
Lat. 73° 55' N.; obtained from mer. alt. 61 44 30				
Corr. 3° 50'+ on April 30, 1851.				

TENTH MARCH.

A.M. 3.30. Started to carry out the examination of the inlet. From the depôt rounded the point which sweeps gradually to S.E. which seems at present the direction of the eastern shore of the inlet. Saw two brace of ptarmigan, and a seal. Sent captain of the sledge to try for soundings at a seal hole. 6. encamped. Failed in obtaining soundings, having missed the hole.

Calm, o.e.g  
Ther + 24°  
On march, 2½ hours, 4 miles  
S E by S  
Encamped, 13½h.  
West, 4 c m s  
Ther + 28°.

June 6, 1851, on the ice

Mer. alt. $\odot$ art. hor.	77° 6' 00"	Index corr. - 37"
Lat.	- 73 51 59 N.	
Compass bearings taken with Kator's (H. 211.)		Error. + 25 W.
Distant point on western shore of inlet	-	121° 00'
To small island	- - -	3 00
To cairn on low island	- - -	327 00
To point of bay	- - -	347 00
Angle between eastern and western point of entrance to inlet	- - -	} 64 53

ELEVENTH MARCH.

P.M. Found the snow a good deal thawed round the tent. 7.30. started. When about 4 miles from the entrance the coast turns to east, with several low points jutting out. Following the trend of main land east, with land running parallel to it, and about 1 mile distant. The main land trending to E. by N. ½ N., and when about 7 miles from where it alters from S.E. it turns abruptly to south; and at present we cannot distinguish whether we are going down a bight or whether the land on the right hand is an island. A rounded hill marks the turning of the land to southward at the head of the bight. The opposite shore of the inlet sweeps round into a bay, and gradually trends to north-eastward. Landed upon the east shore, and found the snow very much thawed and decayed. The soil deep and well covered with grass and moss, which to-day was ankle deep in mud, and several small pools. This being the first seen by us this season, it caused considerable excitement among the men, who all drank eagerly of it and filled everything upon the sledge.

S.E. 4. c.m.  
5 m s  
Ther + 36°.



On march, 8 hours, 9 miles E  
At lunch, 1/4 h  
En.amped, 16 1/2 hours, 2 1/2 of  
which by thick weather  
S E 6 c m s  
Ther + 27°

Saturday, June 7th, 1851.—1. Halted for luncheon. 1. 30. started. 2. weather came on very thick with snow; saw during the day one burgomaster, one frigate bird, four brace of ptarmigan, and several flocks of phalarope. 3. hauled the sledge upon the land in a position for obtaining angles or bearings should the weather clear; encamped.

TWELFTH MARCH.

South 6 c g s  
Ther - 28°

P.M. 7. 30. Started; unable to get any observations. 9. arrived at the head of the bight; found the land on the right hand an island, with a number of small shoal patches of land between its eastern extremity and the main land; while passing through them in the fog, it was difficult to know whether we were upon the floe or land, being occasionally obliged to dig through the snow to ascertain. 10. cleared the islands, and found the floe good travelling; steered S.S.E. for the opposite shore, where the land commenced to run very low with very much snow upon it. Midnight, weather commenced to clear; halted, and pitched the tent; began boring to try for soundings.

N W 2 c g  
Ther - 36°

Sunday, June 8th.—A.M. While boring the weather cleared up and opened to our view a fine and picturesque country to the E.N.E., the north shore terminating in a low point, the south in an abrupt headland about twenty miles distant. Between the two there was a large bluff piece of land, which appeared like an island, its northern end terminating in an abrupt headland, between which and the low point of north shore there appeared to be a clear and open passage.

Calm, 0 g  
Ther - 26°

Bearings by Kator (H 211; error 25 W)

A round hill, so marked on the chart	-	-	174°
Island (cairn) and point in one	-	-	68
Centre low bay	-	-	320

On march 7 1/2 hours, 10 miles,  
5 S S E, 5 L. by N  
At lunch, and detained sound-  
ing, 2 hours  
Encamped, 1 1/4 h

Failed in boring through the ice, having gone to the extreme length of the augers, seven feet, which occupied two hours and a quarter. Saw a fox. 2. started, steering for the bluff point. 4. 30. opened on with the low point of north shore, an abrupt headland. The south land is very low abreast of us, but beyond us it more resembles the land about Cape Walker. 5. encamped. The west end of a low and flat island, so marked on the chart, on with western entrance of inlet.

Afternoon Observations, June 8th, on the ice.

Mer. alt. $\odot$ art. hor.	77° 38'	Sun's bearing at noon	348° 20'
Index corr.	- 37	Compass corr.	- 25 W.

h. m. s.		
12 25 45	43° 46' 15"	} For time.
26 55	43 36 30	
32 29	42 46 15	

42 43 18      126 5 30       $\angle \odot$  and a bluff on north shore right of sun's.

12 46 25      40 56 30 alt.  $\odot$

Angles from bluff on N. shore to a round hill	-	-	91° 31'
Ditto to N. point of bold and high land	-	-	13 30
Ditto to S. ditto ditto on with south extreme	-	-	} 20 49
From round hill to west end of inlet on with S W. end of low and flat island	-	-	} 38 30
From round hill to point of entrance	-	-	27 26

Position of Station. Results from the sights above.

Lat. mer. alt.	-	-	-	73° 46' 37" N.
Long. chron.	-	-	-	98 43 15 W.
True bearing of bluff on north shore	-	-	-	N. 48 58 30 E.
Variation by true bearing	-	-	-	160 31 30 W.

THIRTEENTH MARCH.

South, 3 c m.s.  
Ther + 16°  
Midnight, + 32°.

P.M. 7. Started under sail, steering N.E. by E.; sledge running ahead with one man steering; found the snow this morning very wet and deep, leaving a pool of water in each footstep; found that the land supposed by us to be an island was joined to the main by a narrow neck, but the high land continued to run to the eastward beyond it.

*Monday, June 9th.*—2 A.M. Arrived at the beach, and encamped upon the shingle; opened another headland to the northward which was on with the low point of the north shore and this land; found close round our tent several fresh deer tracks. 2. lunched. 3. started with one man to obtain a view from the top of the high land. As we ascended, crossed several fresh deer tracks, and opened a fine range of ravines to southward. Found the land we were upon connected by a small neck about one mile across, and this and the high land to southward forming a deep but narrow bight; weather too thick to gain a distant view; descended to the beach, where we found the bold land to southward terminate abruptly at E. by N., and turn round to the southward. Another headland and island on the same bearing, but far to the south-eastward. The land of north shore appeared to terminate in an abrupt headland about fifteen miles N.N.E., which by my dead reckoning would be about the direction of Cape Walker. The channel between this and the north shore is about  $3\frac{1}{2}$  miles across, but with several low patches of the land extending from both shores. On rounding the N.E. end of the land, found the remains of some depôt cases and a cairn containing a despatch from Lieutenant Brown, dated May 23d. Noted our visit upon it, and walked back to the tent, where we arrived at 9 A.M. Saw during our walk the tracks of deer, foxes, and bears, also one brace of ptarmigan.

On march,  $6\frac{1}{2}$  hours, 14 miles  
N E by E  
6 hours without sledge, 8 miles,  
29 miles.  
Encamped, 17 hours, 3 hours of  
which encamped while exploring  
the land on foot

South, 5 b c  
Ther +38°

South, 5 b c

On the beach.

Mer. alt sun's L. L. art. hor.  $77^{\circ} 39' 15''$   
Sun's bearing - - -  $347^{\circ} 00' 00''$

Index error — 15  
Variation  $166^{\circ} 35' W.$

Cloudy weather prevented me getting any other observations.

Compass bearings by Kator (H. 211.) Error — 25  
Cape Walker  $185^{\circ} 30'$  Lat. by mer. alt.  $73^{\circ} 52' 33'' N.$   
Northern bluff 171

FOURTEENTH MARCH.

*June 9th.*—P.M. This evening found the snow upon the floe had thawed and softened very much during the day, and several pools of water had formed upon the land. I therefore considered it would be quite necessary for the safety of the party before leaving the coast to be provided with some means of crossing cracks in the ice, &c. From the depth of the snow here, I feared that the weight of the punt left at the depôt would be found more than we could manage in our route to Davy Island, as in that direction I had reason to expect very uneven travelling, both from the view I had in that quarter during my return last journey, as also the report of Mr. Allen respecting it. Taking advantage of our proximity to Cape Walker, I directed our route in that direction in order to obtain one of Halkett's portable boats; there to be guided by the state and appearance of the ice in forming my future plan of proceedings. 7h. started, steering for Cape Walker; set the sail; found snow very deep and sloppy. Midnight, opened the land running to S.E., off which observed a distant island to the northward of it. As we neared the opposite shore the depth of snow decreased, and the surface of the floe became covered with about six inches of water, which, though unpleasant, was good travelling.

South, 5 c o  
Ther +37°

On march, 10 hours, 16 miles

*Tuesday, June 10th.*—A.M. 1. Halted for luncheon. 1. 30. started. 3. arrived at the beach under Cape Walker; saw two hares, one fox, and several bears tracks. Found the hills and beach almost bare of snow, and the ice inside the hummocks about ankle-deep in water. Found difficulty passing the hummocks that had been pressed up on the beach, having to haul the sledge over the shingle. Attempted to cross the grounded ice, and reach the floe, but an opening in the ice about ten feet broad prevented us. 5.30. encamped under the cairn erected by Captain Ommanney.

At lunch,  $\frac{1}{2}$ h  
Encamped,  $1\frac{3}{4}$ h

South, 5 b c  
Ther +35°

Observed no other cairn but  
the one mentioned at Cape  
Walker

FIFTEENTH MARCH.

P.M. From the state of the ice during yesterday's march, as also the great change which had taken place during the last few days, directed our course for the depôt at Lowther Island, which would complete us with sufficient provisions and fuel to carry out the examination of Davy Island. Dug up one of Halkett's boats, leaving a paper in the cairn, noting the same. 7.30. packed, and started. Unpacked sledge to cross the crack

Calm of  
The (broken)  
On march 9 hours, 10 miles  
N by W  
At lunch, 1/2  
Encamped, 141

outside of hummocks, which had closed to about six feet. Sounded in three and a half fathoms. Found the travelling good upon the young floe, the snow having all melted. Steered S.S.E. 1/2 E. Thick fog and calm. Sun shining brightly. A beautiful treble fog rainbow to south-eastward.  
Wednesday, June 11th.—A.M. 1. Halted for luncheon. 1.30. started. 5. encamped.

Morning observations, June 11, 1851. Cloudy and misty.

h m s			On the ice.			Index error, — 15' Compass error, 25' W
h	m	s	°	'	"	
11	54	13	39	50	00	} For time art hor ☉
	55	30	40	00	00	
	57	8	40	13	00	
-----			-----			} For variation
11	59	20	240	15	00	
12	00	9	239	00	00	
	2	4	242	00	00	
	3	30	239	00	00	
	4	25	241	00	00	} For variation
-----			-----			
12	7	15	41	33	30	2nd alt ☉ art hor
Mer alt ☉ art. hor			77° 2' 45"			Sun's bearing, 341°.

Afternoon Observations.

h	m	s	°	'	"	
12	54	00	20	00	00	alt. ☉ sea horizon, dip 6 feet
12	55	58	98	12	15	∠   ☉ to NE end Lowther; object right of sun.
12	57	30	19	47	00	alt. ☉ sea hor.

Compass bearing to N.E. end Lowther 184°.

Results.

Lat. mer. alt. 74° 19' 35" N	True bearing N.E. point Lowther N. 25° 18' 30" E
Long. chron. 97 55 00 W.	Variation by true bearing - 158 41 00 W
Var. by azimuth 164° 33' W.	Variation by noon bearing - 160 35 00 W.

SIXTEENTH MARCH.

P.M. 7. Started, steering S.S.E. (compass.) Crossed a great many bears tracks. Travelling good; very few pools upon the ice.

Thursday, June 12th.—A.M. 1. crossed a heavy range of grounded hummocks, and halted on the beach for luncheon. 1.30. started towards the S.W. point of the island, distant half a mile. 1.30. while walking on the land above the beach, observed a piece of a torn flag fast to piece of stick, and close to it the top of a depôt case showing above the soil. Found that the bears had been scraping at it, having destroyed the cairn, but only succeeded in loosening the lid of the bread case. Dug up seven days provisions and fuel, together with documents from Mr. Allen, Her Majesty's Ship "Resolute." Found the bread a good deal damaged by the wet. Built a cairn, and encamped. Walked to the westward to a point to examine a cairn, in which found a note from Mr. Allen, which explained the reason of our not finding the flat sledge mentioned in Captain Austin's memorandum. 4. returned. Got sights, and turned in. A great many brent geese flying over all day.

Calm, of

3 bf SW  
On march, 6 hours 9 miles  
N 1/2 W  
Encamped, 17

SW 4 bc

Morning observations. Cloudy and misty.

h. m. s.			° ' "			Alt. ☉ art. hor Index error, — 15.
12	16	4	42	52	15	
	18	00	43	7	45	
	19	22	18	15		
	21	8	32	30		
	22	28	45	00		
-----			-----			} For Variation. Compass error, 25 W.
12	25	34	246	00	00	
	27	13	244	00	00	
	28	35	245	30	00	
	29	31	245	00	00	
	30	27	246	30	00	
-----			-----			} For Variation.
12	34	55	45	21	15	
Mer alt. ☉ art. hor.			76° 53' 30"			Sun's bearing, 340°.

Results from the above.

Lat. by mer. alt	74° 28' 15" N.	Variation azimuth, 160° 59' W.
Long by chron.	97 57 00 W	Variation by noon bearing, 159° 35' W.

## SEVENTEENTH MARCH.

P.M. Deposited a record in the cairn. 7. started; crossed the hummocks, and steered W. by N., skirting a heavy range on the right hand. Observed the hummocks which run off from the S.W. end of Lowther Island gradually sweeping in towards the westward of Cape Walker. Crossed them at a narrow place upon a piece of heavy old floe, where we found the snow very deep with water, over which was heavy and difficult travelling. Midnight, arrived upon a smooth floe. Halted for luncheon.

South, 5 f.m  
On march, 8½ hours, 9 miles.  
At lunch, ½h.  
Encamped, 14¼h

Friday, June 13th.—A.M. 12.30. started. Weather cleared. Observed an island bearing N.N.W. 4.15. encamped close to a range of hummocks. South, 2 b c  
South end of Lowther E.S.E. about nine miles.

## EIGHTEENTH MARCH.

P.M. Weather too thick to get any observations. 7. started, steering west. 8. arrived at and entered the hummocks. Found the travelling exceedingly bad; several large pools of water, and the sludge so deep, that the sledge was frequently buried above the bearers, and no footing for the men. 10. weather very thick. Finding the ice getting worse, and the men unable to get the sledge ahead, as well as the continuation of it as far as can be seen to the westward, hauled the sledge upon a piece of dry ice, and encamped. Midnight, wind fresh from southward, with heavy rain.

South, 4. f.m

On march, 3 hours, 2 miles W  
Encamped, 21 hours, 6 of  
which from being unable to  
proceed on account of the state  
of the ice.

Saturday, June 14th.—Wind south, heavy rain, and very thick.

S E. 5. c r m

Mer. alt.  $\odot$  art. hor.  $76^{\circ} 58' 45''$

Index error, — 15.

Sun's bearing,  $340^{\circ}$ .

Compass do.  $25^{\circ} W$ .

Latitude,  $74^{\circ} 32' 34'' N$ .

Variation,  $159^{\circ} 35' W$ .

## NINETEENTH MARCH.

P.M. Unable to get any observations, owing to the thick weather, 7. cloudy, but weather inclined to clear up. Left two men with the tent and started with the rest to the westward, carrying our luncheon, in hopes of gaining a view or reaching Davy Island. After travelling to the westward about two and a half miles, it became so bad that we were frequently obliged to help one another out, some places being covered with a crust of snow, through which we sunk into water over our sea-boots. From the top of the highest hummock gained a view of Young and Garrett Islands; but nothing seen but very heavy ice to the westward. Weather came on thick with rain; retraced our steps, arriving at the tent at 11 P.M. very wet and tired. Midnight, lunched and turned in. Heavy rain.

W S W. 4 c

On march, 4 hours.  
 $2\frac{1}{2}' W$ ,  $2\frac{1}{2}' E$ ,  $7'$  in all.

Encamped, 20 hours

South, 3. c r m

Sunday, June 15th.—A.M. Cloudy weather prevented me getting any observations for time, &c. &c.

## On the Ice.

Obs. mer. alt.  $\odot$  art. hor.  $77^{\circ} 6' 00''$

Index corr. — 15.

Sun's bearing,  $339^{\circ} 00'$

Compass corr. —  $25^{\circ} W$ .

Latitude,  $74^{\circ} 31' 31'' N$ .

Variation,  $158^{\circ} 35' W$ .

S W. end of Lowther  $262^{\circ} 30'$

N W. ditto  $227 30$

Garrett Island  $167 30$

## TWENTIETH MARCH.

P.M. Packed, and started to the eastward, not having been able to get any observations or obtain a view of Davy Island, although by our dead reckoning and bearings we had been within three miles of its position on the chart, and upon the same parallel of latitude by observation. Sludge and water too deep to drag the sledge through, having sunk below the bearers, and crew unable to move her. Unloaded, and carried half of the cargo to a smooth floe about  $1\frac{1}{2}$  miles to the eastward. 10. got sledge clear, loaded, and made sail upon a smooth floe.

South, 2 c q o

On march, 8 hours,  $7\frac{1}{2}$  miles  
E by S.

At lunch, ½h.  
Encamped, 16h

Monday, June 16th.—A.M. 12.30. Halted at the edge of a range of hummocks. Lunched. 1. started. 2.30. cleared hummocks. 3. hauled sledge upon some dry snow and encamped.

West, 3 c o

## TWENTY-FIRST MARCH.

Calm, 0 q  
 On march, 9 hours  
 4, E by S } 9 miles  
 5, E N.E }  
 At lunch,  $\frac{1}{2}$ h  
 Encamped, 14 $\frac{1}{2}$ h

7 P.M. Started, made sail. While rounding the S.W. end of Lowther Island, one mile off shore, crossed five cracks running off to the south-eastward, about four feet broad, with narrower cracks running off from them in different directions. The ice varied in thickness from four to five feet. Tried for soundings; no bottom with twenty-five fathoms, the lead being carried away by the very strong current to the eastward. The surface of the water covered with whale spawn; collected a bottle of it. Midnight, halted for luncheon. Saw a bear.

South, 6 c q

*Tuesday, June 17th.*—A.M. Travelling good; less water upon the floe. Crossed four cracks extending to S.E., open about four feet. Ice two feet thick. 4.30. observed land ahead, and Brown Island to north-eastward.

## TWENTY-SECOND MARCH.

South, 6 c q

7 P.M. Started under sail, steering S.W.  $\frac{1}{2}$  S. 8.30. arrived at a patch of very heavily pressed-up ice about a quarter of a mile across, with a smooth floe up to the edge, which appears as if it were caused by a shoal. Observed a crack running off to the E.S.E., in which we sounded at 500 paces from the hummocks, in 15 $\frac{1}{2}$  fathoms. Reduced our depth as we approached the hummocks to 11 $\frac{1}{2}$ , 10 $\frac{1}{2}$ , and 7 close to the edge of them. A slight current running to northward. (Position marked on chart as per bearings.)

On march, 9 $\frac{1}{2}$  hours, 15 miles  
 Lunch,  $\frac{1}{2}$ h  
 Encamped, 14h

## Bearings taken at the edge of shoal

N.W. point Griffith's	-	S.W. $\frac{1}{2}$ S	} Taken by travelling compass, West (No. 6.)
S.E. end Lowther	-	N.E. $\frac{1}{2}$ E	
N. hill on Lowther	-	E $\frac{1}{2}$ S	
Brown Island	-	S. $\frac{3}{4}$ W.	
Cape Walker	-	N. $\frac{1}{2}$ W	

Saw a loom. Run sledge across the crack and proceeded. Midnight, good travelling.

South, 8 c q r

*Wednesday, June 18th.*—A.M. Sledge running ahead under sail, with one man to steer. 1. halted for luncheon. 1.30. started, very good travelling; floe dry. 5. encamped, N.W. point of Griffith's Island S.W.  $\frac{1}{2}$  S.

## TWENTY-THIRD MARCH.

South, 7 c q r  
 On march, 12 $\frac{1}{2}$ h, 17 miles  
 At lunch,  $\frac{1}{2}$ h

P.M. Heavy rain. 7. started; found the floe covered with water. 11.30. arrived at the edge of a range of hummocks, crossed them, and followed on our old track. Water very deep among the hummocks. 12.30. cleared them. Passed a bear's head. Halted, and lunched.

Calm 0 b c.

*Thursday, June 19th.*—A.M. 1. Started on the old floe; found travelling very deep and wet. 2. travelling so deep that the men could get no footing, or make any progress with the sledge, it being buried above the bearers. Men wet through, and no place where we could encamp. Hauled sledge upon a piece of hard ice. Lashed up every thing taut; hoisted the flag; buckled on knapsacks, and started on foot for the ships. 4. arrived at the beach under the N.W. bluff of Griffith's Island. Issued an allowance of grog. Crossed over the point, and sighted the ships at 6. Struck out across the floe, leaving two men to assist William Mitchell, who complained of lumbago. Found the water deep all the way in. 8. arrived on board the ship.

## TRAVELLING ABSTRACT between the 28th of May and 19th of June.

Marches.	Hours on March.	Distance done.	Encamped for Rest and Cooking, &c.	At Lunch.	Remarks.
		Miles.	Hours.	Hours.	
1	8½	10	14½	1	Reached depôt on S.W. coast, June 5th, 1851. Ninth march.
2	10	9	12½	½	
3	9¼	8	14¾	½	Reached Cape Walker via South coast of that island, June 10th, 1851. Fourteenth march.
4	9½	12	13	½	
5	10	12	13¾	¾	Reached Lowther Island depôt, June 12th. Sixteenth march.
6	9¼	8¼	13½	½	
7	9¾	10	14	½	Reached the ship June 19th, 1851. Twenty-third march.
8	9½	9	13½	½	
9	10½	15	13	½	Eight hours detained guarding against snow blindness.
10	2½	4	13¼		
11	8	9	14	½	Two and a half hours encamped from thick weather.
12	7½	10	14	½	
13	12½	23	14	- -	Three hours encamped while exploring land on foot.
14	10	16	13½	½	
15	9	10	14	½	
16	6	9	14	½	Three hours provisioning from depôt at Lowther.
17	8¾	9	14¾	½	
18	3	2	14	- -	Six hours detained by the state of the ice.
19	4	5	20		
20	8	7½	14	½	Encamped two hours earlier than usual, seeing no dry spot within our reach.
21	9	9	14½	½	
22	9½	15	14	½	
23	12½	17	{ arrived } { on board }	½	
23	196½	238¾	310½	9¾	Totals.

Distance travelled in a direct line, 220 miles.

Mean rate of travelling per day out to depôt on S.W. coast 10·4 miles.

Ditto exploring channel to Cape Walker - 12·4 "

Ditto Cape Walker to Lowther Island and

in search of Davy Island - 9·3 "

Ditto during journey - 10·3 "

Chromometer used during the Journey, Arnold, No. 137.

Error at starting on 25th May, Slow 2m. 47s. 2'''

Gaining daily 4'''.

Error found by comparison at returning on June 19th, 1851, with ship's chronometers, Slow 6m. 22s. 2'''.

In long. 95° 18' W.

Used as its daily rate in working out the foregoing observation, losing 8'' 6'''.

## REMARKS UPON TRAVELLING, &amp;c.

Found our allowance of pemmican (1lb. per day) too much. Consider 10 ounces would be ample; and in case of being cut off from the ship would still ensure having enough spare to last several days after other provisions were expended.

During this journey found seven gills of concentrated rum ample for fuel. For the last twelve days, when we did not require to melt snow, found five sufficient.

Should preserved meats be used, 1lb. would be sufficient if a part of the journey was made up with 10 oz. of pemmican. But if solely on preserved meat 1½lbs. would be requisite.

Found  $\frac{1}{2}$  oz. of bread dust better suited to travelling purposes than same weight of preserved potato.

Leather boots a great comfort on wet ground, canvass requiring constant repair.

Two pairs of stockings or wrappers, and one pair boot hose, would not be too much for crews of limited sledge, if wet ground is to be expected.

We found the want very much of a waterproof casing to protect the baggage from water or splashings.

(Signed) G. F. MECHAM,  
Lieutenant commanding.

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Lieutenant MECHAM to Captain AUSTIN.

Her Majesty's Ship "Assistance," Winter Quarters,  
June 30th 1851.

Sir,

I have the honour to inclose a journal of my proceedings, and track chart of my route, while carrying out your orders of the 26th ultimo. I proceeded on the night of the 27th May, with twenty-five days provisions, and a boat, making a direct course for the south-west coast, on which I landed in  $74^{\circ}$  N., longitude  $98^{\circ} 56'$  W., on June 4th. Finding here the commencement of a heavy range of hummocks close in upon the beach, through which sledges would not pass, I landed the boat in a conspicuous position, erected a beacon with her sculls, and proceeded to the south-westward, arriving at the depôt point on June 5th, where I found Captain Ommanney and Lieutenant Osborn's parties encamped. Delivered to them despatches, &c. Captain Ommanney not requiring my service, directed me to proceed in execution of your orders. Buried seven days provisions, and erected a cairn, depositing in it the cylinder, and a document from Captain Ommanney. Proceeded up the inlet, when after two marches found it turned to the north-eastward, and assumed the form of a channel in that direction. Our third march brought us to the opening, where we found the north shore trended to the northward, joining Cape Walker, and forming an island of that part of the land. Found a cairn about four miles from our encampment, containing a despatch from Lieutenant Brown, dated 23d. A great change having taken place in the state of the ice during the last three days, and fearing the boat would be found too heavy to carry in searching Davy Island, proceeded to Cape Walker to obtain one of Halkett's. A very rapid thaw having taken place, induced me to abandon any further operations upon the coast, and to complete my provisions at Lowther depôt, in order to carry out the examination of Davy Island. I regretted doing so without having carried out the execution of your orders, as also of leaving provisions upon the coast; but from the appearance of the ice and rapid thaw which had taken place within so short a time, as also being aware that the coast around the depôt had been astronomically fixed by Captain Ommanney, I considered that immediate operations would be the only means of succeeding in reaching Davy Island. Arrived at Lowther Island depôt on the 12th, which we found safe, although it had not escaped the vigilance of the bears, who had partly opened the bread case, and allowed the wet to damage the contents. Proceeded to the westward until the 14th, when the travelling became so bad that further progress with the sledge was impossible. On the 15th reached on foot to within three miles of the positions of Davy Island, but could see nothing but a continuation of heavy ice to the westward, although Garrett and Young Islands were plainly seen. Waited until next day in hopes of obtaining observations, but on failing to do so, retraced our steps and directed our route for the ships. Crossed several openings in the ice off Lowther Island, and in one obtained soundings near a patch of shoal water. On the morning of the 19th, finding the crew unable to drag the sledge through the snow, which had thawed very much by a recent heavy fall of rain, and there being no place fit for encamping, left the sledge and proceeded across Griffith's Island for the ships, where we arrived at 8 A.M. on that day.

I regret that the almost constant thick weather since our departure has prevented my laying down the land to the southward to my satisfaction,





and that the sameness of the land has prevented my making more interesting sketches ; but with the assurance that every opportunity of so doing was taken advantage of, I hope that my proceedings will meet your satisfaction.

I feel it my duty, before closing this, to acquaint you of the good conduct of the men during the journey, who behaved with the same willingness and obedience as displayed during last journey.

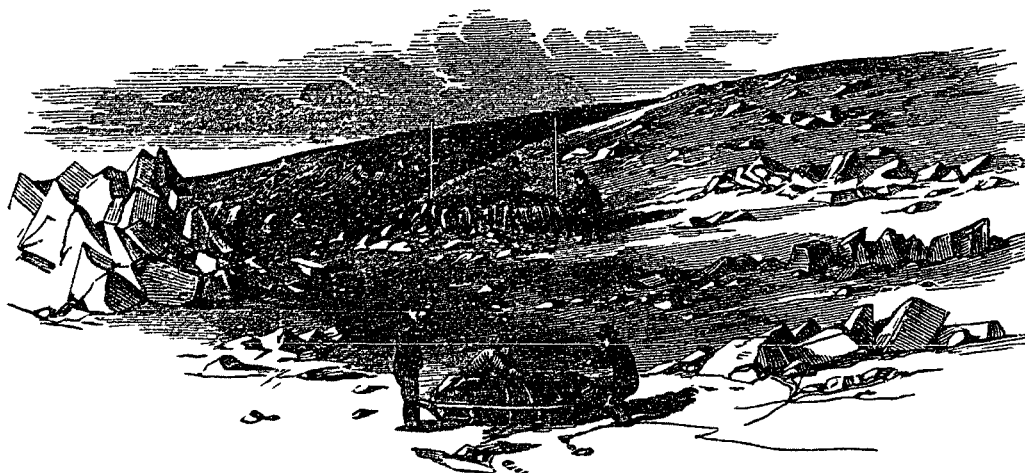
Since our arrival, I proceeded with a party to the sledge, and succeeded in bringing it in in safety on the 27th instant

I have, &c.  
(Signed) G. F. MECHAM,  
Lieutenant.



[7 days provisions buried.]

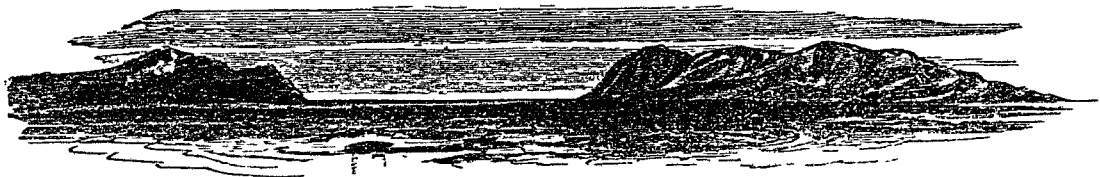
Cairn erected in lat.  $73^{\circ} 55' N.$ , long  $99^{\circ} 40'$ , containing an Expedition cylinder



Position of a boat deposited on the S.W. coast from Cape Walker, in lat.  $73^{\circ} 59' N.$ , long  $99^{\circ} 00' W.$



A round hill, taken from encampment, 7th June 1851. Exploring the inlet.



*Entrance to channel between Cape Walker and land to southward  
Bearing N E. 15 miles*



*Land to southward of entrance to channel.*



*Cape Walker bearing S by E. about 12 miles.*



*South end of Lowther Island bearing N. by E 10 miles*

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Captain AUSTIN to Lieutenant G. F. MECHAM, Her Majesty's Ship  
"Assistance."

Sir,

Her Majesty's Ship "Resolute," between Cornwallis  
and Griffith Islands, 6th August 1851

I have received your letter of the 30th ultimo, and its enclosure, the journal of your proceedings between the 27th of May and the 19th of June last, which has afforded me much satisfaction; the manner in which you have performed the service entrusted to you has my full approbation.

Under the circumstances, I approve of your having relinquished the search for Davy Island.

I am much pleased with the favourable account you are able to give of the conduct of your crew, which has been made known to them.

I am, &c.

(Signed) HORATIO AUSTIN,  
Captain, &c.

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Enclosure 24 of No. 11 of 1851.

Captain AUSTIN to Mr. MAY, Mate.

By Horatio T. Austin, Esquire, C.B., Captain of Her Majesty's Ship  
"Resolute," and in charge of an Expedition to the Arctic Seas.

In order to the entire completion of the search west of our position, you are hereby directed to take under your command the officer and four men hereafter named, provisioned and equipped for five days, and, when ready, proceed to make a most minute and careful examination for traces of the missing ships off the western shore of Griffith's Island, between the south-east and north-east extremes.

You will also notice the state of the ice to the westward, as far as you are able to see.

You will make preparation to enable the provisions and articles of equipment being carried at the backs of the men, should such become necessary.

You will make, for transmission to me, sketches of such points as are within your view, and obtain a few geological specimens for the public collection, as will also the officer accompanying you.

You will deposit a record and erect a small cairn each day near your encampment.

You will keep a journal of your proceedings and a track of your route, for transmission to me, and direct the officer under your command to do the same.

Given under my hand, on board Her Majesty's Ship "Resolute," at Winter Quarters between Cape Martyr and Griffith Island, the 25th June 1851.

(Signed) HORATIO T. AUSTIN.

The OFFICER and FOUR MEN referred to.

Mr. Charles Markham, midshipman	-	H. M. Ship "Assistance."
James Beams, boatswain's mate	-	} H. M. Ship "Resolute."
William Lowrie, A.B.	-	
William Ward, A.B.	-	
Thomas Wilson, A.B.	-	H. M. Ship "Assistance."

JOURNAL of Mr. May's Proceedings round Griffith's Island.

Names	Ages.	Rank.
Mr. W May - - -	21	Mate.
Mr. C Markham - - -	21	Midshipman.
James Beames - - -	28	Boatswain's mate.
William Ward - - -	27	A.B.
James Laurie - - -	25	A.B.
Thomas Wilson - - -	30	A B.

FIRST JOURNEY.

*Thursday, 26th June 1851.*—8h 15m. left the ship with Mr. Markham and a party of four men, for the purpose of examining the southern and western shores of Griffith's Island.

Equipped for five days, with two handbarrows made of canvass, supported between two pikes, for carrying the provisions.

These were placed in the punt, to prevent their getting wet, and dragged on shore.

The handbarrows were then packed, and at 9h. 20m. P.M. we proceeded along the beach to the southward.

12h. stopped for half an hour for lunch.

2h. 30m. A.M. encamped under a high cliff (the S.E. point of the island), where we shot fifteen dovekies. Off this point there was a crack about four to six feet broad, which evidently appears to have brought the birds to this part of the island. They were very numerous, but wild.

Time travelling, 6h. 15m

Distance made good, 6½ miles

SECOND JOURNEY.

*Friday, 27th June.*—Finding it inconvenient to carry the birds shot yesterday, Mr. Markham and myself walked to Mr. Allen's tent (abreast of the ships, on Griffith's Island), and left them there.

We then returned to our encampment, and at 2h. 45m. A.M. proceeded on our journey.

At the S.E. point of the island there has been a curious land slip. I passed over some large masses of rock on this slip from twenty to thirty feet high, with a rich moss covering the ground between the rocks. The whole slip extended over a surface of about 300 yards, and some of the rocks were nearly in the water.

Time in tents, 24h. 15m

Started at 2h 45m

Weather fine

At 4h. A.M. we arrived at the depôt deposited by the "Assistance" last autumn, and found it in a state of good preservation. Here, in a small lake, I shot a brent goose, and saw several birds in a crack in the floe extending to the S E.

Close to the depôt we found the remains of an Esquimaux encampment, but in a very imperfect state.

At 5h. A.M. we came to a ravine, which we found very difficult to cross, but succeeded in doing so without getting anything wet. After crossing the ravine, we saw a bear on the land, but he did not come within gunshot.

7h. 45m. A.M. encamped close to the S.W. point of the island, having gone about eight miles.

N.B.—There appears to have been a heavy pressure on this point.

### THIRD JOURNEY.

*Saturday, 28th June*—7h. P.M. had breakfast.

Started at 9h. 15m. P.M., and proceeded round the S.W. point.

After having passed this point, we came to a long plain quite barren, with the exception of a few patches of moss where some animal had died. At the western end of the plain, we found another Esquimaux encampment, in the same state as the last, except one hut, which stood by itself; the walls were perfect, but the roof had fallen in.

Several flocks of ducks passed us this day, and I saw a large crack in the floe extending to the westward. About a mile from the shore the weather was misty. Cape Walker and Bunny in sight.

12h. 30m. stopped for half an hour for lunch.

4h. 30m. encamped, having gone about ten miles.

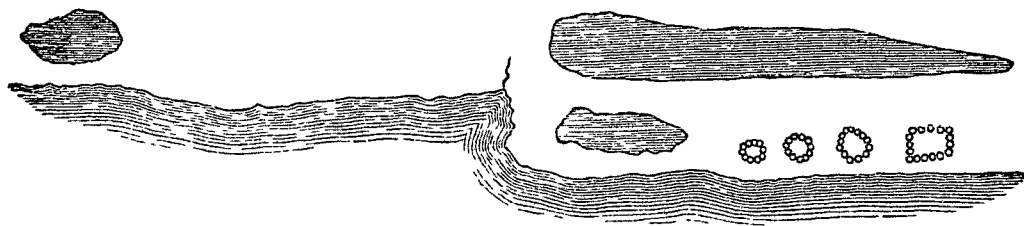
### FOURTH JOURNEY.

*Sunday, 29th June*.—8h. had breakfast.

Started at 9h. 15m. P.M. Mr. Markham and myself went about a mile and a half in shore, and passed a small lake towards midnight. We again took to the beach, and found a curious Esquimaux encampment close to another lake, where we encamped at 1h. 45m. A.M., having gone about six miles. The road this day was bad, and a great deal of the land was covered with snow.

Mr. Markham found at this encampment what appeared to be the top of a whalebone spear, and a part of a runner of a sledge, also made of bone.

Several flocks of ducks and brent geese passed us, all going towards the north end of the island.



*Esquimaux Encampment*

### FIFTH JOURNEY.

*Tuesday, 1st July*.—Started at 1h. 15m. A.M., and proceeded towards the N.W. point of the island. Having rounded a point about three miles to the westward of it, we came to a harbour, which I ordered the men to cross with their handbarrows. This they easily accomplished, the ice being hard.

Mr. Markham and myself went a short distance up the harbour; then ascended a hill, from which we had a bird's-eye view of it.

It trended first to the eastward about one mile and a half, and then turned up to the N.E. about two miles. We then crossed; and at the further end of it there was a small stream running into it from the adjoining ravines. The sides were marshy, and covered with a quantity of grass and rich moss, where I shot a brace of ptarmigan and a brent goose.

Time travelling, 5h  
Distance made good, 7 miles  
Encamped at 7h 45m A.M.

Time in tent, 1h 30m  
Started at 9h 15m P.M.

Weather misty.  
Time travelling, 7h 15m  
Distance made good, 8 miles  
Encamped at 4h 50m A.M.

Time in tent, 1h 45m  
Started at 9h 15m P.M.

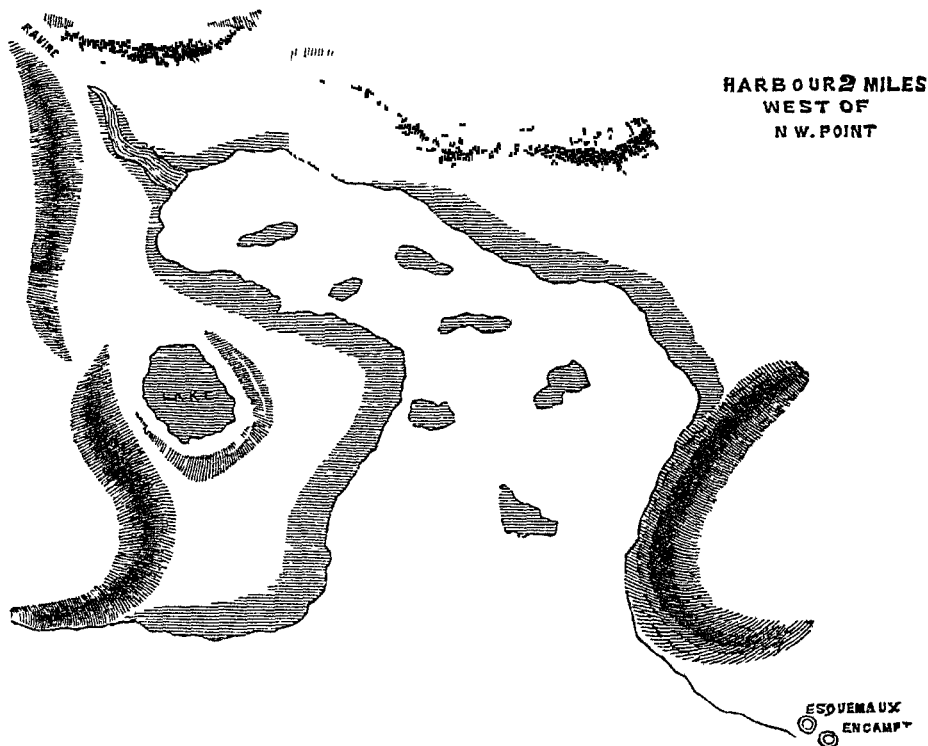
Weather fine  
Time travelling, 4h 30m  
Distance made good, 4 miles  
Encamped at 1h 45m A.M.

Time in tent, 2h 30m  
Started at 1h 15m A.M.

9h. A.M. encamped about three miles to the eastward of the N.W. point, having gone about eight miles.

We saw this day a great many ducks and geese.

Weather fine  
Time travelling, 7h 45m  
Distance made good, 7 miles  
Encamped at 9h A.M.



SIXTH JOURNEY.

BAY 2 MILES WEST OF N.E. POINT



Wednesday, 2d July.—Before breakfast I went down to the point A (see rough plan), and Beames went to the point B, where I could see a great many ducks sitting on the water inside the point. The ducks on seeing him immediately rose, and came to the point on which I was concealed. In this manner I shot five ducks. I then went to the small bay at point B, and discovered a great many ducks nests, but no eggs.

Time in tent, 19h 30m  
Started at 4h 30m A.M.

2h. 30m. had breakfast.

4h. 30m. A.M. started, and proceeded over the N.E. point for the ships.

Weather fine  
Arrived on board at 10h 15m A.M.  
Distance made good, 5 miles

9h. 15m. arrived at Mr. Allen's tent, placed the things in the punt to drag them through the water on the floe inside of the "Intrepid;" then took the handbarrows, and arrived on board at 10h. A.M.

I must conclude by adding that the men behaved remarkably well, and that they preferred the handbarrow to the knapsacks.

I have, &c.

WALTER WILLIAM MAY.

Total Number of Hours		Total Distance	
Encamped	Travelled	Gone	Made good
98h. 25m.	36h 30m.	45½ miles.	37½ miles

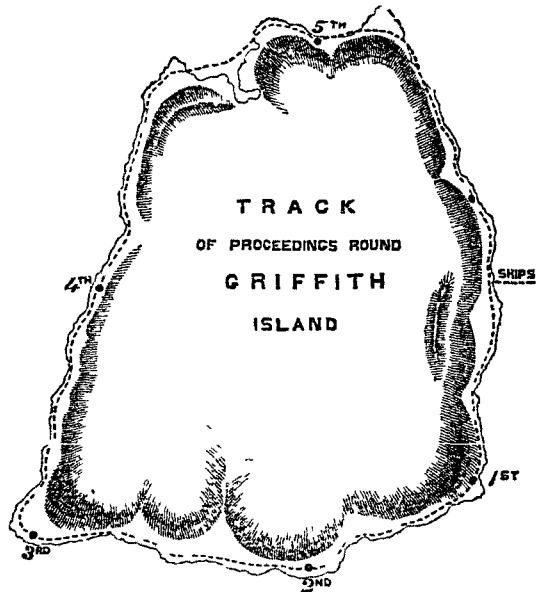
BIRDS SHOT.

- 6 Ducks.
- 2 Brent geese.
- 15 Dovekies.
- 3 Ptarmigan.
- 2 Phalarope.

Total number                  
                                   - 28  
   



S E. Point.



JOURNAL of Mr. MARKHAM'S Proceedings round Griffith's Island.

Mr. MARKHAM to Mr. MAY.

Sir,

H M Ship " Assistance," 3d July 1851.

In pursuance of your order, I have the honour to forward you the following copy of my journal, from the 26th June to the 2d of July.

*Thursday, 26th June.*—8h. 30m. P.M. joined Mr. May and party of 4 men, and landed on Griffith Isle, starting with 2 handbarrows for the S.E. point, at 9h. P.M. At 12h. had luncheon.

*Friday, 27th June.*—1h. A.M. arrived at the S.E. point, which is a perpendicular cliff about 500 feet high, with an extensive landslip of huge pieces of limestone (some of them 20 or 30 feet high), which block up the

First March  
Distance travelled, 7 miles  
Hours, 4

beach. Amongst them the moss and purple and yellow saxifrages grow very thickly. The cliff was covered with dovekies (*uria grylle*), and fulmar petrel (*procellaria glacialis*). 14 of the former were shot, 1 of them in a lane of water about 8 feet broad, near the beach. Finding nearly all our powder and shot expended, Mr. May and I returned to Mr. Allen's tent, and having obtained more, returned to the tent by 1h. A.M.

*Saturday, 28th June.*—2h. 45m. A.M. started, and passing through the masses of rock which compose the landship, we arrived at the depôt on the south point, and Mr. May shot a brent goose (*anser torquatus*) on a large pool near it. About half a mile beyond it is a very broad ravine, where a rapid stream rushes down among the hummocks on the beach. We saw near this place a bear, a raven, and a flock of brent geese. Encamped under the S.W. point of Griffith Isle, which is a bold cliff, at 7h. 25m. A.M.

Second March  
Distance travelled, 6 miles.  
Hours, 5

There is a crack running from near the S. point of the island towards Cape Bunning, where with a glass we could see several seals, and on this part of the island there has been a very heavy pressure.

9h. P.M. started, and after passing the S.W. point the cliffs recede for about 2 miles from the beach, and a broad barren plain slopes down from them. Through the centre of it, a large ravine, still filled up with snow, runs down to the sea.

Passing the ravine we stopped by a pool of water near the beach, and had luncheon. Weather very hazy.

*Sunday, 29th June.*—1h. passing the luncheon place the cliffs entirely disappear, and the low land slopes gradually inland as far as visible. Some distance on the floe we saw a large flock of eider duck (*anas mollissima*).

Third March  
Distance travelled, 8 miles.  
Hours, 10½

We encamped on an uninviting spot, near the beach, at 7h. 30m. A.M. 8h. P.M. started. Weather clearing up a little. Cape Walker and Lowther Isle in sight. Walking over low barren hills, with an occasional ravine, we came in sight of the N.W. bluff, at about midnight. Saw also Lowther Isle, Garrett Isle, Somerville and Browne Isles (in one), and Cornwallis Isle. Encamped near the chain of lagoons close to the beach, and had luncheon.

*Monday, 30th June.*—Along the shore of one of the above-mentioned lagoons there are the remains of 4 Esquimaux huts, 1 being a parallelogram 6 feet long by 4, and the other 3, formed by stones placed in a circle, with many bones of birds, &c. in and around them. In one of these I found a part of a runner of a sledge, made of whalebone, with 1 nail of the same material, and 2 nail holes in it. Near the depôt also there are the remains of 2 Esquimaux huts, with many bones of animals, and a fireplace made of 4 upright stones, with bones and moss in it. There was also another hut on the plain beyond the S.W. point.

Fourth March  
Distance travelled, 3 miles  
Hours, 4

Considering it advisable thoroughly to examine the Esquimaux remains, we remained encamped for the rest of the day.

*Tuesday, 1st July.*—1h. 25m. started, and passing a low point arrived on the shores of a deep inlet, with the N.W. bluff about 5 miles on the other side of it. Here was a parallelogram of stones, 9 feet long by 5, evidently Esquimaux remains.

Fifth March  
Distance travelled, 8 miles  
7 hours, 35 minutes

The inlet runs up about 1½ miles, and then turning sharp to the N.E. runs up for about 2 miles. The hills on the south side are steep, but on the north they recede, and there is a plain covered with grass, moss, purple and yellow saxifrage, and dwarf willow. Saw here a flock of brent geese. A broad plain stretches from the hills to the N.W. bluff, intersected by several ravines, with rapid streams running through them.

Passing over the N.W. bluff, we encamped on the edge of the bay beyond, at 9h. A.M. Mr. May shot to-day 5 ducks, a brent goose, a phalarope, and 2 ptarmigan, a gull, and an Arctic tern.

*Wednesday, 2d July.*—4h. 30m. started, and passing several salt lagoons on the beach, crossed the low north point of the isle, and arrived at Mr. Allen's tent by 9h. A.M.

Sixth March  
Distance travelled, 6 miles  
4 hours 30 minutes

The cliffs on the E. coast and the N.W. bluff appear to be most plentiful in geological specimens.

I have, &c.  
(Signed) CLEMENTS MARKHAM,  
Midshipman.

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Captain AUSTIN to Mr. WILLIAM MAY, Mate of Her Majesty's Ship  
"Resolute."

Sir,

Her Majesty's Ship "Resolute," between Cape Martyr  
and Griffith Island, 6th August 1851.

I have to acknowledge the receipt of the journal of your proceedings  
"in searching for traces of the missing Expedition, the western shore of  
"Griffith Island, between the south-east and north-east extremes."

The manner in which you performed that service, and your report  
thereon, entitles you to my full approbation.

I am, &c.  
(Signed) H. T. AUSTIN,  
Captain, &c.

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Enclosure 25 of No. 11 of 1851.

Captain AUSTIN to Mr. FREDERICK JOHN KRABBÉ, Second Master of Her  
Majesty's Ship "Assistance," in command of the Sledge "Edward Riddle."

By Horatio T. Austin, Esquire, C. B., Captain of Her Majesty's  
Ship "Resolute," and in charge of an Expedition to the Arctic  
Seas.

Considering it expedient that the party under Lieutenant Browne, from  
which no account has been received since it proceeded to the southward  
and eastward from Cape Walker, should be met as soon as practicable in  
its return to the opposite shore in the neighbourhood of Cape Walker;  
that observations should be made for fixing that headland, both astron-  
omically and relatively with Griffith Island; that the variation of the  
compass should be determined; and that the depth of water near the shore  
should be ascertained, as far as our means and the state of the ice will  
admit; looking to your intelligence and general fitness for this service, and  
relying upon your zeal and watchfulness, you have been selected for it.

You will therefore take under your command the six men hereafter  
named, provisioned and equipped for 18 days, with one runner sledge, and  
some additional articles to refresh the returning party, and as soon as in  
every respect complete and ready proceed to cross the strait in execution  
of that service accordingly.

Should Lieutenant Browne upon his arrival not require your assistance,  
and there be anything remaining desirable to be accomplished at Cape  
Walker, you will be at liberty to stay for that purpose so long as your  
resources admit.

Your attention is directed to the "Admiralty Manual of Scientific  
Inquiry," with the view to your being enabled to make all observations  
and collections that may prove useful; all of which, with the data from  
which the observations will have been deduced, are to be transmitted  
to me

You will build a cairn at the most convenient and conspicuous part of  
Cape Walker, and deposit there the enclosed record.

You will keep a journal of your proceedings, and a track of your route,  
for transmission to me as soon as convenient after your return.

I remind you that every care is necessary to preserve the health of the  
people, and to guard against snow blindness.

Given under my hand on board Her Majesty's ship "Resolute," at  
Winter Quarters between Cornwallis and Griffith Islands, the 19th of May  
1851.

(Signed) HORATIO T. AUSTIN.

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## The SIX MEN referred to.

Thomas Barker, serjeant, R.M.,	}	H.M. Ship "Assistance."
Thomas Johnstone, private, R.M.,		
William Simmonds, ship's cook,		
Thomas Northhouse, A.B.		
Thomas Morgan, corporal, R.M.A.,	}	H.M. Steam Tender "Intrepid"
Charles Beal, private, R.M.		

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F. J. KRABBÉ, Second Master of Her Majesty's Ship "Assistance," to  
Captain AUSTIN.

SIR,

Her Majesty's Ship "Assistance," wintering between Griffith's  
and Cornwallis Islands, 7th June 1851.

I have the honour to report to you, that, in compliance with your orders of the 19th ultimo, I proceeded the next day with the sledge party under my command towards Cape Walker, at which place I arrived early in the morning of the 25th.

At 11 h. P.M. of the 24th I met Lieutenant Browne and his party, coming out from under the cape; and having the satisfaction of finding them all well, and requiring no aid from me, I proceeded in the further execution of your orders.

I have obtained observations which will, I trust, satisfactorily give the position of Cape Walker and the adjacent land, both astronomically and relatively with Griffith's and other islands; but much regret that the almost constant thick weather during my stay considerably curtailed the work I had hoped to have performed. The variation of the compass has been determined, and several soundings have been taken in the vicinity of the cape, which, generally speaking, is very "bold to," with a stony bottom.

A cairn, ten feet at its base across the diameter, seven feet and a half in height, and surmounted by a flag staff, has been placed in a very conspicuous position, immediately on the summit of the cape, over the highest part of the cliff, at an elevation of about 700 feet, and the record secured in a cylinder deposited within it.

A few specimens of the principal stones in the neighbourhood have been collected, which I transmit herewith, but no fossils of any kind have been seen.

A great many hares and ptarmigan were seen near the cape, as also recent traces of either deer or musk oxen. Some burgomasters, ducks, bears, and a fox have also been seen in various places.

I finally left the cape on the evening of the 3d June, and returned to the ships this day; and I have the honour to transmit herewith a journal of my proceedings and a track chart of my route. The various observations I trust to be able to lay before you so soon as I can ascertain the results, and put my work on paper.

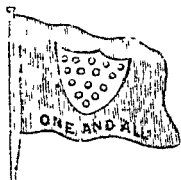
I feel much pleasure in being able to speak favourably of the conduct of the men under my charge, during the whole time.

I have, &c.

(Signed) FREDERICK J. KRABBÉ, Second Master,  
late in charge of the Sledge "Edward Riddle."

JOURNAL of PROCEEDINGS from 20th May to 7th June 1851, during  
a Journey to Cape Walker to meet the Southern Return Party,  
fix Position of Cape, &c.

H M Sledge "Edward Riddle"



Men's Names	Rating.	To what Ship belonging
James Barker - -	Serjeant R.M. -	H.M. Ship "Assistance."
William Simmonds - -	Ship's cook - -	"
Thomas Northhouse - -	A.B. - -	"
Thomas Johnstone - -	Private R.M. - -	"
Charles Beal - -	Do. - -	H.M. Ship "Intrepid"
Thomas Morgan - -	Corporal R.M A. - -	"

## WEIGHTS ON STARTING.

Ordinary constant weights	-	-	-	-	369
Extraordinary (ice-borer, lead, instruments, &c.)	-	-	-	-	31
18 days provisions and fuel for 7 men	-	-	-	-	398
Extra ditto for relieving the party	-	-	-	-	15
Packages	-	-	-	-	19
					6/832
				Per man	139

## First Journey

Hours travelled,  $6\frac{1}{2}$   
Distance accomplished,  $9\frac{1}{2}$ '  
Encamped for rest, cooking, &c  
15 hours  
Hove to for lunch, 10 minutes

Wind N W 6 c m  
Temp +  $8^{\circ}$  to +  $10^{\circ}$

*Tuesday, 20th May 1851.*—P.M. 8 h. 40 m. left the ship, and proceeded N.W., with three cheers from all hands, and parting good wishes of Captain Austin. 11 h. 30 m. passed the N.E. point of the island.

*Wednesday, 21st May.*—A.M. 0 h. 10 m. stopped for lunch. 20 m. proceeded. Floe pretty good. Snow drifting. 1 h. 40 m. passed N.W. point of island, and shaped course N.E. by N. (compass). 3 h. encamped. Griffith Island S. extreme, S.S.W.  $\frac{1}{2}$  W.  
" " N. " E.N.E.  
Brown Island, centre, N.W.

Noon, N W. by N 8 b c m  
P.M. 6 N W by N 9 b c m

11 P.M. N W by N 7 b c m  
Detained by weather,  $4\frac{1}{2}$  hours.

## Second Journey

Hours travelled,  $6\frac{3}{4}$   
Distance accomplished 10'  
Encamped for rest, cooking, &c  
13 hours

Hove to for lunch, none  
N N W 7 b q m  
Temp +  $6^{\circ}$  to +  $10^{\circ}$

Noon, very heavy drift.  
P.M. 4 h. prayers and breakfast. Very heavy drift. Objects obscured at 20 yards distant. Weather unfit to proceed.  
10 h. more moderate. Prepared for a start. Lunched. 11 h. proceeded S.W. by W.  $\frac{1}{2}$  W. Made sail.

*Thursday, 22d May.*—1 h. 40 m. came to a heavy chain of hummocks, running N.W. and S.E. Occasionally meeting old tracks of sleighs and encampments. 3 h. 20 m. clear of hummocks. Clear level floe. 5 h. 45 m. encamped.  
N.W. bluff of Griffith Island, N.E. by E.  $\frac{1}{2}$  E.  
S.E. " " " E. by S.  $\frac{1}{2}$  S.  
Brown's Island, centre, N.  $\frac{1}{2}$  W.

P.M. 5 h. N. by W. 6. b.q.m. Snow drifting. Prayers and breakfast. 6 h. 50 m. proceeded under sail. 9 h. to 10 h. rounded the hummocks to the north-westward. Sail answering very well. Two men on the drag ropes astern, steering the sleigh. 10 h. 30 m. left the last of the heavy hummocks. Steered S.W.  $\frac{1}{2}$  S.

11 h. 30 m. to 11 h. 40 m. lunched. Top of Lowther seen above the drift.

*Friday, 23d May.*—A.M. 3 h. observed Cape Walker a-head. 4 h. encamped.

Lowther Island, N. extreme, N. by W.  
" " S. " S.W. by W.  $\frac{1}{2}$  W.  
Cape Walker, S.W. by S.

## Third Journey

Hours travelled, 9  
Distance accomplished, 18'  
Encamped for rest, cooking, &c  
15 hours

Hove to for lunch, 10 minutes  
N by W 6 to 7 b q m  
Temp +  $4^{\circ}$  to +  $13^{\circ}$

P.M. 6 h. prayers and breakfast. 7 h. 40 m. proceeded under sail. 9 h. stopped. Down sail. N.W.; 2 b.c.m. Floe pretty good.

*Saturday, 24th May.*—Lunched. 12h. 10m. proceeded. 5 h. encamped. Found sundry bags missing from the sleigh, including gunner's claw hammer, tri-armed wrench, &c. &c. Spliced the main-brace in honour of the birthday of Her Majesty.

Cape Walker, S.W by S., 6' or 7'.

## Fourth Journey.

Hours travelled, 9  
Distance accomplished, 12'  
Encamped for rest, cooking, &c  
14 hours  
Hove to for lunch, 10 minutes  
N W 4 to 2 b c m  
Temp + 5° to + 14°

P.M. 6 h. prayers and breakfast. 7 h. proceeded. 9 h. stopped to bore for soundings. Cape S.W. by S. 5'. No bottom. 37 fathoms (see  $\angle$  sheets). 9 h. 40 m. proceeded. 10 h. 20 m. observed a party coming out from under the cape. Hauled in to meet ditto. 11 h. met the party, under Lieutenant Browne, happy to say, all in good health. Erected tent for lunch. Supplied Mr. B. with two cases of milk, 7 lbs. tallow, 4 lbs. limejuice and sugar. Received from ditto a hammer, lead line, cotton for wicks, palm, needles, and twine.

*Sunday, 25th May.*—A.M. 1 h. proceeded, and parted company with Lieutenant Browne, steering for the high cliff of the cape. 3 h. came to at  $\frac{1}{2}$ ' from ditto, as position for observatory. Encamped. Shot one brace and a half of ptarmigan. See  $\angle$  sheets, for sights and true bearings.

## Fifth Journey

Hours travelled, 4 $\frac{1}{2}$   
Distance accomplished, 6 $\frac{1}{2}$   
Encamped for rest, cooking, &c  
16 hours  
Hove to for lunch, Lieut B in company, 2 hours.  
Hove to for soundings, 40 minutes.  
Calm o b c  
Temp + 4° to + 15°

P.M. 7 h. 30 m. left a hand at the tent, and proceeded with party to summit of Cape Walker, for purpose of erecting cairn and getting angles. W.N.W.; 5 c. Lowther Island and land to southward in sight. 11 h. arrived near the summit of the cliff. Wind increasing, with snow and drift, too thick to see the way, commenced return to tent.

*Monday, 26th May.*—A.M. 2 h. returned. Found ice-borer frozen in, tent-guard having been unable to extricate it when boring for soundings. Saw a hare and two brace of ptarmigan. Shot the latter.

## First day at Cape Walker

Hours working, 6 $\frac{1}{2}$   
Work performed  
Went to build cairn, but prevented by weather  
Prevented from working by stress of weather, 3 hours  
W N W to N W.  
5 c to 7 o s and drift.  
Encamped for rest, cooking, &c  
14 hours  
Temp + 14° to + 20°

*Monday, 26th.*—P.M. 6 h. weather misty, and unable to see the cliffs, either for taking angles or ascending the hills. 8 h. N.W.; 7 to 8 o.q.s. Unable to go to work from state of weather.

Midnight, lunched.

*Tuesday, 27th May.*—P.M. 7 h. supper; N.W.; 7 c.q.m.

## Second day at Cape Walker

Hours working, none  
Detained by weather all day.  
25 hours  
N W 6 to 7 o q s  
Temp + 22° to + 14°

P.M. 4 h. W.N.W.; 4 b.c.m. 5 h. people employed measuring a base on the floe, cutting out the ice-borer frozen in on 26th instant, and obtaining soundings. Sounded in 35 fathoms rock. Found ice-borer broken. 8 h. employed projecting the base, and getting rounds of  $\angle$ s to objects in the neighbourhood. 11 h. completed ditto. Lunched.

11 h. 20 m. dragged sleigh into beach, and proceeded along ditto to the southward.

*Wednesday, 28th May.*—A.M. 2 h. encamped at the base of the ascent to the cape. 5 h. supper. Two hands out shooting. Saw 14 hares. Shot one brace and half of ptarmigan.

## Third day at Cape Walker

Hours working, 7  
Hours travelling, 2 $\frac{1}{2}$   
Distance accomplished, 3'  
Encamped for rest, cooking, &c  
16 hours.  
Employed measuring and projecting base, obtaining soundings, &c  
W N W 4 b c m to 5 c m s  
Temp + 17° to + 12°

*Wednesday, 28th.*—P.M. prayers and breakfast. 7h. left a tent-guard, and proceeded with party to summit of cape to erect a cairn. 9h. 40m. arrived at ditto, and proceeded with cairn. Placed it about 200 yards from edge of cliff, directly over the highest part, ten feet in diameter at the base. Found stones very difficult to raise from the ground, being frozen in. Took double round of bearings and  $\angle$ s by Kater, sun not admitting of true bearing. 4 to 6 b. q. 180° of horizon visible. Griffith Island and Cape Bunny distinctly seen, and well defined.

*Thursday, 29th May.*—5h. c. s. 3h. ceased working, having completed three quarters of the cairn, and returned towards tent. 4h. 30m. arrived at ditto. Shot two hares and two brace and a half of ptarmigan on the way down.

## Fourth day at Cape Walker

Hours working, 9 $\frac{1}{2}$   
Employed building a cairn on the cape  
Encamped for rest, cooking, &c  
15 hours  
N W to W 4 to 6 b c. c s  
Temp + 18° to + 10°

Two hands out shooting. Saw long grass fresh cropped by some large animal. More than twenty hares seen, but none shot. Shot five brace of

2.

M m

## Fifth day at Cape Walker

Hours working, 8 $\frac{1}{2}$   
Employed getting soundings  
W N W 5 o m s, to 7 c f s

Temp. +22° to +17°.  
Encamped for rest, cooking, &c.  
14 hours.

ptarmigan. P.M. W.N.W. 5 o.m.s. 6h. Prayers and breakfast. Weather too thick and heavy to proceed with cairn. Took party on ice, and proceeded cutting holes for soundings (borer being broken). Took soundings, as per  $\angle$  sheets, from five to eighteen fathoms. Ice hummocky; but a level place seven feet six inches thick, with fourteen inches snow on it. Two hours and three quarters cutting one hole.

*Friday, 30th.*—0h. lunched. Weather still thick. 1 h. proceeded with work. 4h. returned to tent. 8h. thick mist, and squally.

Sixth day at Cape Walker.  
Hours working, none.  
Weather unfit to proceed with cairn.  
Wind W.N.W. and S.S.E. o.q.m.s. and o.m.s.  
Temp. +22° to +20°.  
Detained by thick weather, 25 hours.

P.M. Weather so thick as to be unable to see the hills of the cape, and unfit to take men to cairn. Midnight, ditto weather.

*Saturday, 31st May.*—A.M. 4h. 30m. weather clearing, prepared for proceeding to the hill. 6h. S.S.E.; 3 o.m.s. Heavy snow, and unable to see tops of hills. Remained in tent. Saw a fox. Noon, S.S.E.; 3 o.f.

Seventh day at Cape Walker.  
Went to hills, and completed cairn; then proceeded to original position for observatory.  
Hours working, 7.  
Hours travelling, 2½.  
Distance made, 3'.  
Stopped for lunch, 40 minutes.  
Encamped for rest, cooking, &c. 14h.  
W.N.W. calm, and N.N.W. 0 to 6. o.f.q.  
Temp. +24°.

*Saturday, 31st May.*—P.M. S.S.E.; 3 o.f. A little clearer in the valleys, but still very thick on the hills. Read prayers. Had breakfast. 7h. proceeded with party to the hills to finish cairn, leaving marks to return by as we proceeded; occasionally unable to see sixty yards. 10h. found the cairn. Proceeded with work. Midnight, calm, 0. o.f.

*Sunday, 1st June 1851.*—A.M. 0h. 30m. completed cairn, making it seven feet and a half high, ten feet at diameter at base, four feet at summit, with a bamboo staff and tin. Deposited medal of H. R. H. Prince Albert, and tin cylinder containing record, two feet from the summit, and union jack at the apex. Returned to sleigh. 2h. arrived at tent. Lunched. 2h. 40m. proceeded, via beach, to take up original position for observatory, to obtain rate for chronometer, duplicate sets of observations, &c. 4h. 50m. arrived at position. Encamped. Saw seven burgomasters on the cliffs, apparently building there.

Eighth day at Cape Walker.  
Employed getting  $\angle$  s. and soundings to north-westward.  
Hours working, 7½.  
Stopped for lunch, 1 hour.  
In tent for rest, cooking, &c. 14 hours.  
Calm o.o.  
Temp. +22°.

P.M. 6h. calm, 0. o. Pretty clear round the horizon, but thick and heavy overhead. Prayers and breakfast. 7h. proceeded with two hands to north-westward to take  $\angle$  s, put in land, &c. Saw two seals on the floe. Party cutting the ice to obtain soundings at ½' off the cape. Proceeded about 5' to north-westward of cape. Saw a goose on the wing. Returned to tent. 12h. 30m. lunched.

*Monday, 2d June.*—A.M. 1h. 30m. took party, and obtained soundings to north-westward (as per  $\angle$  sheets), in from twenty-five to forty-five fathoms. 3h. 30m. returned to tent. Shot a brace of ptarmigan.

Ninth day at Cape Walker.  
Weather too thick to admit of working.  
S.S.E. 5 o.m.q.  
Temp. +24° to 21°.

P.M. 1h. sun opened out a little, the first time for five days. 2h. 30m. ditto disappeared, and weather became again thick. 8h. S.S.E. 5. o.m.q.f. Weather too thick to admit of doing anything. Midnight, ditto weather.

*Tuesday, 3d June.*—A.M. 1h. whilst lunching, observed a young bear eating pemmican from off the sleigh. Fired from the tent. Shot took effect over left eye, taking the eye and a piece of the skull with it. Bruin then fell, apparently done for; but on approaching him he got up and ran off full trot. A shot I sent after him broke his hind leg. He still trotted faster than we could; and a third shot, which passed through his neck, sent him off full gallop, but with great loss of blood. He at last took to the beach, and lay down. A fourth shot then passed through his heart; he ran twenty or twenty-five yards, and then fell and expired. It was apparently a two years old bear, not long separated from its dam, five feet ten inches in length from nose to end of tail. He produced, when skinned, only about 2 lbs. or 3 lbs. of blubber, and that of very little use.

Noon, got a doubtful meridian altitude, sun just showing occasionally.

A bear hunt.

Detained in tent by thick weather, 26 hours.

First Return Journey.  
Hours travelled, 8½.  
Distance accomplished, 12½m.  
Have to for lunch, 10 minutes.

P.M. 6h. Prayers and breakfast. Weather still thick, and no chance of obtaining sights. 7h. 30m. proceeded N.E. by N. for western edge of hummocks south-westward of Griffith Island under sail. 11h. 30m. lunched. 11h. 40m. proceeded S.E.; 1. b. c. Down sail.

*Wednesday, 4th June.*—4h. 20m. encamped. Floe much softer than going over to the cape. 6h. got sights, and round of  $\angle$ s (see sheets). Noon, got very good meridian altitude. Encamped for rest, cooking, &c 14½ hours.  
S E. 3 l. c r b c  
Temp + 24° to + 15°

*Wednesday, 4th*—P.M. 6. read prayers. Had breakfast. 7h. 15m. proceeded. Floe better than yesterday. 11h. 30m. stopped for lunch. 11h. 45m. proceeded. Saw three seals.

*Thursday, 5th June.*—A.M. 4h. 30m. encamped. Too cloudy for observations.

P.M. 6h. 10m. read prayers. Had breakfast. 7h. 20m. proceeded N.E. Seals occasionally seen, and a flight of large birds (supposed ducks) going to westward. 10h. hauled in N.E. by E. for Griffith Island round the hummocks. Midnight, stopped for lunch.

*Friday, 6th June.*—A.M. 12h. 20m. proceeded. 4h. 30m. encamped. Floe during the day very soft.

Griffith Island, south extreme, E.S.E.	} Encampment.
"    north    "    N.E. by E.	
Brown Island, centre - N.N.W.	

P.M. 6h. read prayers. Breakfast. 8h. proceeded. 11h. 30m. stopped for luncheon. Observed a bear approaching the sleigh. Remained quite quiet till at thirty yards distant; then, preparing for a shot, the bear instantly stepped out towards us. Put a shot under his fore leg. He fell, and then, with the fore part of his body paralyzed, and with head resting on the floe, pushed himself along about eighty yards with his hind legs! He then fell and expired. Afterwards proved that the ball had just scored the heart. It was a male. Length, from nose to tail in straight line, seven feet seven inches; girth round chest, five feet two inches; breadth of paw, eleven inches. Apparently very old, and scarcely a bit of blubber on it. Left it on the floe. Midnight, proceeded.

*Saturday, 7th June 1851.*—3h. 30m. A.M. passed the N.W. bluff of Griffith Island. 5h. encamped near middle of "Encampment Bay." Floe very heavy to day. 9h. to 10h., W.S.W.; 8. c.q.

Noon, S.W.; 5 to 6 c.q.s.; breakfasted. 1h. P.M. proceeded under sail. 2h. passed the N.E. point; observed ships hoist their colours. 3h. down sail. 4h. a party from ship took sledge to drag. 4h. 30m. arrived at the ships. People all in good health during the whole period of absence.

#### ABSTRACT OF JOURNAL.

No of days out	-	-	4½
Do. do. home	-	-	4½
Do. do. at Cape Walker	-	-	9
Total hours travelled	-	-	74½
Estimated distance travelled	-	-	110½
Distance in a direct line	-	-	105
Total hours encamped	} Going across for rest, cooking, &c } At cape	-	125
		-	87
Total hours working whilst at cape			50¾
Mean rate of travelling per day,	} out and home	-	12·3'
		-	
Total hours detained by weather	-	-	79

#### LIST OF BIRDS AND ANIMALS SEEN.

	Seen	Shot
Ptarmigan	- about 50	- 27.
Hares	- " 40	- 2.
Fox	- 1	- none.
Burgomasters	- 10	- none.
Ducks	- 1 flock	- none.
Goose	- 1	- none.
Bears	- 3	- 2.
Seals	- about 10	- none.
Some large animal had fresh cropped the grass at Cape Walker.		
Old remains of musk ox seen.		

#### Remarks on the Equipments, &c.

See no reason to change my former report. The provisions taken on the new scale are excellent.

#### Remarks on the State of the Ice, &c.

Found nothing to induce me to change my opinion on former occasion, as to formation of the floes. The ice now, however, is getting much softer, and the top crusts of snow give way under the men's feet.

The average thickness of the new ice at or near Cape Walker is  $4\frac{1}{4}$  feet. Some of the old (abreast a valley) measured 7 feet 6 inches, and appeared perfectly solid floe, though situated among broken-up ice.

On the beach are great quantities of heavy pressed-up masses of floe, piled, occasionally, to the height of 30 feet in rectangular blocks, not exceeding 7 or 8 feet thick, although sometimes 12 or 15 feet square. There are also a few pieces of solid hummocks about 20 feet high aground near the beach. These appear to be pieces of bergs, probably forced into the beach by the floe ice.

The soundings in the neighbourhood run principally from 35 to 50 fathoms (stones) at 800 yards from the beach abreast the bold cliffs; and 13 to 15 fathoms (sand and stones), at the same distance off, abreast the valleys.

(Signed) FREDERICK J. KRABBÉ, Second Master,  
Officer in charge of Sledge.

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Captain AUSTIN to Mr. F. J. KRABBÉ, Second Master of Her Majesty's Ship "Assistance," late in charge of the Sledge "Edward Riddle."

Sir,

Her Majesty's Ship "Resolute," off Wolstenholme Sound,  
Baffin's Bay, 3d September 1851

I have to acknowledge the receipt of your report and journal of proceedings between the 20th of May and the 7th of June last, which has afforded me much satisfaction.

I am highly pleased with the manner in which you performed the service intrusted to you, and which I have no doubt will receive the favourable consideration of the Lords Commissioners of the Admiralty.

The manner in which you have been able to speak of the conduct of your crew is very satisfactory, which has been made known to them.

I am, &c.

(Signed) HORATIO T. AUSTIN, Captain.

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Enclosure 26 of No. 11 of 1851.

Captain AUSTIN to Mr. G. F. M'DOUGALL, Second Master of Her Majesty's Ship "Resolute," in command of the Sledge "Beaufort."

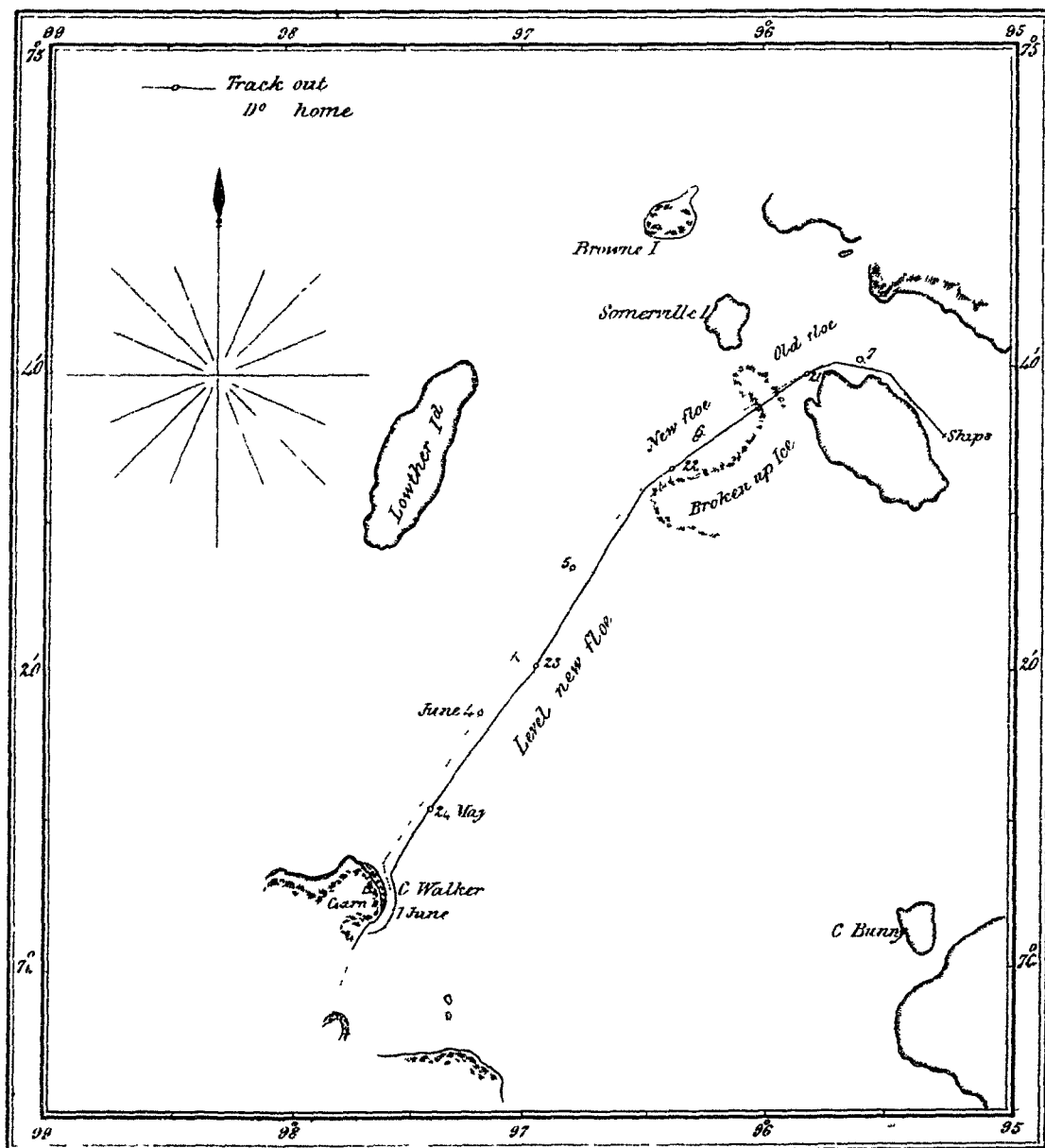
By Horatio T. Austin, Esq., C B., Captain of Her Majesty's Ship "Resolute," and in charge of an Expedition to the Arctic Seas.

The rising temperature admitting of travelling operations being performed with more facility and comfort, and it being very desirable that the land connecting Cornwallis and Bathurst Islands, as reported by you, should in its whole extent be accurately laid down; that the three depôts to the westward between this and the part called Alison's Inlet should be visited, and the one left by Lieutenant M'Clintock under the peaked hills be increased, and stocked with some additional articles, to refresh the returning parties from the westward; that all positions within the range of observation on that journey should be fixed; that all astronomical observations that are practicable should be obtained; and that the variation of the compass should be determined; looking to your acquirements and intelligence, you are selected for that service, and will therefore take under your orders the six men hereafter named, provisioned and equipped for twenty days, with eight days provisions and fuel and some additional articles of refreshment for the depôt, and one runner sledge; and when in every respect complete and ready, proceed, using all diligence in its execution.

You are expected to make all sketches of headlands, &c. that you can; and are referred to the "Admiralty Manual of Scientific Inquiry," in order that you may make such observations and collections as may prove useful; all of which, with the data from which the observations shall have been deduced, are to be transmitted to me.

TRACK CHART,  
of the Route of H M SLEDGE  
"EDWARD RIDDLE"  
from the Ships to Cape Walker,  
and the Return  
from 20<sup>th</sup> May to 1<sup>st</sup> June 1851

The Land is not laid down from own work - see Hydrographical  
Chart sent herewith



You will deposit at the depôt of Lieutenant Aldrich near Alison's Inlet an account of the additional articles you will have left for him at the depôt of Lieutenant M'Clintock.

You will select some convenient and conspicuous part in the neighbourhood of one of your encampments where you will erect a cairn, and deposit the accompanying record.

You will keep a journal of your proceedings and a track of your route, for transmission to me as soon as practicable after your return.

I remind you that every care is necessary to preserve the health of the people, and to guard against snow blindness.

Given under my hand on board Her Majesty's Ship "Resolute," at Winter Quarters between Cornwallis and Griffith Islands, the 22d of May 1851.

(Signed) HORATIO T. AUSTIN, Captain.

The SIX MEN referred to.

Thomas Bond, ice quartermaster	}	H.M. Ship "Resolute."
Joseph Bacon, A.B. - -		
Robert Graham, A.B. - -		
William Ward, A.B. - -		
James Beer, corporal R.M.A. -	}	H.M. Steam Tender "Pioneer."
Richard Ellis, stoker - -		

Mr. M'DOUGALL, Second Master of Her Majesty's Ship "Resolute," in command of the Sledge "Beaufort," to Captain AUSTIN.

Sir,

Her Majesty's Ship "Resolute," frozen in between Cornwallis and Griffith's Islands, Thursday, 26th June 1851.

In compliance with your orders, I have the honour to transmit a journal of my proceedings whilst in charge of the sledge "Beaufort," from the 22d of May to the 13th of June 1851.

The observations for latitude and longitude, and the data from which I intend to lay down the newly-explored space between Cornwallis and Bathurst Islands, as well as sketches of headlands, shall be laid before you as early as possible.

In the annexed plan of reference the principal points only are laid down accurately, the remainder of coast line being sketched in by eye, pending the protraction of work.

I have also the honour to forward a few geological specimens of the various places near which we encamped.

In conclusion, I am happy to inform you that the men placed under my charge have, with the exception of a few slight attacks of snow blindness, been in excellent health, and conducted themselves to my entire satisfaction, having performed the laborious duty in which they were engaged with zeal and cheerfulness.

But I regret being obliged to state that we found no traces whatever of the missing Expedition.

I have, &c.

(Signed) GEO. F. M'DOUGALL, Second Master,  
in charge of Party.

OFFICER and MEN composing Party.

Names	Rank or Rating	Age	Belonging to
George F. M'Dougall	Second master	26	"Resolute."
Thomas Bond	Ice quartermaster	39	Do.
Joseph Bacon	A.B.	30	Do.
Robert Graham	A.B.	23	Do.
William Ward	A.B.	27	Do.
James Beer	Corporal R.M.A.	29	"Pioneer."
Richard Ellis	Stoker	38	Do.

H M. Sledge "Beaufort"



Motto — "That future pilgrims  
of the waves may be  
"Secure from doubt,—from  
every danger free."



## ABSTRACT OF ORDERS.

To examine the three depôts between the position of the ship and Allison's Inlet, viz., the one on Cornwallis Island, laid out by Lieutenant M'Clintock during the autumn of last year, that under the peaked hills (Bathurst Island), and the one deposited by Lieutenant Aldrich to the westward of Bedford Bay.

To obtain as many astronomical observations as practicable, and as much data as possible, in order that the unexplored land between Cornwallis and Bathurst Islands may be laid down accurately.

## JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Beaufort."

## Abstract of weights

	lbs
Standing weights	- 994½
Provisions for 7 men for 20 days	- } 607½
Depôts	- 198
Total — by 6	- 1,200
Gives each man	- 200

N B — For detail of above, vide Report

Hours travelled, 8  
Estimated distance travelled, 8'  
Encamped for rest, 16½ hours  
Wind, N N W  
Weather, 5 b c

Hours travelled, 9  
Estimated distance travelled, 2'  
Encamped for rest, 12 hours  
Wind, N N W  
Weather, 5 b c  
Temp 7 h P M + 10°

Hours travelled, 10½  
Estimated distance travelled, 8'  
Encamped for rest, 13½ hours  
Wind N N W  
Weather, 2 b c  
Temp 10 A M + 15°

Hours travelled, 8  
Estimated distance travelled, 7'  
Encamped for rest, 16 hours  
Wind, N N W  
Weather, { A M 2 b c  
          { P M 5 o g  
Temp { 8 A M + 19°  
      { 5 P M + 16½°

Hours travelled, 6½  
Estimated distance travelled, 7'  
Encamped for rest, 16½ hours  
Detained at depôt, 1 hour  
Wind, N N W  
Weather, 5 o g  
Temp 5 P M + 25°

## FIRST JOURNEY.

*Thursday, May 22d.*—The equipment of the sledge being completed, and the depôts packed, left the ship at 6 h. 30 m. P.M. amidst the cheers of those who saw us off, which were duly returned. Wind fresh from N.N.W. Sky clear. Proceeded towards point A. Found the floe bad for travelling, the snow-drift having formed an incrustation several inches in depth.

Midnight, stopped for ten minutes for luncheon, and again proceeded. Wind cold and piercing to the face.

## SECOND JOURNEY.

*Friday, 23d.*—2 h. 30 m. A.M. party rather fatigued; pitched the tent, distant from point A. about two miles.

7 h. P.M. wind fresh from N.N.W., with moderate drift. Sky clear overhead. Struck tent, and proceeded. Floe bad for travelling. Wind cold.

10 h. P.M. abreast of point A. Having a strong feeling in favour of day travelling, I was induced to put the question to the men, all of whom were of my opinion; I therefore decided on doing so. Pitched tent for the night.

## THIRD JOURNEY.

*Saturday, 24th.*—10 h. A.M. struck tent, and proceeded. Wind light from N.N.W. Weather beautifully fine and clear. Floe heavy for travelling.

2 h. P.M. stopped for luncheon. 3 h. proceeded. 9 h. 30 m. arrived at point B. very much tired. Pitched tent on the land. Joseph Bacon frost-bitten in both great toes, but not severely.

## FOURTH JOURNEY.

*Sunday, 25th.*—Wind light and variable. Weather mild and fine. 8 h. A.M. struck tent, and proceeded. Floe somewhat better than yesterday, but still unpleasant for a heavily laden sledge. Observed a seal on the floe, but on our approach it disappeared beneath the ice.

1 h. P.M. pitched tent for luncheon. Wind fresh from N.N.W. 2 h. struck tent, and proceeded.

During the forenoon weather became overcast and gloomy, with a sharp cutting wind from N.N.W. 5 h. P.M. pitched tent on the floe, about midway between Browne Island and Inlet C. Read prayers.

## FIFTH JOURNEY.

*Monday, 26th.*—Wind fresh from N.N.W., with thick gloomy weather, and moderate drift. 8 h. 30 m. A.M. struck tent, and proceeded.

Noon, arrived at depôt on point D. Pitched the tent, and had luncheon.

1 h. P.M. commenced digging a hole to contain four days provisions. 2 h. P.M. having well secured the provisions from the attack of bears, and ascertained the safety of Lieutenant M'Clintock's depôt, advanced towards point E.

4 h. P.M. observed a bear advancing towards us; fired, but without effect.  
5 h. pitched tent for the night on the floe.

## SIXTH JOURNEY.

*Tuesday, 27th.*—During the past night the wind increased, accompanied by several heavy falls of snow.

8 h. 30 m. wind fresh from N.N.W. Weather fine. Struck tent, and proceeded. Observed the tracks of the Melville Island parties, also the track of a returning sledge.

11 h. 30 m. A.M. arrived off Point E. Pitched the tent for luncheon. Took instruments on shore. Obtained meridian altitude. Observed a brace of grouse fly past to the northward.

1 h. 30 m. P.M. proceeded on; found the floe well adapted for travelling.  
6 h. P.M. pitched tent for the night. Calm. Weather beautifully clear and fine.

Hours travelled, 7½  
Estimated distance travelled, 7'.  
Encamped for rest, 15½ hours.  
Detained for observation, 1 hour.  
Wind, { A M N N W.  
P M do, and calm  
Weather, b c  
Temp { 8° 30 A M + 12°.  
6 0 P M 22°.  
Mer. ☉ (pt E) 72° 7 50  
Index error, + 1 20

## SEVENTH JOURNEY.

*Wednesday, 28th.*—Wind light from N.W., with cloudy weather. 7 h. A.M. struck tent, and proceeded. 11 h. 45 m. pitched the tent for luncheon. Got meridian ☉. Observed Baker Island open of S.E. point of Bathurst Island.

1 h. 30 m. P.M. proceeded. Wind light from N.W., and cloudy weather.  
5 h. pitched tent for the night.

Hours travelled, 8½  
Estimated distance travelled, 10'  
Encamped for rest, 15 hours.  
Detained for observation, ¾ h  
Wind and weather N W., 3 o c.  
Temp { 7 A M + 30°.  
5 P M + 25°  
Mer ☉ 72° 18' 10"  
Index error, + 1 20

## EIGHTH JOURNEY.

*Thursday, 29th.*—7 h. A.M. wind light and variable. Weather fine and clear. Proceeded on. 9 h. A.M. altered course to the northward, for what I now imagined must be the point of Mr. Cheyne's depôt. During the forenoon the wind died away, the sun became obscured, and a light fall of snow took place.

Noon, pitched tent for luncheon. 1 h. P.M. struck tent, and proceeded. Weather very gloomy. Land very indistinct.

4 h. P.M. observed a point to the S.W. resembling in some degree the sketch given me by Mr. May; I therefore determined on steering for it. The fall of snow now increased, and as we were all more or less affected by snow blindness, and unable to distinguish objects 20 yards distant, I pitched the tent for the night.

Hours travelled, 8.  
Estimated distance travelled, 8½'.  
Encamped for rest, 16 hours.  
Wind and weather { var. 2 b c  
calm, o s.  
Temp { 7 A.M. + 25°  
4 P.M. + 29½°.

## NINTH JOURNEY.

*Friday, 30th.*—7 h. A.M. wind fresh from the N.W. Weather gloomy, with snow. Struck tent, and proceeded towards low point F.

10 h. 10 m. A.M. arrived at depôt by Mr. Cheyne on point F. Replenished it with one large (potato) case (for contents vide detailed report), one two-gallon can of concentrated spirits, four 4 lb. cases of preserved soups, and a tin containing 2 lbs. of currants, record, and letters for Messrs. M'Clintock and Bradford.

Noon, obtained meridian ☉. 0 h. 30 m. struck tent, and proceeded along the shore to the southward under sail. Weather gloomy.

3 h. P.M. Wind shifted to S.W.; lowered sail; arrived at low point G., on which we found the remains of an Esquimaux encampment, apparently of very ancient date. Here we obtained several specimens of the dwarf willow, of which we observed large quantities in the vicinity of encampment. 5 h. 15 m. pitched tent on the floe for the night.

Hours travelled, 8.  
Estimated distance travelled, 8'  
Encamped for rest, 13½ hours  
Detained at depôt, 2½ hours.  
Wind and { N W, 5 q s.  
weather { S W, 2 b c.  
Temp { 7 A M + 29°  
5 P M + 21°  
Mer ☉ 72° 45' 30"  
Index error, + 1 20.

## TENTH JOURNEY.

*Saturday, 31st.*—Calm and misty. 7 h. A.M. struck tent, and proceeded. 11 h. 30 m. rounded the S.E. point H. of Bathurst Island (of chart). Altered course along shore to the westward. Observed two seals on the floe.

30 m. P.M. stopped for luncheon. 1 h. went on to the westward. Observed 8 seals on the floe ahead. 4 h. came to an open crack about 2 feet wide, through which the seals had disappeared. 3 h. sighted the

Hours travelled, 9½.  
Estimated distance travelled, 10'.  
Encamped for rest, 14½ hours.  
Wind and weather, calm, s o  
o m.  
Temp. 5 P.M. + 21½°.

small island  $\angle$ . 5 h. 15 m. pitched the tent for the night. Sun obscured all day. Weather gloomy. Wind light from westward.

#### ELEVENTH JOURNEY.

Hours travelled,  $8\frac{1}{4}$   
Estimated distance travelled,  $7\frac{1}{2}$   
Encamped for rest,  $15\frac{1}{2}$  hours  
Wind and weather, westerly,  
20 s  
Temp 7 A.M. +  $34^{\circ}$ .

*Sunday, June 1st.*—7 h. A.M. Wind westerly, with snow. Land just discernible.

7 h. 30 m. struck tent, and proceeded to the westward. 10 h. weather began to clear up.

1 m. pitched the tent for luncheon close to point K.

1 h. 15 m. P.M. struck tent, and proceeded to the westward. 2 h. found the remains of a seal, on which our dog made an excellent meal. Observed several mollemukes in the vicinity, and numerous foot-prints of bears, foxes, and hares.

5 h. 15 m. pitched the tent on low gravel tongue of point M., on which we found the remains of an Esquimaux encampment, apparently of a more recent date to that on point G.

\* The cairn is composed of large stones supporting a bamboo with a union jack painted on tin, secured to top. The whole forms a conspicuous mark either east or west.

The cylinder containing official documents is placed in the body of the cairn.

Erected cairn\* at this point, and left cylinder containing documents, secured to heel of bamboo, also a printed notice in tin case attached to spar above the pile.

Pitched tent for the night. Read a short evening service.

#### TWELFTH JOURNEY.

Hours travelled,  $7\frac{1}{2}$   
Estimated distance travelled,  $12'$   
Encamped for rest,  $15\frac{1}{2}$  hours  
Detained at depôt, 1 hour  
Wind and weather, L.S.L.  
40 s

Temp  $\begin{cases} 8 \text{ A.M.} + 29^{\circ} \\ 8 \text{ P.M.} + 29^{\circ} \end{cases}$

*Monday, 2d.*—8 h. A.M. wind moderate from E.S.E. Weather overcast and misty.

8 h. 30 m. A.M. struck tent, and proceeded, over very hummocky ice, towards what I conceived to be the hill under which Lieutenant Aldrich had placed his depôt. 11 h. 30 m. observed three bears (one large and two small) in the neighbourhood of depôt.

15 m. P.M. arrived at point N., and pitched tent. Found all the provisions safe. Left one pemmican case (for contents see detailed report), and a tin containing record and letters for Lieutenant Aldrich. Covered the whole with large stones and gravel.

2 h. P.M. struck tent, and commenced our return. Thick misty weather, with snow. Steered by sledge marks of morning. Floe very heavy for travelling.

6 h. P.M. arrived at and pitched the tent in the position of last night on point M.

#### THIRTEENTH JOURNEY.

Hours travelled, 9  
Estimated distance travelled,  $9\frac{1}{2}'$   
Encamped for rest, 15 hours  
Wind and weather, calm, m.s.

Temp  $\begin{cases} 7 \text{ A.M.} + 39^{\circ} \\ 5 \text{ P.M.} + 33^{\circ} \end{cases}$

*Tuesday, 3d June.*—Calm, thick misty weather, with snow. Part of the fuel used for boiling the chocolate was some lichen, an abundance of which was distributed over the point. 7. A.M. struck tent, and went on to the eastward.

Noon, stopped for luncheon. 1 h. P.M. went on; weather misty. 5 h. P.M., pitched the tent for the night on the floe.

#### FOURTEENTH JOURNEY.

Hours travelled,  $6\frac{1}{2}$   
Estimated distance travelled,  $8'$   
Encamped for rest, 15 hours  
Detained for observation,  $2\frac{1}{2}$  h  
Wind and weather, S.E., 2 h c

Temp  $\begin{cases} 8 \text{ A.M.} + 26^{\circ} \\ 5 \text{ P.M.} + 26^{\circ} \end{cases}$

*Wednesday, 4th.*—8 A.M. weather fine, with a light breeze from S.E. Struck tent, and proceeded towards point H. 10 h. A.M. arrived off the point. Obtained observations for variation, and ascended to the summit of point, from whence I obtained a round of angles.

Wanted till noon for the mer.  $\odot$ , which gave the lat.  $75^{\circ} 0' 41''$  N. 30 m. P.M. moved on, steering for point G. 2 h. a breeze from S.E.; weather fine, and weather moderately good for travelling; made sail. 5 h. pitched tent for the night.

#### FIFTEENTH JOURNEY.

Hours travelled,  $8\frac{1}{2}$   
Estimated distance travelled,  $12'$   
Encamped for rest,  $15\frac{1}{2}$  hours  
Wind and weather, S.E., 6 m c  
Temp  $\begin{cases} 7 \text{ A.M.} + 25^{\circ} \\ 5 \text{ P.M.} + 29^{\circ} \end{cases}$

*Thursday, 5th.*—Wind strong from S.E.; thick misty weather. 8 h. A.M. struck tent; made sail, and proceeded. 9 h. stopped for a short time at point G., in order to gather a bag full of moss and lichen for fuel.

10 h. 30 m. A.M., examined depôt on point F. Found it safe. Noon, lunched. 1 h. P.M. proceeded under sail to the northward. 5 h. 30 m. P.M. pitched tent for the night on the floe.

#### SIXTEENTH JOURNEY.

*Friday, 6th.*—Wind fresh from N.N.W., with thick misty weather, and snow; no land visible. Noon, lunched.

2 h. 15 m. P.M. weather cleared a little; saw the land. Wind veered round to S.E. Struck tent; made sail, and proceeded.

5 h. 45 m. arrived at S.E. point of island O. Pitched the tent on gravel. Weather clearing rapidly in S.E. quarter.

9 h. P.M. weather beautifully fine; sun shining brightly. Commenced ascent of hill in centre of island, accompanied by three men with instruments. From the summit I obtained a round of angles and bearings, and at eleven returned to tent.

Hours travelled,  $3\frac{1}{2}$   
 Estimated distance travelled, 9'  
 Encamped for rest,  $14\frac{1}{2}$  hours.  
 Detained by weather,  $6\frac{1}{2}$  hours.  
 Wind and weather, { N.N.W., 50 m  
 { S.E., 50 m  
 Temp { 8 A.M. + 30°  
 { 9 P.M. + 30°

#### SEVENTEENTH JOURNEY.

*Saturday, 7th.*—Calm and foggy. 10 h. A.M. weather cleared a little, occasioned by a strong breeze from the southward. Struck tent, made sail, and proceeded towards point P. Party unable to keep up with sledge.

10 h. 10 m. sledge capsized in a heavy squall. Lowered the sail, and righted sledge. Made sail, and proceeded. Placed one man on weather side of sledge as ballast. Two men steering by means of track-belts secured to lee quarter.

1 h. P.M. lowered the sail, and had luncheon. 1 h. 45 m. made sail, and proceeded. 3 h. arrived at point P. Found a tin containing printed record, left by Lieutenant M'Clintock. Pitched the tent on the shingle for the night.

Hours travelled, 5  
 Estimated distance travelled, 9  
 Encamped for rest, 16 hours.  
 Detained by weather, 3 hours.  
 Wind and weather, { calm, 0 of  
 { south, 70 m  
 Temp { 8 30 A.M. + 54°  
 { 3 0 P.M. + 33°

#### EIGHTEENTH JOURNEY.

*Sunday, 8th.*—Wind south, with thick gloomy weather. 8 h. A.M. left the tent to obtain angles on point where I left a printed notice.

It was not until 11 h. 30 m. A.M. that I succeeded in doing what was required. I had, however, the satisfaction of tracing the land all round\*, with the exception of a gap, Q, about four miles in width, and this, I am inclined to think, forms the mouth of a bay or inlet of no great depth, the circuitous nature of the neighbouring coast line being, in my opinion, a sufficient warranty for such a supposition.

On returning to the tent had luncheon, at 30 m. P.M. struck tent, and proceeded. Wind strong from south, with occasional falls of snow. 5 h. 15. pitched tent for the night on the floe. Read prayers.

Hours travelled,  $4\frac{1}{2}$   
 Estimated distance travelled,  $7\frac{1}{2}$   
 Encamped for rest,  $14\frac{1}{2}$  hours  
 Detained for observation,  $4\frac{1}{2}$  hours.  
 Wind and weather, southerly, 50 s.m.  
 Temp { 8 A.M. + 32°  
 { 5 30 P.M. + 36  
 \* The land was composed of a series of points, apparently forming bays, similar to those north of my last station. The most distant points, forming gap Q, were estimated to be 25' distant.

#### NINETEENTH JOURNEY.

*Monday, 9th June.*—8 h. A.M. wind S.S.E. Weather gloomy, with occasional fall of snow. Struck tent, and proceeded towards point E. 30 P.M. pitched tent for luncheon. 1 h. 30 m. struck tent, and went on. 3 h. crossed the track of a musk ox or large deer.

5 h. 30. P.M. stopped close under west side of point E. Pitched the tent on the floe, the land being too steep to sleep on shore.

Hours travelled,  $8\frac{1}{2}$   
 Estimated distance travelled, 14'  
 Encamped for rest,  $15\frac{1}{2}$  hours  
 Wind and weather, { S.S.E.  
 { 3 g.s.  
 Temp { 8 A.M. + 44°  
 { 5 30. P.M. + 38

#### TWENTIETH JOURNEY.

*Tuesday 10th.*—Wind fresh from S.S.E. Weather overcast and gloomy. 8 h. 30 m. left the sledge with orders to proceed, and ascended summit of point to obtain angles.

9 h. 15 m. A.M. joined the sledge. 15 m. P.M. stopped for luncheon. Saw a flock of 25 looms.

2 h. 40. P.M. arrived at point D. From this point we took the four days provisions we had left on our outward journey, and secured the remainder.

Hours travelled, 5.  
 Estimated distance travelled, 8'  
 Encamped for rest,  $18\frac{1}{2}$  hours.  
 Detained for observations,  $\frac{3}{4}$  h.  
 Wind and weather, S.S.E., 50. q  
 Temp. 8 A.M. + 44°

## TWENTY-FIRST JOURNEY.

Hours travelled, 8 $\frac{1}{4}$   
 Estimated distance travelled, 8'  
 Encamped for rest, 15 $\frac{3}{4}$  hours  
 Wind and } var 2 f  
 weather, { calm, o b c  
 Temp { 8 A M + 44°  
 { 6 P M + 38°

*Wednesday 11th.*—Wind light and variable, with a fog. 8 h. 30. struck tent, and proceeded. Found the surface of the noe very heavy. 30. P.M. stopped for luncheon. 1 h. 30 m. P.M. proceeded. Fog began to lift. 5 h. 45 m. pitched tent for the night. Calm; weather very fine.

## TWENTY-SECOND JOURNEY.

Hours travelled, 8  
 Estimated distance travelled, 8'  
 Encamped for rest, 16h  
 Wind and } N W.  
 weather, { S b c o f  
 Temp { 8 A M + 33°  
 { 5 P M + 31°

*Thursday, 12th June.*—Wind light from N.W.; weather fine. 8 h. A.M. proceeded, steering for Griffith's Island. During the forenoon a thick fog came on. 30 m. P.M. stopped for luncheon. 1 h. 30. P.M. went on. The floe during the day was worse than we had before experienced it; the men sinking at times above their knees in pools of water. 5 h. pitched the tent for the night on the floe.

## TWENTY-THIRD JOURNEY.

Hours travelled, 9 $\frac{1}{4}$   
 Estimated distance travelled, 11'  
 Encamped for rest, 14 $\frac{3}{4}$ h  
 Wind and } S W  
 weather, { 5 o g  
 Temp S A M + 30

*Friday 13th.*—Wind fresh from S.W.; weather overcast and gloomy. 8 h. A.M. struck tent and proceeded. Floe very bad. Noon, stopped for luncheon. 1 h. P.M. went on. Observed the ships. 6 h. 10. arrived alongside the "Resolute."

## ABSTRACT OF JOURNEYS.

Number of days out	-	-	-	-	-	11
Ditto ditto home	-	-	-	-	-	11
Total hours travelled	-	-	-	-	-	169 $\frac{3}{4}$
Total distance travelled, estimated	-	-	-	-	-	198
Distance in a direct line, ditto	-	-	-	-	-	190
Total hours encamped for rest and luncheon	-	-	-	-	-	350 $\frac{3}{4}$
Ditto, detained by weather	-	-	-	-	-	9 $\frac{1}{4}$
Mean rate of travelling per day, out	-	-	-	-	-	8
Ditto ditto ditto, home	-	-	-	-	-	9.4.
Detained at depôt	-	-	-	-	-	4 $\frac{1}{4}$ h.
Ditto, for observations	-	-	-	-	-	9 $\frac{1}{2}$ h.

Captain AUSTIN to Mr. G. F. M'DOUGALL, Second Master of Her Majesty's Ship "Resolute," late in charge of the sledge "Beaufort."

Sir,

Her Majesty's Ship "Resolute," off Wolstenholme Sound,  
 Baffin's Bay, 3d September 1851.

I have to acknowledge the receipt of your report and journal of proceedings between the 22d of May and the 13th of June last, which has afforded me much satisfaction.

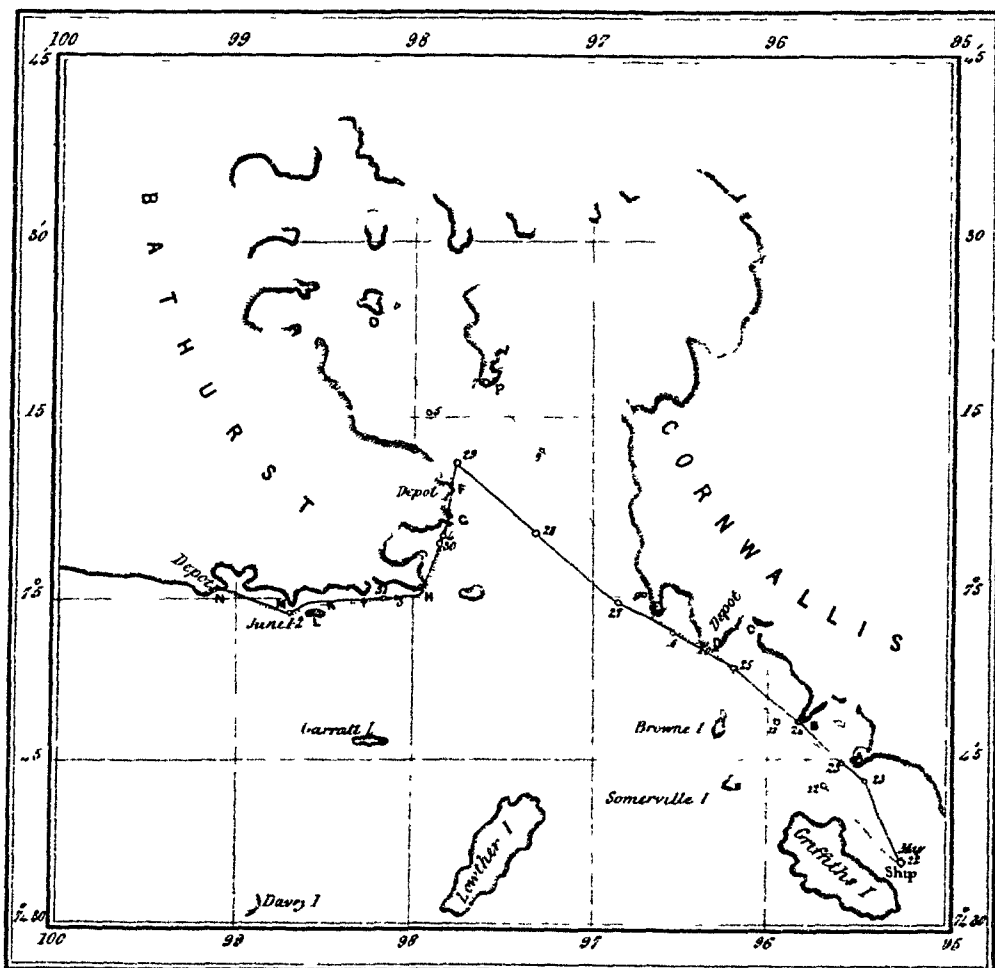
The manner in which you performed the service intrusted to you has my full approbation, and will, I have no doubt, be favourably considered by the Lords Commissioners of the Admiralty.

I am much pleased with the manner in which you have been able to speak of your crew, which has been made known to them.



I am, &c.

(Signed) HORATIO T. AUSTIN, Captain.

P L A N  
O F  
R E F E R E N C E .



W. & S. L. & S. The Queen

 Land newly traced  
 Coast line taken from Capt<sup>n</sup> Parry's chart

## Captain Austin's Papers.

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Captain AUSTIN to the SECRETARY of the ADMIRALTY, transmitting  
Official Documents.

Sir,

No. 2, Hans Place, Sloane Street, London,  
29th October 1851.

1. I have the honour to transmit herewith the Memorandums and miscellaneous Documents relating to the proceedings of the Expedition late under my charge, specified on the other side hereof, which it has now become necessary should be laid before the Lords Commissioners of the Admiralty, for the information of the Arctic Committee now sitting.

*Twenty-four.*

I have, &c.

HORATIO T. AUSTIN,  
Captain Royal Navy, late in charge  
of the Arctic Expedition.

THE DOCUMENTS REFERRED TO.

No. of Enclosure	Page
1.—Summer Daily Routine of Duty, May 1850 ( <i>Not printed</i> )	
2 —Substance of Record for depositing, 3d July 1850 - - -	- 285
3 —Copy of Record deposited at Beechy Island, 29th August 1850 - - -	- 285
4 —Winter Daily Routine of Duty, 1st November 1850 ( <i>Not printed</i> )	
5 —Addenda to the Winter Routine ( <i>Not printed.</i> )	
6 —Communication of Arrangements for Excursion Days for Travelling Parties, 9th March 1851 ( <i>Not printed</i> )	
7 —Daily Routine of Duty during the preparation of the Travelling Parties, 20th March 1851. ( <i>Not printed</i> )	
8.—Form issued for the information and guidance of each Officer in charge of a Travelling Party; as also the Description of Report called for from each, 22d March 1851 -	286
9 —Copy of Letter deposited with Official Documents at Pond's Bay, 18th August 1850 -	290
10.—Arrangements for Travelling Parties to commence training at their Sledges, 29th March 1851. ( <i>Not printed.</i> )	
11 —Captain Austin calling for a Report, in detail, of the Equipment of Sledges, 5th April 1851. ( <i>Not printed.</i> )	
12 —Arrangements for the Departure of Travelling Parties, 5th April 1851. ( <i>Not printed.</i> )	
13 —General Memorandum. Captain Austin recording his sense of the high state of Efficiency, &c of the Travelling Parties, 12th April 1851 - - -	291
14 —An Address delivered by Captain Austin to the Travelling Parties on the occasion of their departure, 15th April 1851 - - - - -	291
15 —A modified Routine of Duty, after the departure of the Travelling Parties, 17th April 1851. ( <i>Not printed</i> )	
16 —Arrangements for the Burial of Geo. S. Malcolm, (captain, hold,) 14th May 1815 ( <i>Not printed</i> )	
17 —Copies of Three Records deposited (Cape Walker, southward and westward from Cape Walker, Bathurst Island), May and June 1851 - - -	292
18 —General Memorandum The last of the Travelling Parties having returned, Captain Austin entreating all to keep the coming Sabbath with humility and thanksgiving, 5th July 1851 - - - - -	293
19 —Captain Austin calling general attention to the Summer Daily Routine of Duty, after the return of the Travelling Parties, 6th August 1851 ( <i>Not printed.</i> )	
20 —Captain Austin giving Sir John Ross his cognizance of the circumstances under which a decked boat and depôt were left near Cape Spencer, 12th August 1851. ( <i>Not printed</i> )	
21 —Copies of Two Records deposited at Beechy Island and Cape Warrender, 12th and 14th August 1851 - - - - -	293
22 —Captain Qmmanney's Report of Proceedings while detached <sup>14th August</sup> / <sub>2d September</sub> 1851 - -	293
23 —Order to "Pioneer" to look for "Intrepid," 6th September 1851. Cancelled the same day - - - - -	295
24 —Captain Austin calling for Duplicates of Travelling Parties' Journals, for the reasons assigned, 12th September 1851 - - - - -	295



Enclosure 2 of No. 13 of 1851.

SUBSTANCE OF RECORD to be deposited on visiting or examining any spot.

Her Majesty's Ships \_\_\_\_\_

(Date) \_\_\_\_\_

Visited this, proceeding in search of the Expedition under Sir J. Franklin.

Making for \_\_\_\_\_

All well (or as the case may be).

No trace yet found of the missing vessels (or as the case may be).

The officer leaving for this service will hold himself responsible for the complete efficiency of the boat, as well as for a proper provision of clothing for the people. The quantity of provisions depending on circumstances, but not to be less than one day's.

It is to be recorded, for insertion in the log, time of boat's leaving; of reaching the shore; description of examination, with time occupied therein; time of boat's leaving the shore, and of her arrival on board.

The following suggest themselves as the material of the provision for the boat, viz.:

Sails and a spare oar, a small cask, pole, and tin.

Carpenter's bag, tallow, lead, fearnought canvas, hammer, nails, &c.

About fifty fathoms of whale line, junk axe, lance, two muskets and ammunition, two boring pikes, a shovel, boat or ice anchor, and lead-line twenty fathoms.

Boat's binnacle, flagstaff, four maroons, one whistle, and boat's store.

(Signed) H. T. A.

"Resolute," July 3, 1850.

Enclosure 3 of No. 13 of 1851.

COPY of the DOCUMENT deposited in the Cairn erected at Beechy Island,  
29th August 1850.

This Cairn was erected, and Record deposited, by direction of Captain Horatio T. Austin, Her Majesty's Ship "Resolute," which vessel, with her tender "Pioneer," visited this place on the 28th of August 1850. These vessels, with the "Assistance" and her tender, are in search of the Expedition under Sir John Franklin, of whom evident traces have been discovered near this spot, clearly showing that the two ships composing that Expedition passed the winter (1845-1846) in the small inlet adjacent.

Up to the moment of this deposit, although a very complete search has been made around these considered winter quarters, as well as some distance up the eastern side of Wellington Strait, yet no record has been found giving any account of intentions, or of the direction taken by the missing Expedition.

There is a large depôt of provisions and fuel, with a steam launch, at Whaler Point, Port Leopold, on the western side of Prince Regent's Inlet; and a small depôt of provisions, and a sailing boat, near to Cape Spencer, on the eastern side of this inlet.

On the 29th of August (this day) the "Assistance" and her tender were in sight, from the summit of Beechy Island.

The "Resolute" and her tender, as also the "Felix," Captain Sir John Ross, are fast to the land ice in the bay on the western side of Beechy Island; and the Expedition of Captain Penny, and the American Expedition, are approaching the same floe.

It is the intention for the "Resolute" and her tender to endeavour to reach Cape Hotham. A gale from S.S.W. is blowing, and at this time it is too dark to insure a proper lead being taken.

Having reached Cape Hotham, and no sure testimony being discovered there that the missing Expedition proceeded up Wellington Strait, then the "Resolute" and her tender will then prosecute to the south-west: however, unhappily, upon the last view from Beechy Island, prospects of advancing to the south-west were anything but promising. The ice from the centre of Wellington Strait, across to the southern shore, appeared one unbroken field.

The American Expedition have a travelling Party away for two days, from the 28th instant, to search up the eastern shore of Wellington Strait, beyond Cape Innes.

All are well, and full of determination in the cause.

(Signed) HORATIO T. AUSTIN,  
Captain, and in charge of the Arctic Expedition.

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Enclosure 8 of No. 13 of 1851.

FORM issued for the Information and Guidance of each Officer in charge of a Travelling Party; as also the Description of Report called for from each.

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Sledge "Reserve," Southern Division—Southern Branch.

A REPORT of the state and condition of Her Majesty's sledge "Blenheim,"  
Mr. HOPE commanding. Dated 13th March 1851.

Is sledge complete in every particular, including drag ropes and hide lashings for use and spare, and marked? Are there spare crossbars, how many? will they do for fishes?

Sledge is complete and marked; a drag rope of white hemp has been fitted with Tuks heads to be secured at after ends; strap and thimble at fore end for guide; there will be two hanging stops to battens, and rope crossed with seizing at most suitable place for fair strain. A copper step is fitted at fore end for flag-staff. A set of hide lashings are preparing for relashing battens throughout before departure, as also half a spare set. Three spare crossbars are preparing, two in one piece to answer as a long fish.

Is tent complete and marked; and five pikes ready, one being fitted with an ice chisel?

Tent is complete and marked. Five pikes are selected and marked, four cut to 8 feet 11 inches, and have leather protectors over points; one has a snug copper hook riveted on its side, and another will be fitted with a chisel.

Is floor cloth ready and marked?

It is complete and in good order, not yet marked; is fitted to aid as a sail if a fair wind.

Is gutta percha or oiled canvas casing ready and marked? which?

Gutta percha casing has been selected; not yet put to its place, but will be so upon the occasion of relashing the sledge, depending on the rise of the temperature; when if found defective it is proposed taking the oiled canvas casing which is preparing for the limited or auxiliary sledge, in which case new canvas will be supplied for such short party.

Are wolf skins ready? how many?

Two are selected, the first is ready, the last is in hand being increased; will be complete and marked by next return.

Are blanket bags ready and marked?

Yes, with the exception of two, which it is hoped will be so by next return.

Is shovel received ?

Yes, a strong one, marked and returned for security.

Is cooking apparatus ready and marked, also spare cooking apparatus ?

Cooking apparatus, with tinder box, is complete and in good order, having been thoroughly examined ; has had lugs fitted to stand ; has been covered, marked, and returned for security. Experiments are now being made in the combustion of tallow, to determine the most suitable description of spare cooking apparatus.

Is there a knapsack ready for each man ?

A knapsack for each man has been received, complete ; fitted, tried on the back, and found to answer ; marked and returned for security.

Is officers' haversack ready ; also luncheon haversack ?

Officers' haversack has been received, fitted to its proper place on the officer, marked, and retained in officer's possession. Luncheon haversack has been received complete, marked, and returned for security.

Are guns selected and ready ? how many, and what are they ?

Guns are not yet selected ; covers on board are being appropriated for them, slings are fitting ; all to be marked by next return.

Is ammunition ready ? what proportion ?

Ammunition is deferred for the present, in the hope that some special "wire cartridges" may be fabricated in time. Fearnought bag will be taken in hand as soon as water-bottles are covered, being impressed, that upon the occasion of training excursions a water-bottle taken a third full will prove most judicious.

Is the bag for sundries stowed complete ? what does it contain ?

Is now in hand, will be marked, made complete when dry, and then returned for security.

Is each person provided with a spoon, knife, and pannikin ?

Yes, and they are marked, and it may prove satisfactory to state that the result of the last training excursion showed they were very important items in the equipment.

Are instruments necessary for observations selected and ready ? what are they ?

There are selected, and ready, a 7-inch Trowton sextant and an artificial horizon, got up most admirably by the engineers of our valuable tenders, but should it not be found sufficiently true upon comparative observation, then a common artificial horizon will be taken, and if the officer's strength only proves equal to his desire, the additional weight shall not be thrown on the labouring oar. Also a Kater's compass, the reading of which it is intended to practise before departure, a pocket chronometer, and a thermometer with its error upon the standard. Also, a portable telescope.

Is there a skeleton chart made ?

Will be prepared, awaiting a little more strength of sun for a better light.

Are tracking belts in good order ?

Belts are in good order and marked ; a penny piece is undergoing trial, as wooden stop is liable to break.

Is the tin case of medical stores made up and ready? enumerate its contents?

The tin case of medical stores is preparing, not forgetting splints, and to be completed in every way under the special responsibility of the surgeon, who is also preparing a few "simple directions" on the management of its contents and the treatment of such casualties as may be likely to occur.

Are kites ready? how many?

Not yet provided, as their provision, it is believed, is a measure of individual gift; there shall not be a want of due solicitation for three; as soon as obtained ash spreaders will be fitted, kites marked and tried.

Are wax candles and cotton matches ready? state the quantities?

A tin is preparing for wax candles and brimstone cotton matches; the former not yet received, the latter will be made in washhouse if they can be, if not, then at range fire, under my own immediate inspection.

Is there a brush for clothes?

A clothes brush will be obtained and marked as soon as there is a spare hand to make moccasins for Thomas Cutwell, who is employed marking.

Is there a lantern?

Have every reason to believe a small strong one will be obtained from some earnest well-wisher, who is to remain behind; if not, shall feel safe when applying to the zeal in the engineering department.

Is distinguishing flag ready?

It is ready, and if it continues to fly beside the earnest endeavour ("heart and hand") that will be put forward to accomplish the task assigned to us, I look forward with grateful satisfaction to its flying amongst those most dear to me.

Are water-bottles ready?

Are complete and marked, except Thomas Sleeper's, who has my positive desire to bring it for my inspection at 4 P.M. on Monday next.

Have measures for spirits been supplied?

They have been demanded; the branch to which they belong thinks there is yet time; if not ready by Wednesday next, shall forthwith make application to a mechanical friend for this item, in order that they may be completed by Friday evening.

Is the party provided with the prayer adapted for Arctic service, and a small Bible?

Hope to obtain a prayer. Intend selecting a Bible from one of those composing the party, and as in duty bound, keeping in view the spirit of the first article of war, (independently of other feelings,) shall endeavour to impress upon those under my charge, that without full reliance in the precepts inculcated therein we have no right to expect a reward for our labours.

What provision is made for the protection of the eyes?

Have two yards of crape to meet a casualty, but not yet determined if a frame protector for each man or a projecting veil - but each man is to provide himself with a common veil from the two yards issue of last spring, being fully alive to the necessity of the utmost care in guarding against snow blindness, as well, that if that important part of the frame, the eye, is out of order, the whole internal system will most likely suffer.

Number of days of each article stowed ready for putting on the sledge, with an account of the number and description of packages in which the several articles are stowed:—biscuit, pemmican, biscuit dust, boiled pork, rum, lime juice and sugar, tea and sugar, Moore's chocolate and sugar, tobacco, spirits of wine, tallow.

Number of days provisions stowed in packages for depositing? Number and description of packages, with a statement of the periods the depôts are proposed to be made?

Is the walking dress of each man complete? If not complete, what is required to make it so?

Is the spare clothing of each man complete? If not complete, what is required to make it so?

When will party in walking dress and sledge be ready for inspection?

How long will it take to pack provisions after order is given?

The stowing of provisions has not yet been commenced; the officer in whose charge they are, anticipating in every possible way the demands likely to be made, has begun to have boiled 16 pieces of pork every salt-meat day, and although he is not so much in advance in the preparation as his activity and energy would seem to denote, still it is hoped that it will be packed very soon after directions are given.

Fifteen bags have been made and marked of worn canvass for stowing thirty days' dry provisions, one four-gallon can and four four-pound soup and bouilli tins converted for rum, and two four-pound soup and bouilli tins converted for lime juice. All these have been marked and returned into store, awaiting order for filling. Three canvass bags are also made and marked for stowing thirty-five pounds of tallow for fuel, and small paper bags are making for the daily allowance of tea and sugar, as most ingeniously proposed by the clerk in charge of "Assistance."

There are in a forward state of preparation for one large depôt, one large and one small potato case for dry provisions, one two-gallon can for rum, and one two-gallon can for spirits of wine. It is hoped that these will be ready and marked by next return. An experiment is now being made to determine the best description of vessel for burning tallow, as also the best wicks. Should it be determined to leave a depôt of spirits of wine, it is to be stowed in a tin case. Am keeping in view that tin vessels may hereafter prove valuable in aiding to cook.

Of each man is complete, marked, and has been fitted on his person, with the exception of boots, respecting which there is at this moment a little doubt; but should bootmaker fail, and "Assistance" and "Intrepid" be complete, there is no cause to doubt that "Assistance" will be ready and willing to help. Mitts are fitted with lanyards.

Spare clothing for each man is being marked, will be examined, and, it is hoped, reported complete and in good order by next return. The question of spare boots and cloth jacket not yet decided upon.

It is hoped by the 28th of March.

From three to four days.

*For Southern Division.*

Has an instrument for breaking ice been received? what is it?

2.

It is considered that two light junk axes will be the best, and which, it is hoped, will be selected and marked by next return.

O o

Is a line provided for making soundings, &c.; its description and length?

Yes, a small white line of fifty fathoms has been provided, and a small spare chisel (that may be also useful for separating pemmican) for a lead.

Are two of Halket's boats ready and efficient in every respect for service?

The Halket's boats are at hand, awaiting a rise of temperature for their examination.

REMARKS.

Monday, Wednesday, and Friday of the week, excursions were made in the forenoon for fully three hours and a half each day, at a moderate pace.

In excursions moderation has been observed, keeping in view that there may be some who may hereafter prove most valuable in stability and endurance, and yet may not be able to keep the same pace as those who are taller and more powerful at the present time.

In the desire to keep down the weights, the measure of efficiency has not been lost sight of, recollecting that each party should be complete in itself, and that the country to be travelled does not offer any resources.

With reference to packages for depôts, care is taken that they are prepared with due regard to weather and animals; as also that in leaving depôts, due care is taken that the quantity remaining on the sledge is not too limited.

JOHN HOPE,  
Lieutenant commanding.

Examined, approved, and submitted for the information of Captain Horatio T. Austin, C.B., Her Majesty's Ship "Resolute," and in charge of the Expedition.

WILLIAM FAITHFUL,  
Captain commanding Southern Division.

*Note.*—The foregoing is an outline of a return required to be sent in for the next week, after which it will be necessary to show only what is not complete, with the time for it to be so, exercise for the week, with suggestions thereon for the next week.

When inspection is made, a report must be delivered, in every detail giving the number, description, and weight of all articles in the equipment.

(Signed) H. T. A.

22d March 1851.

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Enclosure 9 of No. 13 of 1851.

LETTER addressed to the Person into whose Hands the Official Documents deposited at Pond's Bay may fall.

Her Majesty's Ship "Resolute," Pond's Bay,  
18th August 1850.

I shall feel very grateful to the Master of any whaler, or other person into whose hands these documents may fall, if he will kindly reward the native who delivers them to him, giving an account thereof, in order that he may be reimbursed, and forwarding them with all despatch to the Secretary of the Admiralty.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

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## Enclosure 13 of No. 13 of 1851.

## GENERAL MEMORANDUM.

Captain AUSTIN to Captain OMMANNEY, Her Majesty's Ship "Assistance," and the Officers and Ships Companies composing the Expedition.

Her Majesty's Ship "Resolute," in Winter Quarters between Cornwallis and Griffith Islands, 12th April 1851.

Having returned from an important duty that has afforded me very great satisfaction, and given me much confidence for the future, I hasten to promulgate:—

That the unanimity and good feeling that has existed throughout our community, the good conduct of the crews, and the respect and regard they have shown for their officers; the earnest willingness that has been displayed since the plan of the intended operations has been made known, with the existing spirit and the efficiency of preparation that I have this day witnessed, calls for my placing on record—

That my best thanks are due, first, to my brother officer and able second in the Expedition, to the senior and junior officers of all grades, and to the ship's companies.

Being satisfied that every preparation that industry with our means will admit has been made, (much of which was first developed by Lieutenant M'Clintock, to whom my best thanks are due,) I feel that all that perseverance and energy can accomplish will be done to carry out the great object of our mission.

I feel it a duty imposed on my station to entreat all to keep the Sabbath day (to-morrow), with humility and prayer, reflecting on the great goodness that has hitherto been vouchsafed unto us, and craving sincerely and earnestly for continued protection and guidance.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

## Enclosure 14 of No. 13 of 1851.

AN ADDRESS made by Captain AUSTIN to the SPRING SEARCHING PARTIES, on the Occasion of their Departure from the North-west Point of Griffith Island in execution of the duties assigned to them.

15th April 1851.

Although my opinion on what I have this day witnessed must be placed upon official record, yet I cannot deprive myself of the satisfaction, or you of the justice, of expressing upon this spot my feelings thereon.

As the one entrusted with this Expedition, it has been a cause of sincere satisfaction to me, the unanimity and good feeling towards each other that has existed throughout our little community from the day we embarked under one head and under one cause; and I believe I may with certainty add that the general good conduct of the ships companies, with the due respect and regard they have shown for their officers, has been most creditable to all, and that from the time these extensive operations, entailing labour and privation, have been made known, the high spirit and real earnestness with which all have entered into the preparation, and desire to go forward, has afforded me the highest gratification, and enables me to look forward with much confidence for the future. For all of which, I desire at once to offer my best thanks; first, to my brother officer, and, second, to the senior and junior officers of all grades, and to the crews, who may rest assured that their labour and fatigue will be remembered and cared for to the end.

To all, then, let me enjoin obedience, respect, and regard to authority, (the eyes of the British Navy are upon us,) entreating unanimity of purpose and hearty good feeling one towards another. Our cause is one,—humanity; then let us persevere.

Therefore, should there be any little feeling existing, out of which irritation may arise, I ask that, before departure, forgiveness, forbearance, and justice be

exhibited ; those who are strong should be the first to show mercy, and proffer the hand of good fellowship.

Believing, that with our means all has been done that industry, skill, and human foresight can devise, we must not forget that much, very much, has been developed by Lieutenant M'Clintock before we saw our way in the matter as we do now.

I am reminded of one other subject, that as the chief, or as the centurion of old, I cannot look around at the health, strength, and earnestness of you all, without being fully impressed that the Divine Hand has been with us ; for when reflecting upon the great work we have entered upon, how much mercy has been vouchsafed unto us, and how important that we should ask earnestly for a continuance thereof, I crave of all, then, who have shown so much zeal and energy in other duties to join each other to-morrow cheerfully, but earnestly and sincerely, in prayer and praise, being thoroughly convinced that the Lord He is God alone

In conclusion, I beg to assure all present that, although I shall not be personally sharing the toil with them, yet my anxious, warmest wishes, and earnest prayers will be in constant action for their protection and guidance until their return.

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Enclosure 17 of No. 13 of 1851.

RECORD deposited at Cape Walker, Barrow's Strait, and large Cairn erected by Mr. F. J. KRABBE, Second Master, and Sledge Party.

This cairn was erected by a party from the Expedition composed of "Resolute," "Assistance," steam tenders "Pioneer" and "Intrepid," searching for the missing Expedition under Sir John Franklin, in pursuance of the directions of Captain Horatio T. Austin, C.B., in charge. The four vessels are still in winter quarters between Cornwallis and Griffith Islands. Two brigs under Captain Penny, and a schooner under Sir John Ross, on the same mission, are also in winter quarters in a bay on the south-western side of Cornwallis Island, about 20 miles to the eastward of Cape Martyr. At this period (27th May 1851) searching parties are out to the southward and to the westward on this side of Barrow Strait in the direction of Melville Island, and to the northward between the supposed islands on the north side of the strait. Last accounts were 6th May from the party to the westward from Cape Walker ; 6th May at Cape Gillman, Byam Martin Island, from the Melville Island party ; and 28th April from the party to the northward at Cape Cockburn, Bathurst Island. The party to the southward from Cape Walker, for whom the party erecting this cairn are waiting, has not been heard of since it left this place on the 24th April 1851. The search of Wellington Strait is being carried out by the Expedition under Captain Penny. An examination to the northward, across Cornwallis Island, is on foot under Commander Phillips from the schooner of Sir John Ross. Up to this period no further traces (since those of Beechy Island) have been found of the missing Expedition.

This land was first visited by Captain Erasmus Ommanney of Her Majesty's Ship "Assistance," on the 24th April 1851, who took possession of it in the name of the Sovereign of Great Britain.

The results of the several searching parties not being known, the future movements of the Expedition cannot be stated here.

(Signed)            HORATIO T. AUSTIN,  
Her Majesty's Ship "Resolute."

20th May 1851.

May 1851.—A similar record to the foregoing was deposited, and a large cairn erected by Mr. George F. M'Dougall, second master, and sledge party, on the southern shore of Bathurst Island, in latitude 75° 0' N., longitude 99° 0' W.

June 1851.—A similar record to the foregoing was deposited, and a large cairn erected by Lieut. George F. Meham and sledge party, to the southward and westward from Cape Walker, in latitude 73° 55' N., longitude 99° 25' W.

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Enclosure 18 of No. 13 of 1851.

GENERAL MEMORANDUM.

Captain AUSTIN to Captain OMMANNEY, Her Majesty's Ship "Assistance," the Lieutenants in charge of Her Majesty's Steam Tenders "Pioneer" and "Intrepid," and the Officers and Ships Companies composing the Expedition.

Her Majesty's Ship "Resolute," Winter Quarters between Cornwallis and Griffith Islands, 5th July 1851.

The last of the searching parties having now returned in safety, I feel it a duty imposed on my station to entreat all to keep the Sabbath day (to-morrow) with humility and thanksgiving, reflecting on the great goodness and mercy that has been bestowed upon us, when considering the nature and extent of the undertaking, how few casualties have befallen us, and craving sincerely and earnestly for continued protection and guidance.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

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Enclosure 21 of No. 13 of 1851.

RECORD delivered to "Felix," 12th August 1851, to deposit at Beechy Island.

This Record was left by the Expedition composed of "Resolute," "Assistance," and their tenders "Pioneer" and "Intrepid," searching for the missing Expedition under Sir John Franklin, by direction of Captain Horatio T. Austin, C.B., in charge. The following are the results of the search by spring travelling parties (unhappily without any trace); viz.—

Southward and westward from Cape Walker to lat. 72° 40' N., long. 103° 25' W.  
South from Cape Walker to lat. 72° 52' N., long. 96° 50' W.

Northward and westward from Cape Cockburn to lat. 76° 11' N., long. 104½° W.

North from Point Griffith to lat. 76° 23' N., long. 106 west, and the shores of Byam Martin Island.

From Point Griffith along the south-eastern shores of Melville Island to Cape Dundas, and on to Lyddon's Gulf, crossing overland to Winter Harbour.

Lowther and the islands adjacent have also been searched.

Captain Penny has made an extensive search of the shores of Wellington Strait (also without success).

Under these circumstances I do not deem it prudent to prosecute any further search in either of those directions; and it is now the intention to proceed with all despatch to attempt the search of Jones's Sound.

The Expeditions of Captain Penny and Sir John Ross are on their return to England.

Her Majesty's Ship "Resolute,"  
12th August 1851.

(Signed) HORATIO T. AUSTIN,  
Captain, &c.

14th August 1851.—A similar record to the foregoing was this day deposited, and a cairn erected, at Cape Warrender, Lancaster Sound.

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Enclosure 22 of No. 13 of 1851.

Captain OMMANNEY to Captain AUSTIN, C.B., of Her Majesty's Ship "Resolute," &c. &c.

Her Majesty's Ship "Assistance," off Wolstenholme Island,  
2d September 1851.

Sir,  
Agreeably with your instructions of the 14th ultimo, to take charge of Her Majesty's Ships "Resolute" and "Assistance," whilst you proceeded with

the steam tenders to examine Jones's Sound, I now beg to communicate my proceedings.

Early on the 15th August, a beacon was erected, and the official record deposited, on the most conspicuous position that I could select at Cape Warrender, and then shaped a course for the appointed rendezvous on the east side of Baffin's Bay.

On the 17th, in lat.  $75^{\circ} 18' N.$ , long.  $73^{\circ} 45' W.$ , our progress was arrested by a body of closely packed ice, and on the day following heavy streams set down so rapidly from the northward, that the ships became closely surrounded, requiring every exertion to keep them in the pools of water, and frequently obliged to bore through the ice, carrying a heavy press of canvas. The direction of the leads through the ice obliged us to deviate from the direct course, and took us to the northward of the Cary Islands; close under their lee (on the 20th ultimo), a space of clear water was fortunately gained, where we were detained three days, during which time a great body of ice was constantly driving away to the head of Baffin's Bay.

On the north-western island a beacon was found, with the date 1827, and some initials marked on it, probably erected by some whaler. The islands abounded in sea-fowl (looms), which resort there to breed; we profited by the detention to procure a supply; directions were accordingly given for shooting parties from each ship, and they succeeded in obtaining nearly 900 birds, as well as a quantity of scurvy grass, which grew in profusion. This supply afforded several days fresh diet for the crews. Various fragments of ship-timber and oilcasks were picked up on the shores, which are herewith transmitted. A beacon was erected, and an official document deposited on the North-western Island.

A series of magnetic observations were obtained, and the position of the islands proved to be different from that given in the Admiralty chart. On the 21st, being then four miles to the northward of the north-western island, in lat.  $76^{\circ} 48' N.$ , I had a clear view to the northward, when the extreme of the land, an island presumed to be Hackluit, bore  $9^{\circ} E.$  of the sun at midnight, but nothing could be seen beyond.

On the 23d, fresh southerly gales, with thick snow, set in, and the position of the ice changed so rapidly, that our constant attention was devoted to keep the ships in a space of clear water, which became very limited.

On the 24th, the weather clearing, we found ourselves carried towards Cape Parry, and a remarkable conical monument on the coast. The wind continued blowing from the southward, in which direction the ice slackened, and enabled the ships to be worked through the lanes of water, and on the night of the 26th had the satisfaction of seeing the ships in open water off Wolstenholme Island, but unable to approach it nearer than fifteen miles, owing to the body of packed ice along the coast.

As there appeared no prospect of getting near Cape York, my object was to keep the ships in open water, ready for your arrival at the rendezvous, and accordingly cruized off the edge of the pack, between the parallel of Dalrymple Rock and Cape Duddley Diggs until the 1st at midnight, when the "Pioneer" was seen boring through the pack towards us.

Whilst involved with the ice, the constant labour of working the ships through the intricacies, consequent on the incessant changes in this navigation, the service was accomplished by the crews with their accustomed alacrity and cheerfulness.

I have, &c.  
(Signed) ERASMUS OMMANNEY,  
Captain.

P.S.—I also beg to enclose a track chart of my proceedings whilst in charge of Her Majesty's Ships "Resolute" and "Assistance."

E. O.

## Enclosure 23 of No. 13 of 1851.

Captain AUSTIN to Lieut. SHERARD OSBORN, of Her Majesty's Ship "Resolute," in charge of Her Majesty's Ship "Pioneer," tender to "Resolute."

The "Intrepid" having parted company with the "Pioneer" on the morning of the 28th ultimo, a little to the northward of Wolstenholme Sound, owing to a sudden movement of the ice, and being last seen from her on the morning of the 1st instant in the same locality, inside a considerable quantity of ice that bounds the shore in this neighbourhood, since which period the other part of the Expedition has been looking for her without success, as near the shore as the ice has permitted, between Wolstenholme Sound and Cape York, the rendezvous that had been appointed between the ships and tenders, and with which Lieutenant Cator was made acquainted.

I now deem it necessary, as the ice has somewhat eased, and some lanes of water appearing in shore, to despatch the "Pioneer" towards the place where the "Intrepid" was last seen, in order that every means should be adopted to ascertain if she is still in this neighbourhood.

Therefore you will receive from the "Resolute" and "Assistance" provisions, &c. to complete the "Pioneer" and "Intrepid" in all respects for eighteen months, in order that they may be prepared to meet an unexpected detention, and as soon as ready proceed in execution of this service accordingly.

Relying on your judgment and knowledge of this locality, I have every reason to hope that you will accomplish the important duty assigned to you.

The "Resolute" and "Assistance" will remain in the open water abreast of the rendezvous until the 10th instant, so that in the event of your either having found the "Intrepid," or searched sufficiently to satisfy yourself that she has gone to the southward before that time, you will use every effort to rejoin them, and as you are fully cognizant of the uncertain movements of the ice, will not quit the neighbourhood of the rendezvous until, after carefully looking for the ships, you are led to believe that they have proceeded homewards, when you will also make the best of your way to England.

Should you succeed in finding the "Intrepid," you will deliver these orders to Lieutenant Cator, who will become responsible for their execution.

Having full reliance on your prudence, intelligence, and good management, I do not deem it necessary to enter into further particulars, and hope and trust that the favour hitherto vouchsafed to this Expedition may still be bestowed upon you.

Given, &c. off Cape Dudley Diggs, Baffin's Bay, 6th September 1851.

(Signed) HOBATIO T. AUSTIN.

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This order was cancelled the same day (6th September 1851), by the "Intrepid" rejoining company before the "Pioneer" had entirely separated.

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Enclosure 24 of No. 13 of 1851.

## MEMORANDUM.

Captain AUSTIN to the respective Officers late in charge of Travelling Parties.

Her Majesty's Ship "Resolute," Davis's Straits,  
12th September 1851.

In order that the Lords Commissioners of the Admiralty may know in all its detail the part taken by each travelling party in prosecuting the search for the missing Expedition in the recent spring operations, as also the amount of labour and privation each has undergone, it is my intention to lay before their Lordships the journals of their proceedings.

To this end these documents will be returned to the officers, and it is my direction that duplicates thereof be made, including track charts, and with the originals transmitted to me by the 21st instant.

(Signed)

HORATIO T. AUSTIN,  
Captain, &c.

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ACCOUNT of the CRITICAL POSITION of Her Majesty's Steam Vessel "INTREPID" on the 27th of August 1851.

Her Majesty's Steam Vessel "Intrepid,"  
at Sea, September 10th, 1851.

Sir,

At 11. 30. A.M., August 27, not considering my vessel in a safe position I got a stern warp out and hove her port broadside to the floe, and head towards a large berg which was close to us, considering that as there was water on the S.W. side of it, in case the floe broke away, I should be enabled by the aid of steam to get clear without damage (wind south-easterly.) A little before 5 P.M. the stern anchor drew, the ship swinging head to wind, at same time large pieces of the floe having broken off left me in a bight; these closing on my port broadside, and this added to a rotten floe, prevented my hauling her broadside on again, which I tried to do but without success. At 5 P.M. I observed the floe to be in motion; I ordered the steam to be got up with all speed (fires banked up at time). It now began to move rapidly towards the berg, the ship not being more than one third of a mile from it. I saw in a moment our steam could not be got in time to be of use, I therefore, as my only chance, hauled her starboard broadside to the floe, hoping it would carry her with it clear of the east end of the berg, for I felt sure that were she driven in contact with it, no human exertions could save her from becoming a complete wreck. My feelings may be better imagined than I can or have the power to explain, when at a quarter past 5 P.M. she was driven with a frightful crash against it. I now looked on her destruction as certain. But new hopes were raised when I saw her rise to the heavy pressure. At 6. 30. P.M., it eased off a little, but only for a short period. This I took advantage of to get my two whaleboats and dingy on the floe, when from 7 to 9 P.M. the pressure again came on with unabated violence, forcing her taffrail 40 feet and her bow 30 feet above the level of the floe up the side of the berg, the masses of ice running near 10 feet above the bulwark, many pieces of which we prevented from falling on board with capstan bars, and also, when on the point as it were of tumbling in on our decks, the floe would sink, thereby relieving us from great pressure. The berg slued at this time a little to the northward, and the pressure soon after ceased. The piled-up masses sunk from alongside, leaving the ship suspended on the side of the berg with two small wedge pieces, one at the outer side of the outer stern-post and another at the bow, being the only supports to keep her stationary in this dangerous position.

Fearing she would fall over on her broadside (her starboard or offside) as she had listed over, I had the hatchways battened down fore and aft. I now got over her bows and walked under her bottom to the screw stern-post, and as far as the eye could detect she had received not so much as a rub, although the pressure she sustained made her shake and tremble violently fore and aft. I had provisions got up ready to pass to the boats on the ice as soon as opportunity offered. At 10 P.M. the pressure again came on as before, piling the ice up around us. 11 to 12 P.M. floe was stationary.

At 2 A.M., August 28, the floe split to the southward of us, and the ice eased off about a foot from the ship's side, and then the pressure came on again, the floe moving at the rate of  $2\frac{1}{2}$  miles an hour, piling up as before in a frightful manner. About a quarter past 8 A.M. the floe split in several places, allowing a rush of water for a moment close to the vessel, which again swept all away that supported her except the two wedge pieces before alluded to. I now felt sure, and I think all on board with me, that she must fall over on her broadside. At 9. 30. A.M. the props gave way, and the vessel to our joy slid almost imperceptibly from her critical position, without doing herself the slightest damage.

I was now in hopes I should have been enabled to get her round the north end of the berg, when at a quarter to 10 A.M. another very heavy pressure came on, forcing her a second time up the berg within a foot or two of her former position. 10 A.M. ice became stationary. I now had the preserved meats passed on to the ice, one whaleboat and the dingy having been crushed to atoms by the last onset, the sea running over them before the men could get to their rescue. Water having been reported to me under the lee of the berg,

and having observed "Pioneer" drift past it to the northward, I was in hopes she was there. I therefore sent two men to the top of it to see where she was; on their return they reported her being four or five miles to the northward. They were hardly on board, and the provisions scarcely out of the ship, before the floe again split in several places, drifting the men and remaining whale boat away to the northward on a large piece. I observed them doing their utmost to keep in sight and close to the vessel, but to no purpose, the floe driving north too fast for them; they launched the boat and tried to pull up, but were obliged to give it up and get her on the floe again. I now got the "pinnacle," my only remaining boat, ready for launching over the gunwale, and this I felt was a mere mockery, for had the vessel fallen over, which she was in danger of a second time, the boat would have shared the same fate as the other two in a moment. The berg would then have been our only chance of being saved, and this was a forlorn hope, as it was so steep and slippery that I am sure many of us would have lost our lives in attempting to get on it, and in all probability those who were lucky enough in gaining it would have been frozen to death before assistance could possibly have been rendered them. (The temperature on board stood at  $33^{\circ}$  +, that is,  $1^{\circ}$  above freezing point; it also blowing hard at times from S.E. On the berg it would have been much lower, and it was too steep for any one to move about on in order to keep their blood in circulation.) About a quarter before 1 P.M. the ship again slipped off the berg and went a little ahead. I was again in hopes I should have been able to get her round the north end of the berg, when at 1 P.M. a heavy floe five feet thick came down on us at the rate of three miles an hour, forcing the vessel against the berg for the third time with great violence, making her timbers crack and groan to a most frightful extent, carrying away her rudder and screw framing; this I consider was the worst pressure of any, as it listed her over " $7^{\circ}$  by the pendulum" from the berg; I feared the ice would have run on board to have overwhelmed her, but fortunately she rose to it. Had I not witnessed it I would never have believed it possible that any vessel could have withstood such tremendous pressure. At 2 P.M. quite as suddenly as the pressure had commenced it eased off and the ship floated once more. I ordered the jibs to be hoisted, and she rounded in safety the north end of the berg. "On clearing the berg, 'Pioneer' bore north seven miles distant from us."

I beg here to state that no human power could possibly have saved the vessel from utter destruction, nothing but the intervention of Divine Providence could have done it. We could do little but look on, not knowing but that the next moment might dash our frail barque from under our feet into a thousand pieces; for had such been the case during this last pressure, it is my firm conviction that not a soul on board could have saved himself,—we had no boat to assist us,—"Pioneer" drifted to the northward. The ship having gone ahead was now under a very steep nearly perpendicular part of the berg; no one, I am confident, could have got on it from the vessel.

I have now, sir, given you, as far as my memory will serve me, a correct and true account of the critical position in which Her Majesty's vessel under my command and the officers and crew were placed in on the 27th and 28th of August 1851. I consider it my duty to state that Lieutenant Elliott, Mr. Hamilton, and Mr. Shellabear, and the rest of the officers, did all in their power to render me every assistance, and the men behaved with zeal and alacrity in doing their utmost to execute my orders given from time to time, and with whom I am very much satisfied.

I have, &c.  
(Signed) JNO. B. CATOR,  
Lieutenant commanding.

Captain Horatio T. Austin,  
&c. &c. &c.

The SECRETARY of the ADMIRALTY to Commodore EDEN.

Sir,

30th September 1851.

I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you, to order Captain Austin of the "Resolute," on his arrival at Woolwich, to send to this office a copy of the letter from Captain Penny of the "Lady Franklin," referred to in Captain Austin's letter of the 12th August last, forty-sixth paragraph, which states, "and having communicated with Captain Penny, and fully considered his official reply to my letter, relative to the search of Wellington Strait by the expedition under his charge (unhappily without success), I do not feel authorized to prosecute (even if practicable) a further search in those directions."

(Signed) W. A. B. HAMILTON.

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The SECRETARY of the ADMIRALTY to Captain AUSTIN.

Sir,

2d October 1851.

I have received, and laid before my Lords Commissioners of the Admiralty, your letter of the 30th ultimo, No. 6, with sketches of Arctic scenery from the pencils of Lieutenant Browne and Mr. May, mate; and I am to acquaint you, that Lieutenant Browne's request that they may not be inspected by professional artists previous to their return to him, will be complied with, and that my Lords would be glad that the drawings should be completed. They will be returned as soon as they have been fully inspected by their Lordships.

(Signed) W. A. B. HAMILTON.

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The SECRETARY of the ADMIRALTY to Captain AUSTIN.

Sir,

9th October 1851.

I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you, to cause a list to be prepared of all articles brought from Beechey Island or elsewhere, supposed to have been left by Sir John Franklin's expedition, stating where, the date when, and by whom found, and to forward these, together with any pieces of drift wood or other substances picked up, specifying exactly the place where found, which may tend to throw light on the tides or current, to the Secretary of the Admiralty.

(Signed) W. A. B. HAMILTON.

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The SECRETARY of the ADMIRALTY to Captain AUSTIN.

Sir,

15th October 1851

I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you, to send me a duplicate of your despatch, No. 3 for 1851, the original not having been received.

(Signed) W. A. B. HAMILTON

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The SECRETARY of the ADMIRALTY to Captain H. KELLETT.

Sir,

21st October 1851.

Having laid before my Lord Commissioners of the Admiralty your letter of the 17th instant, bringing before their Lordships notice several of the officers who have served under your orders in the ships of the Eastern Arctic Expedition, I am commanded to express to you their satisfaction at your good opinion of your officers.

I am, &c.  
(Signed) JOHN PARKER.

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The SECRETARY of the ADMIRALTY to Mr. PENNY.

Sir,

18th September 1851.

Having laid before my Lords Commissioners of the Admiralty your letter of the 12th instant, I am commanded to acquaint you, that my Lords are much gratified by your zeal, and this generous offer of your services to proceed with your two ships and a steamer to endeavour to reach Lancaster Sound this season, but that on a full consideration of all the circumstances of the case, their Lordships decline to accept of this offer

(Signed) W. A. B. HAMILTON.

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The SECRETARY of the ADMIRALTY to Lady FRANKLIN.

Madam,

19th September 1851.

Having laid before my Lords Commissioners of the Admiralty your letter of the 12th instant, relative to farther search being made for the missing expedition under the orders of Captain Sir John Franklin, I am commanded by their Lordships to acquaint you in reply, that my Lords have had before them the offer of Captain Penny to proceed with his two ships, if accompanied by a powerful steamer, to endeavour to reach winter quarters in Lancaster Sound this season, but that on a full consideration of all the circumstances, my Lords have declined to accept his offer.

(Signed) W. A. B. HAMILTON.

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The SECRETARY of the ADMIRALTY to T. W. HUDSON, Esq.

Sir,

25th September 1851.

Having laid before my Lords Commissioners of the Admiralty your note of the 24th instant, with the accompanying memorial from the members of the Manchester Athenæum, relative to a further search for the missing expedition under Captain Sir John Franklin, I am commanded by their Lordships to acquaint you, that my Lords cannot but feel gratified at the anxiety of the memorialists in behalf of the missing expedition, but having communicated with Captain Penny and such naval officers as are most conversant with Arctic navigation, their Lordships are satisfied, from the report made to them, that no good end is likely to be attained by the despatch of a vessel at this season with a view of reaching Wellington Strait.

(Signed) W. A. B. HAMILTON.

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DEPOSITION of ADAM BECK.

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Rear-Admiral BOWLES to the Secretary of the ADMIRALTY.

Admiralty, Arctic Committee,  
21st November 1851.

Sir,

With reference to the deposition made by Adam Beck, the Esquimaux, which has been sent to Copenhagen for translation, I am requested by the Arctic Committee to send you the accompanying papers (which were not received by the committee until the evidence was closed and their report drawn up), purporting to contain the substance of a conversation which took place between Adam Beck and Erasmus York in the presence of Rear-Admiral Sir John Ross and Captain Ommanney, and of a further conversation between Erasmus York and the Reverend Messrs. P. La Trobe and Christian Beck, to whom the committee are indebted for the translation, and I am to request you to lay the same before their Lordships.

I have, &c.

(Signed) Wm. BOWLES, Rear-Admiral,  
Chairman of the Committee.

P.S.—The Enclosure No. 4. is the paper referred to at page 135 of the evidence taken before the committee.

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Enclosure No. 1.

TRANSLATION of ADAM BECK'S STATEMENT.

Men I have first seen, 13th August 1850; when I came to them at the ships, and asked them, they said, that they had been here four winters. Tolloit (the name of a man probably) also wintered upon our land. In 1846 two ships with three masts went from our land to Omanek; they arrived safely, but the men are dead. Two ships (were encompassed) by the ice; otherwise they could not do. Their provisions were consumed. The men went to them; it is said they are dead. Tolloit is also dead

He who writes,  
ADAM BECK.

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Enclosure No. 2.

On parting company with Sir John Ross, his interpreter (Adam Beck) was desired to write the narration of (Erasmus York) the interpreter to Captain Ommanney, relative to the information given to Beck by the natives at Cape York, of whom York was one.

It is impossible to say whether these two men perfectly understood each other, as they come from different parts of Greenland, and it appeared that Beck had difficulty in understanding York.

H.M.S. "Assistance," 17th Aug. 1850.

E. OVMANNEY.

Lat. 75° 46' N. Long. 75° 50' W.

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Enclosure No. 3.

TRANSLATION of ERASMUS YORK'S STATEMENT.

That at Omanek two ships were lost he does not know anything; has also not heard. Adam ordered him to lie.

He dreads the great water. Would rather remain here, but would like to see his mother again. Has thoughts of returning, because time is long, and he

has no occupation. If he remains here it is right to him. He is not attached (to his country); in one word he appears quite resigned whatever happens.

Erasmus has a mother, a brother, and a sister; his father is dead.

Captain Ommanney, R.N.,  
27, Bury Street, Saint James's.

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Enclosure No. 4.

*(Paper referred to at page 135 of the Evidence taken before the Committee.)*

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## Mr. Penny's Papers.

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LETTER from Mr. WM. PENNY to the SECRETARY TO THE ADMIRALTY.

Sir,

437, Strand, September 12, 1851.

With reference to my letter of 8th instant, I request you will be pleased to lay before my Lords Commissioners of the Admiralty the Journals of the officers in charge of the respective exploring parties.

I have, &c.

(Signed) WM. PENNY.

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REPORT of PROCEEDINGS of the TRAVELLING PARTIES from Her Majesty's Ship "SOPHIA," in search of SIR JOHN FRANKLIN, in the SPRING and SUMMER of 1851.

*April 17th.*—Everything having been prepared for starting our travels for a week back, we now took advantage of the first fine day, and at 8 A.M. both ships crews were mustered on board the "Lady Franklin," when we had a prayer read to us by the commander. Soon after we started out of the bay three sledges intended for the east side of Wellington Strait, and three for the west side of the same channel. The east side division, commanded by myself, was to strike off from the east of Cornwallis Island, about the 75th degree of latitude, and to gain the land on the opposite side of the channel, immediately north of Cape Bowden, which the Americans travelled up to in the fall of 1850. The western parties consisted of three hauling-sledges, and two dog-sledges, under the superintendence of Captain Penny, were to examine the east and north shores of Cornwallis Island, and any land or island that might be met with in that undiscovered region. On reaching the S.E. point of the bay we had considerable trouble in getting the sledges over a tremendous ridge of hummocks lying there, and the snow, which had been falling heavy for three or four days before, was quite soft, and, between the hummocks, very deep, making the sledges heavy to pull along. After getting a quarter of a mile from the land we got into a floe as smooth as a bowling-green, where we went along very well, although the snow was more than ankle deep, and very soft. The temperature, when we left the bay, was +28°, and is now about +32°,—a decided change from what we have been accustomed to for a long time, and feels uncomfortably hot. Half past 3 P.M. we encamped on the ice for the first time; and certainly the scene was a novel one to us; at least six tent and six sledge parties all striving which should be first pitched, their stockings changed (which was an order imperative), and into their sleeping bags, while the cooks for the day were engaged preparing the supper. I could not help admiring the spirit the men have, and interested in the search they were about to make. 8 P.M. fine clear weather, with the wind from the S.W., and the temperature +35°. People all in their bags asleep and comfortable.

Assistance Bay, W.  $\frac{1}{4}$  N. 7 miles.

*April 18th.*—At 3 A.M. the cooks were called out to prepare our breakfast, which occupied them not less than two hours; our cooking apparatus having been made on board ship, we found not so convenient or expeditious as expected; but on the whole, the time they occupied cooking our food was the greatest objection, and also found that one pound of fat per diem (our allowance) was not sufficient. After breakfasting, and getting the sledges packed up again, we proceeded along the land, towards Cape Hotham, on a tolerably smooth floe. At noon we were overtaken by Captain Penny and Mr. Peterson, with the two dog

sledges; they had left the ships in the bay at 8 in the morning, and overtook us 11 miles out, and proceeded to the depôt of provisions left by Her Majesty's Ship "Assistance" last autumn, where we reached them at 4 p.m. and encamped under some very heavy hummocks adjoining the land. The weather during the day had been very mild and close, with light winds from the southward; and at 8 p.m. we had it snowing heavy. After getting the tents pitched and the people comfortably in bed, I went on shore to look for a road for the next day, as the floe between us and Cape Hotham was very hummocky, and almost impassible to heavily laden sledges, each having 40 days provisions; and including everything, the weight of each sledge was now 1,500 pounds. The flag-post put up by the "Assistance" was still standing, and from it I saw the impossibility of getting along outside, the only way being to get the sledges over the heavy hummocks pressed home on the land, and get along round the cape on the land ridge. At 8 p.m. got to the tents again; snowing thick, with a southerly wind, and high temperature.

*April 19th.*—In the morning, after getting breakfast and the sledges packed up, we commenced taking them over the hummocks to the land by one at a time, and all hands to it; and although with so much strength we got them over with little trouble, we found that sledges, be they ever so strong, will only stand the fatigue that six men can give them for any length of time. After we had got them all to the land we proceeded along it round the cape, and got on very well, until we rounded it, and were fairly into the channel, when the snow became knee deep, and consequently the road very heavy. After having had a good stiff pull we reached Captain Penny, who had gone on before in the morning, and had pitched immediately south of Barlow Inlet, where we joined him, and encamped for the night. The weather still snowy, with northerly winds, and a high temperature. Dogs making a dreadful noise, and obliged to be watched from their committing depredation among the sledges.

Cape Hotham

Barlow Inlet

*April 20th, Sunday.*—2 a.m. we were up at it again. Got our breakfast cooked with some trouble, and eaten without any. Packed the sledges up and commenced our march to the northward along the land towards Barlow Inlet, which we reached in an hour, and struck off from it on to what appeared to be a capital smooth floe, and one that we were likely to get along very well on. After getting out through the hummocks lying at the mouth of the inlet, we got along very well for an hour or two, when we were brought up by very hummocky ice extending from the land as far as we could see. The weather very thick and disagreeable, great many of us suffering from snow blindness, stopped the sledges and went on shore with Captain P. (who had been before stopped with the dogs), to see if we could get along on the land; and after getting on the hills a little, saw no other way of doing, and accordingly we commenced taking the sledges over the hummocks two at a time, having to make the road with pickaxes in some places. After four hours hard work we got the tents pitched inside the ridge, and encamped for the night close to the land. The weather, which had been thick and snowy all day, with variable winds, now began to clear up. The wind came from the northward, down channel, and the temperature from about 20°+ began to fall rapidly. The pressure along the land here had been enormous, huge masses being turned altogether out of the water on to the beach, and our road lay between them and the steep land immediately at the back, limiting our view from the sledges to a very narrow sphere.

On the 21st, however, at starting time, the weather was too severe to admit our advance, the wind blowing a strong gale from the north right ahead of us; we were glad enough to remain where we were in our sleeping bags, several of the people suffering very severely from snow blindness. After having been confined to our tents for nearly thirty hours, the weather began to moderate a little, and we packed up and went on for five hours, but found it was too severe for us walking or pulling a sledge in the face of a strong wind, with the thermometer from 25° to 30°, makes very slow work, and after coming some four miles we encamped on a low point of the land, having got a gravel bed for the first time since leaving, although coming along the beach almost all the way. Here our arrangements were altered a little. Two of the sledges deposited their provisions and returned; one, Mr. John Stuart's sledge, from

the "Lady Franklin," and the other Mr. Reid's, from the "Sophia." Stewart to come out again in a fortnight, to cross over the channel to Cape Spencer, and examine the coast as far as Cape Hurd. Mr. Reid to join Dr. Sutherland's sledge, who was to accompany me to the eastward of the channel, and assist in the search to the N.E. Dr. Goodwin and Mr. Marshal were to proceed along Cornwallis to the N.W., and Captain Penny with Peterson was to go on before, and strike off it any land presenting itself to the northward. These were the travelling arrangements made on the spot, although the very slow pace we had been able to go on at threw on some a little doubt as to the result, the northerly wind still blowing strong, without any sign of abatement.

*April 22d.*—In the morning one or two of the people were so ill with their eyes that they were obliged to be drafted into the return sledges, and after having got everything put right, they started back for the ships, while we packed up our baggage and went on to the northward, against a strong wind and a very low temperature. During the whole of the 22d and 23d the wind blew fresh from the north, extremely cold, and consequently our progress slow. On the night of the 23d we encamped at a deep wide ravine, which had every appearance of sending out a torrent of water in the summer season. After the tents were pitched, it began to blow very hard, and about 8 P.M. was blowing a strong gale, with thick snow drift, and the squalls like to bring the tents about our ears.

*April 24th.*—9 A.M. the weather had become more moderate, sufficiently so for travelling, and we got out; had our pemmican, and proceeded along the land. Four hours after starting we came up to the flag-post put up by the "Lady Franklin" last autumn, and about five miles further on we encamped for the night. Northerly wind again freshening, and the people requiring careful watching to prevent accidents from frostbites.

Here the officers of the expedition were called upon by the commander to give our opinions as to the prudence of our advance under the present adverse winds and circumstances. No one of the whole having ever travelled before, we found a few things deficient; our cooking affairs were so small, allowance of fuel so little also, with a good many more small improvements to be made, together with the inclemency of the weather, suggested the idea of returning to the ships for ten days, make these improvements, and then start again stronger than ever, and more likely to perform the duties intrusted to us satisfactorily. This was the opinion of Captain Penny, and one which no person, looking at things as they were, could say a word against. It was then settled that we were to return to the ship for ten days; not that we were not both able and willing to go ahead, but that we might make sure of doing our work well. The provisions were to be left, and also two of the sledges; the other two to take us to the ships, get some alterations made on them, and bring out the fresh supplies to our present position, where each party would again get their sledge and proceed on the different routes. After all the arrangements were settled, Captain Penny started off with the dog-sledges to the ships, while we retired each to his tent to sleep, and be ready for hark-back in the morning. Midnight, blowing a strong gale from the northward, with snow-drift.

Depot Point.

*April 25th.*—In the morning we were busily engaged securing the provisions to be left from the bears (although they appear to be a scarce commodity in this quarter), began to dig a hole in the gravel, but after getting down a foot and a half, found it frozen so hard as to be proof against our shovels and pickaxes; so we were obliged to gather everything together as close as possible, put over them the two sledges, and then covered them up with gravel, and over all a foot of snow to prevent scent.

After we had finished the dépôt and had breakfast, we started with the other two, with only three days provisions, four tents, and fourteen men to each sledge, and came along the land as fast as we could walk, the sledges being so light as scarcely to be felt, and certainly did not delay us any. After five and a half hours hard walking, we halted at Barlow Inlet half an hour, and took some luncheon. Again started, and ten hours from the time we started encamped about one mile S.W. of Cape Hotham, and slept very soundly. No

Expedition returned to ships from Depot Point

doubt fine weather under the land, but still blowing, with apparent snow-drift in the channel.

*April 26th.*—Morning fine, clear calm weather. Called the cooks out, had our breakfast *in bed*, and then packed up the sledges and started for the ships, which we reached after six hours hard walking, and were received by those on board the brigs with three hearty cheers, which we returned as heartily, and went on board all quite well, after having been in tent and on the floe in the severest weather we have yet seen, and every one with a double appetite on board ship.

From April 27th to May 6th we were all busily engaged repairing damages, making improvements, and making everything ready for another start. The blacksmith had made larger conjourers, the carpenters altered the two sledges, our allowance of fat for fuel and our grog doubled; also something additional to the allowance of sugar. In fact, on the night of the 4th of May everything was finished, and nothing wanting, as far as we were able to judge with the ten days experience we had got; while the weather during that time was such as made us all fully alive to the prudence and almost necessity of our having returned. May 6th was the day appointed for our starting, which we were waiting for; all prepared before it came.

Expedition starts again

*May 6th.*—8 P.M. as the season was now far enough advanced for night travelling, we started to travel by night, and soon after leaving the bay we had it blowing fresh from the northward with snow-drift. We kept along the land ridges, and did not strike on to the floe until we were about six miles from the S.E. point of the bay, where we got out on to the smooth floe with very little trouble, and proceeded along the land to the eastward (due E.) to the "Assistance" depôt, which we reached in eight hours, and encamped. Distance 13 miles, and the road very good. Weather clear, with a fresh breeze from the northward, and temperature 0. On pitching the tent it was found that one of the parties had come away without their *floor-cloth*, an article that could not well be dispensed with, which obliged me to send a man back to inform Captain Penny, who was to join us at the depôt made when last out, that he might bring it out with him or with Peterson, and in the mean time we contributed what canvas we had in the sledges for a cloth to the tent short of it.

*May 7th, Wednesday.*—7 P.M. we were again starting, and travelling round Cape Hotham. When about 1½ mile north of it we saw a bear, stopped the sledges, and made the people get behind them, while two or three of us crept over the hummocks to get within shot of him; but he was rather too knowing for us, and set off to the eastward over the ice as fast as he could run, and we after him for a short time, but soon gave in. In the meantime the sledges had started, and kept going along the land towards Barlow Inlet, where we joined them, struck across the inlet, and again went on the land ridge, the floe on the outside being very heavy and hummocky.

Depôt Point

Two A.M. on the 8th we reached the southernmost depôt, and found it torn open by a bear or bears, likely the same one we had seen at Cape Hotham, as we had seen his footsteps nearly all the way up. However, no material injury was done, nothing being touched but the gutta percha barrel that the sugar, tea, and bread was left in, and only a pound or two of bread destroyed. This made us pitch the tents and stop for the day, that we might get the provisions shifted and better secured. 4 A.M. strong gale from the southward, with thick snow drift, and thermometer + 5.

*May 8th.*—4 P.M. more moderate. Commenced shifting the provisions to what I considered a better place, and after making them as secure as we could, packed the sledges up, and started to the northward along the land, to the upper depôt, which we reached in four hours and a half, and encamped to await the arrival of Captain Penny with the dog-sledges, who were to leave the ships on the 9th of May, and join us at the upper depôt. Fresh breeze from the southward, with snow drift.

*May 9th.*—4 P.M. were joined by Captain Penny and Mr. Peterson, with the dog-sledges; they had started from the ships in the morning, and had come out without ever making a stop, further than to cook some dinner and give the dogs something to eat. They pitched their small tent along with us, and rested a

little, while Drs. Goodsir and Sutherland and myself walked along the beach about five miles to the northward, to a remarkable looking headland, to make sure there were no traces of the missing expedition up to that point, before we struck off for the east side of the channel, which we were to do when we started. 8 P.M. having opened the depôt and packed up the sledges, each with their own gear and fittings, two for the west and three for the east side of the channel; one to strike out to Beachy Island. We started along the land for nearly two miles before we could get out for hummocks. Here we got a tolerably smooth place, and bidding the commander and western parties adieu, we struck off into the channel for a headland on the north side of a large bay on the east side, seen from the top of the land. Getting out a little, we had to go southerly a good deal to round some heavy hummocks that appeared to lie between the new and the old ice, and after going in a E.S.E. direction for two hours, we were able to resume our course on tolerably smooth ice. After having travelled seven miles we encamped five miles from the land. At 2 in the morning wind from the westward; fresh breeze and cloudy. I now found that my sledge, one of the two that were repaired, had been in a manner spoiled; from being the easiest hauled sledge of the whole six we found her the worst, and with exactly the same weights as the others, required almost double the strength to get her along, showing how very little in the shape of the runner or the polish of the iron affects the sledge. Dr. Sutherland's sledge, which was to appearance exactly the same, even when the runners were laid together, was much lighter. However, having Mr. J. Stuart with us, going to Beachy Island and Cape Hurd, with only 30 days' provisions on his sledge, I transferred to his sledge a bag of pork, 77 lbs., besides some 40 lbs. of pemmican and 50 lbs. of bread he had for us, to be deposited for our return on our first landing.

May 8th,  
Course from starting  
point to where we  
encamped,  
E N.E., 5 miles.

*May 10th.*—Having arranged the sledges so that each may require nearly the same strength, at 9 A.M. we started again to the eastward across channels, steering rather to northerly. We came on to the old ice that had remained in the channel since last year, and finding it not such good road as the new ice, again struck more southerly, and got over a ridge of hummocks on to a tolerably smooth floe, which we went along on until 7 A.M. of the 11th, when we encamped, having come ten miles E.N.E. true. Snow very hard and dry, and under the tent cloth, after having slept on it for twelve hours, quite dry. Temperature . . . Latitude observed, 75° 7'.

Old ice  
Vide Mr. Stuart's (3d  
Mate) plan

*May 11th.*—Midnight, having got the sledges packed up and everything again in marching order, we started again for the headland, which we were now boldning fast, and expected to reach before encamping; but the road in some places was very hummocky, and being obliged to put both crews to one sledge, and so get them along, one at a time, returning for the others. To-day we again passed over some old ice, the surface of which was very uneven, but at the same time not from pressure; it appeared more the action of the sun on it from year to year, deepening the pools of water on its surface, and consequently raising the dry places, giving the whole surface of the floe an appearance of round and hollow, or a *short sea*. There were only occasional detentions, and we got on very well until we were within three miles of the land, when we encamped for the night, having made good twelve miles of a day's journey. Wind from the northward; fresh breeze, with cloudy weather and a low thermometer.

Old ice.  
Vide Mr. Stuart's (3d  
Mate) plan

*May 12th.*—Having had a comfortable rest and sleep, at midnight we were again ready for the road, when we started, and after two hours work reached the land, and brought the sledges up outside a ridge of hummocks, while we went on shore to bring our depôt of bread and pemmican for our return. We were now on new ground, a circumstance which, combined with the search for the missing ships, made our work doubly interesting, and every stone looked in our imagination like a cairn, so confident every one felt that we would succeed in finding something of them as we went along. I myself felt sure of getting something from some travelling parties that might have been sent out from their winter quarters at Beachy Island. The land, as far as we could see to the northward, consisted of high bluff headlands, with small bays between, and some of the points very rugged. Having selected a low but conspicuous point to leave the provisions on, we set about securing them from the attacks

Lat 75° 10'  
Cape Grinnel

of bears, which was no easy matter, when you might walk for a mile before you would get a stone much larger than one's fist, and it took us some time before we got them covered up and a cairn built over them for a land-mark, in which I left one of the daily notices printed for the use of travelling parties. Here Mr. John Stuart left us, to proceed to Caswell's Tower and Cape Hurd, and we got off to the sledges and proceeded along the land to the northward for four miles, when we encamped under a high bluff, amongst some very heavy hummocks. Wind from the northward, blowing a strong breeze, with thick snow drift. Tents rather shakey. Went on shore and took a long walk without finding anything worthy of note. Saw several old traces of both deer and ptarmigan, last year's traces, very likely, as it was too early in the season for either being so far north. A little after noon got to the tent again just as the supper was ready, and felt to the full extent the benefit of our improved cooking apparatus, which answered admirably; and certainly a pannikin of warm tea or coffee in such weather is no small matter, and afforded a striking contrast to the ten days we were out in April, when we had scarcely a warm diet the whole time. 8 P.M. blowing very strong, with heavy snow drift. Wind from the northward.

*May 14th.*—9 P.M. on the 13th, our time for starting, it was blowing so hard with snow drift, that I was obliged to wait until the weather would moderate a little. At 6 o'clock in the morning moderate weather, and we packed up and proceeded along the land to the northward, going close alongshore, and examining well the several bays and leadlands as we went along for traces of the missing ships, but without success. Very old traces of Esquimaux along the coast. At noon encamped close to the beach. The pressure along the land here had been very heavy, in some places tremendous, the blocks of ice turned up being like small icebergs, and the floe outside of us also very hummocky. Our road being on a strip of new ice, not more than 300 yards across, running along the land, the young ice having formed during some offshore wind, when the rough ice had been driven off that distance, and had left it in that position, affording us an easy road to the northward, which otherwise would have been difficult and tedious. The sledges have as yet been so loaded that before halting time every one is too tired to dig through the ice to ascertain the thickness. Quite sufficient for our purpose to know that it is not less than four feet.

*May 15th.*—1 A.M. we were again on our way north-eastward, along the land, which begins to trend more easterly. 5 A.M. went on shore and erected a cairn on a point with a despatch in it. Fine clear weather, with bright sunshine; and several of the party suffering from snow blindness, and all suffering a little from thirst, being almost the only thing we had to complain of. At noon we had again pitched our tents, and were enjoying a rest after a hard day's work, our estimated distance being 15 miles and course N.N.E.

*May 16th.*—Travelling along the land to the north-eastward on a narrow strip of smooth floe, with very hummocky ice on both sides of it. Going close along shore, but no traces to be found. Sent Dr. Sutherland over the land a little, to examine something looking very like a cairn, but found it to be a large stone standing out from the ground. These journeys after cairns were very numerous, but always met with disappointment, as far as we have yet gone. If Sir John Franklin has gone this way, he has left no traces, not even a chip or anything else. To-day a hare was fired at on the land, which gives us hopes of being able to add a little to our provisions. Very soon land going away much to the eastward. 10 A.M. encamped. Weather very fine; clear sky, and very strong refraction. A deep bay appearing to the north-eastward. Course N.E. by N.  $\frac{1}{2}$  N. Distance 10 miles. Sun's meridian altitude from artificial horizon 66° 40'. Wind variable and light.

Baring Bay

*May 17th.*—On the 17th, 10 P.M., we again started, and pursued our course to the N.E. The ice all about us very hummocky, except the strip we are travelling on, which goes well to the eastward, into the bay before spoken of. Some of the heaviest ice I have ever seen was passed during the day's march. 5 A.M. encamped close to some very heavy hummocks, 4 or 5 miles from the land. Our course made good N.E., and distance travelled 12 miles.

Lat 75° 42'



*May 18th, Sunday.*—8 P.M. started, and immediately got on the old ice, which proved a very indifferent road, but we got on very well for 5 hours, when we were brought up by a ridge of hummocks which we could neither see the end or back of, and to travel over would be very heavy work, when I immediately struck into the land, over the narrowest place I could pick out, having both crews on one sledge, and then we had a stiff job before we got both over the ridge into the land. Sky quite overcast with a disagreeable white glare all over, so injurious to the eyes, and some of the people suffering a good deal with it. Here the land was so low, that, with everything being covered with snow, it was difficult to discern where the land ended or where the floe began; and were it not for the long low ridges, or spits of small limestone, one would imagine himself on the ice, when he is perhaps a mile and a half inland. 3 A.M. on the 19th we encamped on one of these low ridges. The weather very thick. Wind southerly. Altogether a bad morning. Here I determined on leaving a depôt of provisions to take us from this to where we left the bread and pemmican in Wellington Channel. I would rather have taken it another day's journey out, but the sledges were so heavy, that by leaving our ten-day depôt here, and also a deal of weight in extra clothing, we would be able to get on faster and with less labour. Each sledge having 10 days provision for seven men in a gutta percha barrel, and having come only five day journeys from the last depôt, I left the one barrel to supply both parties on their return for five days, while Dr. Sutherland was to carry his one five days, for our return also. This, after getting his opinion, I determined on.

*May 19th.*—Accordingly, on the morning of the 19th, we collected all that was to be left besides the provisions, and put them on to one of the sledges; and considering that we left here all our spare clothing except what we stood in, our sea-boots, one of our wolf-skins, with some other little things that we found we could do without, lightened us not a little, having everything to be left on one sledge. We hauled her about a quarter of a mile inshore to the next ridge that was above the snow, where we buried them, and built a large cairn to mark the place, so that we might not pass it in returning, the land being so low and flat that there was nothing whatever to make one know the place again without some mark, our own sledges being the highest thing in sight for miles and miles, except the hummocks in the offing. Having finished the depôt, we again started along the land, our course N.W. true, and during the day were sometimes on the land a couple of miles and sometimes on the ice, cutting over the low long points, and making the road as straight as possible, and at mid-day encamped on a low point, 11 miles north of the depôt. Blowing strong from the westward, with thick hazy weather.

*May 20th.*—The weather was too severe to admit of travelling, and we were confined to our tents nearly 48 hours before we could possibly face it. The wind from the N.W., blowing strong, right along the land. The land still very low and flat, and the ice in the offing very hummocky.

*May 21st.*—3 A.M. weather more moderate. Packed up, and proceeded to the N.W. along the land, travelling on the land and cutting across the points. The only piece of distinguishable land in sight is a rough stony point, about 4 miles from our last encampment; and beyond, to the N.W., the same low, flat, shapeless land we have been coming along from the depôt. Long, low spits of small limestone running out from the land, and, from the appearance of the ice, shoal water for a considerable way out. A small island appearing about five miles of the land. Half-past 10, encamped. No traces of the missing ship. Esquimaux traces numerous, but very old, and all along the beach strewed with whales' ribs and jaw-bones, but all very old, not less than 100 years. Traces of hare and ptarmigan, occasionally, and a few traces of deer. Latitude from observation, 75° 55'.

*May 22d.*—We were confined to our tent by a strong gale from the N.W., with thick snow-drift, until midnight, when (the weather being a little better) we packed up, and came along the land to the N.W. Having to take the sweeps of the coast for good road, made the journey considerably, and at 9 A.M. encamped on a low ridge of small limestone, having made a N.W. course, and travelled 12 miles (direct distance 9 miles). Still no traces of the missing expedition. Wind still from the northward; and very cold, the people during the day's

march having required careful watching to prevent accidents from frost-bite. Observed latitude,  $76^{\circ} 03'$ .

Near Point Hogarth

*May 23d* — We were confined all day to the tents; blowing very hard from the eastward, with stormy weather. I now began to think of sending back Dr. Sutherland, as these detentions by weather had not allowed us to get on so fast as I would have liked or expected; and, as far as I could judge, there was only one route to go, therefore two sledges were unnecessary, and that the one by loading up with provisions of the other might be able to make the eastern search much more extended. This intention I communicated to Dr. Sutherland, while we were lying stormsted, who at once agreed to the necessity of the step, and although he would have willingly gone on to the last, felt at the same time that his return was necessary. We therefore determined that when he had carried out the provisions 50 miles from the last depôt, he would transfer what provisions he had to us (excepting as much as would take him to the depôt), while we, with the extra supplies, prosecuted the search to the N.E.

Point Hogarth  
Prince Alfred Bay

*May 24th.*—10 P.M. The weather having moderated, we got out, packed up the sledges, and went on to the N.W. for 4 miles, when we came to a low rough point, where we stopped and built a cairn. Here there was a termination to the low land, and turns away round into a deep splendid bay, the land to the northward lying far out to westward. Two remarkable table bluffs on the north side of the bay; the easternmost, one which bore N.N.W. true, we steered for, and encamped, at 6 A.M. of 25th, in latitude  $76^{\circ} 08'$ .

*May 25th.*—Fine clear weather, with a very hot sun, and intense refraction crossing the bay to the N.N.W. Appearance of land to the W.S.W. Ice remarkably smooth; scarcely a hummock to be seen, and apparently new ice. Several of the party suffering severely from snow-blindness, and the Doctor's *Vinum Opi* in great request. We found black net veils the best eye-preservers—far better than green or blue, both of which we tried also. Latitude observed,  $76^{\circ} 15'$ . Distance made good, 9 miles, although the distance travelled was 14, and true course N.N.W.

*May 26th.*—Midnight, again got the sledges in pulling order, and commenced our journey to the N.N.W. against a strong wind and thick snow-drift. Squall very heavy, and so were the sledges, with such a strong head wind. A little after starting we saw a bear for the first time since we left Cape Hotham, and we stopped the sledges to try and get within shot of him. On a nearer approach, it turned out to be a mother and her cub. One of the men crawled out on the ice, making the motions of a seal, while the others were all concealed behind the sledges, ready to drop him when within shot; but after having come direct for us for half a mile, she stopped short, and set off back again, and the cub with her, as fast as they could run, us after them, and of course in a very short time were left a long way astern. Wind freshening, and the snow drift becoming so thick that we could not face it, and were obliged to encamp five miles from the bluff we had been steering for. Wind from N.N.W. blowing very hard, with heavy squalls and snow drift.

Cape Simkinson

*May 27th.*—Midnight, the weather began to moderate, and before the end of four hours we had a fine clear quiet morning, which we were very glad of, having been confined to the tent since the morning of the 26th. 6 A.M. I divided the two sledge parties into parties of three, and sent them on shore to examine the coast all about the bluffs. I then went on shore myself to take some observations, and got to the top of the easternmost bluff, which is about a thousand feet high, and had a long look to the westward, the land trending away nearly due west, and two islands in the distance. Here I saw three hares, and succeeded in shooting two of them, which were very acceptable, being a change from the pemmican.

*May 28th.*—At 4 A.M., after the people had got a short rest from their land excursion, we commenced transferring the provisions which I was receiving from Dr. Sutherland; I also took his sledge, being the best of the two, and as the other was returning almost empty, would not be felt heavy, while we, with the best sledge, and upwards of a month's provisions on it, besides our depôt, proceeded to the westward. After arranging everything, and both sledges ready to start, I gave Dr. Sutherland orders to examine the bay round which

we had crossed, and also, if he found it practicable, to view the small island we had passed in about  $75^{\circ} 50'$ , and after parting with cheers on both sides, we proceeded to the westward, making a little southerly until we got round the point which forms the north side of the bay, when we struck out over the land hummocks, and proceeded to the west close along shore. Very heavy pressure along the land, and the ice in the offing also very hummocky; but close along shore we had very good road, and came along fast until noon, when we encamped. Calm clear weather, with a very bright sun. Latitude observed  $76^{\circ} 19'$ . Land trending  $W. \frac{1}{2} N.$ , and the furthest headland about 30 miles distant. Two islands also in the distance, one lying south of the other, with two (apparently) channels between.

Not marked in chart.  
Vide "June 12th examined by Dr Sutherland"

Dean, Dundas, and Margaret Islands

*May 29th.*—Midnight we were again ready for starting, and proceeded along the land to the westward, passing during the day two bluff points, one steep and black, the other covered with snow. The floe very smooth where we were travelling, but outside of us exceedingly hummocky and uneven. At 10 A.M. on the 30th we encamped on the ice 15 miles west from our last encampment. Sun very bright, and refraction intense. Wind southerly; light breeze, with fine clear weather.

*May 30th.*—10 P.M. we started again, and after travelling for ten hours over very good ice, we reached the headland before-mentioned, and found that we had most unexpectedly come nearly to the end of our outward journey. The ice between the land and the island having all broken up, and drifted to the westward, leaving no ice between them at all, the ice broke in to the foot of the cliffs on our side, and the sea washing the rocks. This was a most unexpected and astounding upbring; to have met with open water in this quarter at such an early period of the season never for once occurred to me, and it was some time before I could bring myself to the fact; however, we could not get the sledge over the water, and we had to unload and carry the things over some tremendous hummocks on to the land, where we encamped. While they were pitching the tent, I went to the hill head, which is about 700 feet high, to get a better look of the ice and water to the westward, but the weather, which had been threatening all day, became thick just as I got up, and at that time I was unable to see more than seven or eight miles, which along the land was all water, and in the offing very much broke-up pack sailing ice; and between the island and the headland, which I estimated ten miles, no ice to be seen, water washing the land all along. Here, then, was an opportunity for going ahead, if I had only had a boat; but wishing was useless, and at such a late period for ice travelling, at such a distance from the ships, getting one was hopeless. All I could do was to remain for a day or two to examine the movements of the ice to seaward; in the meantime I sent Mr. Reid along the land a little, to see if there was any possibility of getting the sledge along, but on his returning stated that there was scarcely a footpath round the cape, far less to get the sledge along. I then determined on remaining where we were for a few days, to observe what I could about the water. Although thus to be stopped just as we were getting light and in good walking order, was very annoying indeed, having so much provisions on the sledge, without a chance of finding use for one-third of them on this trip. A great many ducks were swimming in the water; sea fowl of various sorts numerous; and also a number of seals sporting in the water; while a bear was seen on the edge of the fast ice, which ran away to the southward (*i.e.* the fast ice). On the east side of the island, weather coming away thick, with a southerly wind, and the temperature something more than  $+ 32^{\circ}$ . Thawing going on, and as I had no thermometer, I only knew the temperature when it was about freezing point.

North Channel

Open water to westward

Limit of view 7' or 8'

*May 31st.*—Morning thick, and blowing from the south-westward. Still lying at the cape waiting for clear weather. Afternoon, I went out over the hummocks on to the ice, to shoot some birds, as they were very numerous, and succeeded in getting as many as made a fresh mess for all hands. And also shot a seal in the water, got him, and he turned out a very fat one, which increased our fuel about 200 per cent.—a great boon, as we then could afford ourselves more water, the only thing we were much in want of. In the evening a bear came up to the hummocks, and we sallied out to meet him, and get some fun; and

Cape Beecher.

tumbling about among the deep cracks, between the pieces, we had some fun and a little fright, the guns getting full of water, and we had nothing else to defend ourselves with. However, we contrived to put two bullets into him, which bruin did not like, and took himself off faster than we were able to follow. Wind still from the southward, with thick snow.

*June 1st.*—Continued to snow thick the whole day, not being able to look out of the tent, but when a bear came along. We had no less than three visits from bears to-day, but never being able to kill them at first shot, they all escaped either to the water or the ice, and we got none, although we had wounded three or four since we came here.

*June 2d.*—Still lying at the cape. Weather very thick; and the wind from the S.W.

*June 3d.*—The weather, which had for the last three or four days been bad, now came to its height, and blew a strong gale from the S.W., with thick wet snow and sleet, the ice in the offing rushing into the channel, and pressing down on the land all along; in some places the pressure was enormous. In the afternoon the ice left the fast edge and the land, and went away to the S.W. for eight or nine miles, in the face of the wind, which was at the time blowing very fresh from the south-westward. Birds very numerous; loon, doves, and sea-gulls in abundance. In the evening we had a bear hunt, but did not get within shot of him. 8 P.M. still blowing hard from the S.W., with snow.

*June 4th.*—Midnight, the weather began to moderate; and at 8 A.M. we had a fine clear day. We then got out, had breakfast, laced the tent door up, and went out for a day's march over the land, to have a look as far west as possible. We started to travel along the foot of the cliffs, but found it impossible, some heavy hummocks being pressed into the face of the precipice, and left there. We had then to get on the top of the land, which was tolerably level, and we got on very well, having to cross two deep ravines before we got to a bluff, when the land turned away and formed a bay, with a capital harbour or inlet at the bottom. The land then stretched away to the N.W. as far as the eye could reach, and was lost in the distance. Two islands also lay about 35 or 40 miles to the westward; and everything else to be seen in that direction was water and ice. Another apparent island I also saw to the S.W., but there was a white haze lying in this direction, and therefore I could not speak with certainty. All along the main land there was a water that a ship or any number of ships could work along; and the ice outside was only loose sailing scattered ice; in fact, nothing to prevent a ship going in any direction from west to south, and what loose ice there was very much broke up, the edges hollowed, with long jutting out tongues underneath, and some of the pieces a good deal washed, evident proof that the water had been here for some considerable time,—a month at least. Here we built a large cairn, and left a despatch in it; and after getting some observations on the hill head, we started to return to the tent, about eight miles to the eastward of us. Saw two hares on our return, but got none of them. 6 P.M. got back to the tent rather tired, the snow on the land being deep and soft.

Sir R. Inglis' Bay

J Barrow and Parker  
Island

Baring I-land

Cape Beecher

*June 5th.*—4 P.M. we got out and went to the top of the bluff headland we had been under so long, to build a cairn, and in it I left a document, stating that we had visited the place, what were our objects, where the different expeditions were, and who under, also where depôts of provisions were to be found, with the names of my sledge party.

North Channel

The ice again all cleared out between the land and the island.

9 P.M. we had got our pemmican, and were just starting on our homeward journey, which for the first part of the day was rather heavy, owing to the immense quantities of snow that had fallen the week before, taking us up to the knees almost, and very soft, the sledge going down into it. After travelling hard for nine hours we encamped on the ice, about one mile from the land which we have already searched so minutely without having found any trace that could lead one to suppose that Sir John Franklin had been in that locality, and which now, except that it was new ground, presented no interest to us. Very different to the feeling in coming out, everyone then straining his eyes looking

for cairns or anything else that might be seen. Temperature high; the floe wet, and so were our beds. South-west wind, and cloudy weather.

*June 6th.*—9 P.M. we again got under weigh, and went along the land to the eastward; passing over several cracks in the ice, some of them not without a little trouble, but on the whole the floe was very good and sound; and after travelling 15 miles we encamped on the ice about 2 miles off the land. Wind from the S.W., and cloudy weather.

*June 7th.*—8 P.M. halted again and went along the floe to the eastward; floe a good deal cracked and broken, and thickness five feet.

5 A.M. on the 8th, we encamped on the north side of the bay, where I sent Dr. Sutherland back. Sledge coming along very lightly. Weather very thick and disagreeable, not being able to see above a hundred yards. Southerly wind blowing fresh.

*June 8th.*—Packed up again, and proceeded to the S.S.E., at a quick step; capital floe, and the wind helped us a good deal, having our tent-cloth fitted for a sail, and set. After travelling twelve and half hours we reached the land on the opposite side of the bay, but did not see it until within hail of it. The weather was so thick here we encamped, all a good deal fatigued, after having travelled upwards of 22 miles. Mid-day, beginning to blow fresh and continued so, with thick snow, all the rest of the day; wind from the southward.

*June 9th.*—Midnight, strong breeze, with thick wet snow. People all in tent. Weather unfit for travelling; having nothing to shift with if getting wet. Here we saw a few snipe, but got none. Morning, a little more moderate, but still snowing thick.

*June 10th.*—11 P.M. weather better; got out and packed up our baggage, and came out toward the point of the bay, where we built the cairn on the 24th May coming out, which we reached after four miles walk, and found a note left by the doctor on the 30th May, stating that he had examined the bay, without success. Put the note in along with one of my own return despatches, and went on to the S.E. till 8 A.M., when we encamped on a low ridge of small limestone; having again come back to the low land, we were so tired of coming out. Weather very mild and warm, and the snow on the land dissolving very fast. About an hour after starting in the evening we saw a deer, and put off some time trying to get within shot of him. A very large one, with a pair of splendid antlers, and more sense than to allow us to get near him; and we had to be contented with a sight, and came along without him. This was the only one we saw, although traces of them on the land are pretty numerous. Lot of snipe flying about the beach.

*June 11th.*—10 P.M. on the 10th started again, with a fine night, a capital road, and the sledge going along at a quick pace for eight hours, when we came to the round hill on the flat land spoken of coming out. The weather, which had been thick ever since we started to return, cleared up, and I encamped under the point to make a few observations. Went over the hill and shot a couple of hares, which to us were very tender and nice. Plenty of fresh water to be got on the land, which to our fuel is great relief; also a great many snipe, but very shy.

*June 12th.*—Midnight, packed up and came along the land very fast till we reached the depôt, and stopped to get our provisions out, as there was little use in leaving them there, and we were well able to take them to the ship. We had to encamp, as the snow, which we had put over the small stones they were covered with, had melted and run down amongst them, and froze them together as hard almost as the solid rock; and it was with a considerable amount of labour that we got them out; however, we found every thing right. The doctor had been there and taken his proportion of the provisions away. I also got a note from him saying that he had visited the island, but found nothing. Blowing a fresh breeze from the southward, with showers of rain.

*June 13th.*—9 P.M. on the 12th we were again starting and had a very bad day's work of it, striking out from the land to clear some hummocks, and were

wading up to the knees almost in water and sludge. Going a little southerly we got out on to some very old ice, and almost were sticking on it, going down to the middle in snow and water, then up on to a dry eminence; the sledge going down almost outright in it, and consequently sticking every two or three minutes, making very heavy work of it, and at the same time, seeing that we must get to the land before encamping, I struck right in, and after a deal of labour got in and encamped on the side of a large ravine. Several very old Esquimaux tents on the land, with a lot of bones strewed over the beach principally whales bones. I have never once been on shore without seeing a great many very old whale bones lying about, some of them deeply imbedded in the ground, and a long way above the sea level.

*June 14th.*—Blowing strong from the southward, with heavy showers of rain and sleet. All inside the tent smoking, mending boots and stockings, &c. Weather bad for travelling in; thick wet snow all the latter part of the day.

*June 15th, Sunday.*—At noon it cleared a little, and we started, expecting the weather was going to clear up. Travelled along the floe close inshore up to the ankles in water. Not a particle of snow on the ice. Large holes of fresh water in the ice, some of them almost deep enough to float a boat. Sledge coming along very easily, the ice being perfectly smooth. Marching at a quick pace until 8 P.M., the weather then coming away worse than ever; wet sleet and snow, with the wind from the southward. We hauled the sledge over the land hummocks, and pitched under the furthest bluff seen from the west side of the channel. 15th ended with a fresh breeze and snow.

*June 16th.*—It blew a gale all day, with heavy showers of wet snow and sleet, squalls coming along the hills like to blow us and tent all away. Lying in tent smoking, and mending boots and stockings.

*June 17th.*—Still snowing, with snow and rain until 3 P.M. The weather then clearing a little, we packed up our baggage and came along the land on the east side of the Wellington Channel, towards the point we first landed on coming out. Ice very smooth, the snow all melted off it, leaving a hard smooth surface. Came along very fast for ten hours, when we encamped at the depôt left by Mr. John Stewart, when coming out to Beachy Island. Weather had been all afternoon fine, but threatening, and now began to rain and blow from the southward. Found the depôt undisturbed, except by Dr. Sutherland, who had visited and taken away some of the bread received as note from him dated 8th June. All well.

*June 18th.*—Fresh breeze from the southward, with sleet and rain all day. All in tent patching up and mending boots, which the soft state of the roads is very hard on. Land very soft and boggy, sinking up to the ankle in mud every step.

*June 19th.*—Forenoon the weather cleared up; the wind came from the northward, and we had a fine day. Found the latitude by mer. alt.  $75^{\circ} 08'$ .

9 P.M. we packed up the sledge, taking in the bread and pemmican from the depôt, and struck off for the westward of the channel. Fine clear night, with a gentle breeze from the N.E. The ice in first-rate order for travelling, and the sledge going along with three hands pulling as fast as the rest could walk; ice to the northward very hummocky. 2 A.M. came to an old floe, which we had to cross, and had three hours hard work in doing so, although not more than two miles across, wading up to the middle in snow and water, sledge sticking every two or three yards. After getting over, we got on to a smooth floe again, and went on at the same spanking pace as before. The ice was now in a state to prevent our encamping on it, without sleeping in some three or four inches of water. I therefore pitched the tents, and gave the men a cup of warm tea.

*June 20th.*—Again started to make out the land on Cornwallis side of the channel, which we did after a tight walk at 1 P.M. 20th, having come right across channel, with a stoppage of only half an hour. Along the land the fresh water on the floe was in many places eighteen inches and two feet deep, in large sheets, some of them extending two miles of the land. Encamped under the first headland north of the point we started from in May (Point Separation).

People all a good deal fatigued, and our boots a good deal the worse for wear. Fine clear weather, southerly wind.

*June 21st.*—After taking a good long sleep and refreshed ourselves, we started to the southward, close outside the land hummocks; a great deal of water on the floe, and the road very bad until we got round Point Separation, when we reached the place where we left our sledges in April. I was surprised to find a large depôt of provisions; and looking at the notes that were left in a bottle, I learned that all parties had returned, but that Captain Penny was again to the westward, with a boat and two sledges, also twenty-one men; but the note written in pencil was so indistinct, having got damp, that I could only read about half of it. However, I saw there were provisions wanted, and having twenty-six days provisions on my sledge, thought it as well to leave some of them, and accordingly unpacked the sledge and deposited a fortnight's provisions for seven men, along with what was in the cairn before, and started to the northward, to get to the ships as fast as possible, having had an idea that something was wanting. 8 A.M. on the 22d we encamped on the south side of Barlow Inlet, and after resting for eight and a half hours, started again for the ships, with a strong breeze from the N.E., and the sail set, four hands sitting on the sledge, and the rest steering her, as we were not able to keep up with her without three or four hands leaning on to increase the weight, taking a sail by turns. Seven hours we reached the ships in Assistance Bay, and found all well, all the travelling parties having returned without having found the slightest trace of Sir John Franklin or any of his party.

I also learned that Captain Penny had returned on the 16th May, having been at the water with the dog-sledges, and was again out with a whale boat fitted on a sledge, also other two sledges with eighteen men, to carry the boat and provisions to the water, and that all but a boat's crew were expected in daily. The provisions that were left at the upper depôt also to be carried to the N.E. point of Cornwallis, and had been left there owing to the quantity of water on the floe, which was likely to damage the provisions. I now waited anxiously for the return of the party from the boat (who were to leave as soon as they got her to the water), and refreshed my party, as I had determined on carrying out the provisions to the N.E. point of the land myself. Dr. Goodsir had also been stopped by the water on the north shore of Cornwallis, and had returned a day or two before.

On the 25th the party returned from the water, having launched the boat into it, and, as they described, stood looking at her until she disappeared under a double-reefed sail. They got to the water on the 17th, and had been walking along the beach from day to day ever since, the dogs taking the two sledges along on the ice. Captain Penny was now on the water, with sixty days' provisions and seven men. All that was to be done was to take the provisions out to the N.E. point, which, after the dogs had recruited a little, I expected to do with them (Peterson as driver), as we required all our hands, if possible, to get the ships ready for sea. A note from Captain Penny stated that he would be back on the 12th of July, so there was plenty of time to carry the depôt out.

In the afternoon of the 27th I started off with Mr. Peterson, and one of the dog-sledges, with as much provisions as made up the quantity taken out of the depôt by the party returning from the boat. On getting to the eastward of the bay, a few miles, we found the ice full of cracks, some of them twenty feet broad, and on getting down as far as Parry's Bluffs, found the ice all broken up, and impossible to proceed with the dogs. On getting to the land and ascending the hill, I found Barrow Strait all adrift, the ice all cracked and broken as far as I could see. We then turned round and drove home as fast as possible, and arrived at the ship 6 A.M. on the 28th, and immediately employed the carpenter to prepare a boat with sledge to sit on, as travelling without a boat at such a late period with the ice broken up was impossible.

On the 1st of July we had the boat ready, and in the evening we launched her down to the point of the bay. Since the 28th the ice had broke up still more, and drifted from the land, leaving a lane of water from half a mile to a mile broad, extending to Cape Hotham, into which we launched the boat, and made sail to eastward. On reaching Cape Hotham, I found the water going away

Ice in channel still unbroken (Wellington Strait)

State of ice

State of ice

right across channel toward Cape Spencer, but the ice in the channel still remaining unbroke up, and apparently as strong as ever. Here we had to get the boat on to the sledge, and proceed to the northward; but finding that I was not able with the boat to get the provisions to the appointed place at the time expected, I left her at Barlow Inlet, and with the sledge and party proceeded to the northward, calling at the depôts as we went along, and taking the provisions with us to N.E point, which we reached late on the 5th, and found that Captain Penny had not returned. Here we found the ice very rotten and decayed, and along the land large holes wasted in it, although to seaward the ice appeared strong and good. Having a few days provisions to spare, we pitched our tent for some time, to hunt deer, hare, or anything else that we saw, and to wait for the return of the boat party, and with the assistance of a hare or two, and some birds, stopped a week at the point, and not being able to wait longer without encroaching on the provisions of the other party, we deposited the provisions in a large cairn, and started off for the ships. On coming to the southward we found the ice broken up and drifted away, and the edge of the fast ice in 75° N. Here we had to leave the sledge, and everything on it, to travel along the beach to Barlow Inlet, where we had left our boat, and returned with her for the sledge. On the 18th we reached the ships.

Barrow Strait was now all open water, scarcely a piece of ice to be seen from the hill head, and the ships being nearly clear for sea. The carpenters and blacksmith were busily employed putting our saws in cutting order, to saw a canal through about 1½ mile of ice that still remained at the mouth of the bay. On the 25th Captain Penny returned, bringing the travelling to a conclusion, without having found any trace of Sir John Franklin or his ships.

Captain Stewart's opinion

That Sir John Franklin may have gone up Wellington Strait is not at all impossible. I would, (after having seen it,) myself, if seeking a passage to the north-westward, seek for it in that channel. But the circumstance of Wellington Channel and the shores and islands of the more intricate channels to the N.W. of it having been thoroughly searched, without finding any trace of them, goes a great way to refute the idea of his having gone in that direction. But these circumstances, together with the late period at which the ice breaks up in the Wellington Strait, on one side, and the early period at which open water was found to the northward, and Sir John's first winter quarters, at the mouth of the Channel, on the other side, leaves the question in the same doubt and uncertainty as ever.

(Signed) ALEX. STEWART,

Commanding Her Majesty's Ship "Sophia,"  
Searching Ship, under the orders of  
Captain W. Penny, commanding the  
Expedition from Aberdeen in search  
of Sir John Franklin

Names of the Men forming the party:

Alex. Stewart	-	-	-	-	-	Officer.
Alex. Samuel	-	-	-	-	-	Captain of Tent.
Andrew Adams	-	-	-	-	-	Seaman.
*John Eddie	-	-	-	-	-	Ditto.
John Dunbar	-	-	-	-	-	Ditto.
James M'Kenzie	-	-	-	-	-	Ditto.
George Knowles	-	-	-	-	-	Ditto.

\* John Eddie was returned with Dr. Sutherland, and Mr. J Reid, second mate, drafted into the extended party.



A DETAILED REPORT of the PROCEEDINGS of a TRAVELLING PARTY from H. M. S. SOPHIA, by Dr. SUTHERLAND, under the command of Captain STEWART, in search for Sir J. FRANKLIN. *April, May, and June 1851.*

Soon after 8 A.M. we assembled to prayers on board the Lady Franklin, and after that solemn service was over, Captain Penny addressed us with respect to the duty we were about to undertake. "He had no doubt we would overcome every difficulty, and brave every trial and privation attending it; and, whether or not we should be made, through Providence, the instruments for relieving our absent countrymen, or discovering their unhappy fate, he felt convinced, when our labours were over, we would possess the sweetest reward man can have, namely, 'minds conscious of having done our duty.'"

April 17th, Thursday  
Leaving the ships. Accidents, &c

The men seemed to be in high spirits, and delighted with the idea of starting, for two days of bad weather had elapsed since we expected and intended to have commenced our journey.

The sledges had been drawn from the ships to the clear floe some time previously, and as the cheering on both sides was over, we proceeded out of the bay at the rate of about two miles per hour, until we came to a ridge of hummocks which extended from the S E. to the W. S. W. points of the bay, and required the sledges to be double and even triple manned before we got to the smooth floe outside.

We certainly had reason to feel grateful for the kindness of Commander Phillips, Dr. Porteous, and the greatest part of the crew of the Felix, in accompanying and assisting us out of the bay, and after renewed cheers we again started, and proceeded to the eastward in the direction of Cape Hotham.

The floe was very soft from a great accumulation of snow and a high range of temperatures during the two previous days, but more especially from the circumstances of being of very recent formation during low temperatures, and consequently containing an unusually large proportion of the saline ingredients of sea water which a rapid freezing process presses to the upper surface.

The sledges moved along very heavily, and profuse perspiration exempted no person; thirst too became so excessive that we were forced to make an early luncheon, and get the *conjurors* and kettles prepared and lighted to make water. We soon observed how carefully the snow had to be taken from the surface of a layer not less than four to six inches deep, and when this was not observed the water was invariably brackish.

The iron on the runners of my sledge had been fastened on with a mixture of screw and plain nails. The latter started when we were crossing the ridge of hummocks, and increased the friction so much that it was impossible to keep pace with the other five sledges without assistance. I at once came to the conclusion of unpacking the sledge, and turning it upside down, to discover what was the matter, and have it repaired, if possible. Some of the nails were drawn a quarter of an inch, and bent over; those were dispensed with at once; but the others that had only been started were driven into their places, with the hope they would maintain their hold of the wood, once it became thoroughly soaked with water. I ventured to prognosticate considerable annoyance, if not complete hindrance, from this simple cause alone.

We continued our march until we were at least nine miles from the ships. Our encampment was on the soft floe. The sky began to clear up beautifully, and the thermometer, which was up to +37° at 4 P.M., fell to +23° at 9 P.M.; but in consequence of having to haul at the sledge with "belt over shoulder" all day I did not turn out to read off the temperatures during the sleeping hours, perhaps more for the sake of the comforts of the blanket bag than the fear of disturbing my tent companions and gruff messmates.

Encamped at 4 P.M. Distance travelled, 9 miles. Hours, 7. Temperatures max +37°, min +23°; mean of five readings, 31° 2°

We were aroused at an early hour to get breakfast, and resume our march. I could not help observing a remarkable change in the countenances of the "cooks." They left the ship as clean as could be, but now how black and sooty! The sky was clear, and fleecy clouds could be seen in all directions. There was a gentle breeze from S. S. W., which raised a

April 18th, Friday.  
Packing up Course to the eastward  
Temperature +20° to +31°  
Winds S S W.

little snow drift, but this was only for a few hours before ten o'clock, when the temperature was low. After we had started we found the floe hummocky, and the sledges came along with great difficulty. No. 1. met with an accident, but it was very trifling. No. 2., the Sylph, went very easily; so much so, that one man could be spared to assist my sledge, which was generally falling behind, from causes already noticed. The conjurors and kettles were slung at the sterns of the sledges, and kept burning, "making water." Considering this, I thought we could congratulate ourselves on the twenty ounces of fat for fuel per day, which appeared to be a very liberal allowance when carefully used. The loss of one of the tins belonging to my sledge, from carelessness and inexperience in putting the snow into it while over the fire, was a source of regret to all of us, and at the same time a valuable lesson for the future.

Captain Penny and Mr Peterson's arrival with two dog sledges

At noon, when we were taking luncheon, Captain Penny was observed, and heard hailing us from the hummocks inside. He and Mr. Peterson had come down along the land with two dog sledges; but having found the way impossible in that direction, they came outside the hummocks, and went on before as until they come to the large bluff west of Cape Hotham, when we overtook them, and encamped on the floe close by the hummocks that lay along the beach. This encampment, like the last, was very wet, for the snow on the floe melted by the heat of our bodies, and saturated the floor cloth and lower wolfskin, and even the under surface of our blanket bags. The sky began to be overcast, with a gloomy haze, and before midnight we had a smart south-westerly breeze, accompanied by a considerable fall of soft snow. Mr. Stewart and I went to the land, and ascended as far as the flag pole left by H. M. S Assistance in autumn, to the westward of a depôt of provisions. We could see the state of the ice to the offing, and certainly it seemed little likely to afford an easy road to the east and northward of Cape Hotham. Mr. Peterson gave his opinion we should go along the land inside the hummocks. We kept no watch during the night. The dogs could be heard prowling about the tents and sledges; they were continually fighting, and next morning we discovered they had broken into a sledge, and devoured not less than 70 lbs of bears flesh, which had been carefully put up in a strong canvass bag before we left the ships. The sky was overcast during the whole day, and there was a heavy fall of soft snow. The gloomy appearances of last night disappeared, and we could discern the sun through the snow till late in the afternoon.

Encampment about 4 P.M.  
Distance travelled, 7 miles  
Temperatures max +31°,  
min. +20°, mean, +24°  
Winds S S W

April 19th, Saturday

Packed up, and started at 7 A.M.  
Course easterly, inclining to  
the northward and north, after  
rounding Cape Hotham  
Temperatures midnight till  
noon, max +31°, min +20°,  
mean, +24°  
Winds variable, generally  
southerly

We crossed the hummocks with double or triple manned sledges, and proceeded with great difficulty through the deep snow that lay between the high hummocks and the shingly beach, both of which we had equal reasons for avoiding. The men were very thirsty, and perspired profusely, and from the time of our starting until we halted to encamp we drank *fourteen* pints of water, which had to be prepared during the travelling hours. Each man had an equal share, for every drop of it was carefully served out; I kept a watchful eye over my own party, for fear any one should attempt to allay his insatiable thirst by eating "snow;" but all were so imbued with the idea of the hurtfulness of that practice, that I never had occasion to check any of them.

Encamped at 8 P.M. Distance,  
7 miles  
Temperatures noon to mid-  
night, max +31°, min +19°,  
mean, +27°  
Winds variable, chiefly  
northerly

From the large bluff to Cape Hotham the land trends away about E. 18° north, and after rounding the latter we found it inclining a few degrees to the westward of north as far as Barlow Inlet, which runs a little to the northward of due west. We rounded Cape Hotham at 11 A.M., and overtook Captain Penny and Mr. Peterson at their encampment about two miles to the southward of Barlow Inlet, where we also encamped at 3 P.M.

From the intense thirst we had to endure, and profuse perspiration, and other minor difficulties we had to encounter, I found I had much to learn with respect to Arctic travelling which I never imagined, nor could be got over but by patience and perseverance.

We found this encampment much better than the last, for it was on the dry snow on the land. The difference was so great that we determined for the future to avail ourselves of bivouacking on the land, if possible, even with a little trouble.

At 2 A.M. we were called, and had breakfast, but the allowance of tea was very scanty indeed. I increased mine considerably by putting in snow until the temperature of it was reduced from near the boiling point to +40° or

April 20th, Sunday,  
"EASTER DAY"

Packed up, and started at  
3½ A.M. Course up the  
channel

+ 50°, and I continued to follow this practice until the insatiable craving for fluids abated.

Before starting we assembled to prayers, and Captain Penny conducted that solemn and appropriate duty. The "sailors" uncovered their heads, and appeared to be deeply attentive. We kept close along the land, until we reached Barlow Inlet, and then crossed a hummocky floe in its entrance, after which we came to a smooth but *soft* floe, on which we were able to proceed to the northward at a slow and heavy pace. The sky was overcast all day, and at noon there was a white misty haze which proved very injurious to our eyes. We saw a seal *on the floe* to the eastward, and that condition of the atmosphere was present which made it appear as if at a great distance, and of very large size. This was the first time we observed the common seal (*phoca vita lina*) on the floe this season. At 11 A.M. we came to a ridge of hummocks which seemed to extend to the eastward as far as the eye could reach, and *close* in with the land. This must have been from pressure between floes of unequal thickness, and at a season of the year when there was open water both in the channel and in Barrow Straits. Captain Penny and Mr. Stewart went in towards the land, and after ascending a short distance they discovered smooth ice to the northward of the hummocks, and they came to the conclusion the easiest way to reach it would be to strike in through the hummocks obliquely to the land. The sledges were triple manned; we had our *pioneers*; and after about two hours of violent labour we were half a mile farther along, at the edge of a smooth floe leading in the right direction along the land. Here we encamped at 2 P.M., having travelled at least seven miles by the circuitous route we had to follow. Our encampment was on the floe, for it seemed impossible to get to the land, in consequence of a wall of hummocks which was pressed up on the beach. Towards midnight the white misty haze assumed a blue and angry appearance, the wind was increasing rapidly, and the thermometer fell to +15°. The air felt chilly, and having perspired a good deal during the day we did not feel as comfortable as could have been wished. Some of us were suffering from snow blindness, but as yet it had only commenced, and we expected a few hours of darkness in the blanket bags would go far to relieve the eyes from the congestion that had been brought on by too long exposure to a *perverse* state of the atmosphere, which could not fail to prove injurious to the most accommodating visual apparatus. A watch of one man had to be kept, to prevent the dogs breaking into the sledges.

We were aroused at the early hour of half-past 12, midnight, to resume our march. The weather was very gloomy and squally; there was a raw northerly breeze, and the snow drifted along, and annoyed us very much, seeking into the tents by the most minute openings about the door, and falling in an impalpable powder on the upper wolfskin and the blanket bags. The cooks had great difficulty in *lighting* their conjurers, and in keeping them in that state after they had succeeded. While these poor *unfortunates* were thus engaged in the open air, there were great risks of frostbites, and more especially as the temperature was rapidly on the decrease. It was past 3 o'clock before we had breakfast, and then the weather was very stormy, and always becoming more so. Captain Penny considered it imprudent to start, consequently we remained in our tents all day and the following night, during which time we came through a very violent storm. The temperature fell to -25°, and at 5 A.M. to -30°; but it might have been considerably lower than -30° between midnight of the 21st and 5 A.M. of the 22d. At 7 A.M. some of us turned out, and had a rumble among the hummocks, and discovered very recent footmarks of a bear, that came down along the beach, and passed on unobserved even by the dogs. I suppose the poor brutes were so benumbed that they could not take sudden notice of such a valuable prize. Some of my party went to the land, and brought off a mass of fresh-water ice, which was considered a great advantage in preparing water. One of them, the cook for the day, got his fingers slightly frostbitten, but they soon recovered, and with no inconvenience to him in the discharge of his duty. Our boots were so hard that we could hardly get them on, and to thaw them in the tents, when the temperature was -25°, was a difficulty which we only

Temperatures midnight to noon, max +30°, min +19°, mean, +25°  
Winds light and variable, chiefly northerly  
Overcast sky

Encamped at 2 P.M. Distance travelled, 7 miles  
Temperatures noon to midnight, max +30°, min +15°, mean of four readings, +21.9°  
Winds, northerly  
Snow  
Overcast sky

April 21st, Monday  
DETENTION

Temperatures midnight to noon, max +15°, min +5°, mean of ditto, +10°  
Winds N N W Violent storm

Temperatures noon to midnight, max +5°, min -25°, mean  
Winds N N W Perfect gale  
Violent storm

April 22d, Tuesday

Temperatures midnight to noon, max -8°, min -30°, mean of three readings, -21.5°  
Winds north Violent storm  
Temperatures noon to midnight, max -8° min -30°, mean of three readings, -17.5°  
Travelled four miles to the northward  
Winds northerly Moderate  
Cloudy weather

overcame by taking them into our blanket bags, where we had to keep our tins and flasks full of water if we *would* have the comfort of a little to quench our thirst during the sleeping hours. I found it very effectual to place my boots, mittens, and boot hose beneath my blanket bag; and I followed this practice until the increase of temperature as the season advanced rendered such a precaution unnecessary. Towards noon the weather began to moderate, but still the snow drifted with great violence; the horizon was very obscure, and the temperature was too low to travel with safety AGAINST a strong wind.

Captain Peuny resolved to make an attempt to get a few miles farther to the northward, make a depôt of the provisions on Nos. 5. and 6., and send them back to the ships; and as the wind moderated towards evening we packed up, and proceeded along the land, crossed the *grounded* hummocks, keeping between them and the beach, where there was a formation of almost perfectly fresh-water ice very smooth, and favourable for sledging. I discovered my sledge had sustained some injury coming through the hummocks on the 20th; almost all the nails in the iron on the runners had drawn, the iron itself bent to one side, and the bare wood was exposed to the floc. This increased our labours so much that we required the assistance of four additional men to enable us to reach the spot intended for the encampment. This sledge was exchanged for No. 6., and sent back to the ships.

John Gordon and Donald Sutherland were exchanged for Mr. Reed and John Lucas; and now I considered my party for the long journey made up. The sledge was also complete, and contained 40 days provisions, weighing about 1,500 lbs. The returning sledges made their depôt in the *shingle*; and as they gave us three cheers, which we responded to, we lost sight of them, proceeding down the channel at a rapid pace and with a fair wind. The sky was cloudy; but we could discern the beautiful azure blue tint, which was a great relief to our eyes. There was a smart breeze, and occasionally volumes of snow were raised, and whirled about the rugged cliffs above us. We bivouacked on the shingle, and certainly our comforts far exceeded what we had experienced the two previous nights, although snow is much softer than stones. I took particular notice, the depôt resembled one of the many heaps or mounds of shingle which have been raised along the beach by the action of *grounding* ice; but for distinction's sake a small waft was placed over it.

We were roused out at 7½ A.M., and at 10 we started. The sky was clear, and there was a smart breeze down the channel. The smooth ice along the beach inside the hummocks, which were very high, enabled us to go on easily some time at the rate of three miles per hour, but generally about two and a half. The temperature was low, ranging from  $-30^{\circ}$  to  $-13^{\circ}$ ; and it was not uncommon to see noses and cheeks frozen to whiteness, then the rubbing that ensued was really amusing, if it could but be divested of the danger the bare hands were in while engaged in this affectionate duty. One man suspected his feet were suffering, and perhaps not without reason, for he had on leather boots, which had to be cut off, and before any mischief could have happened the circulation was restored by friction. The feet were carefully wrapped up in blanket squares, stockings, boot hose, and mocassins; and the poor lad was as fit for his duty as if nothing had happened. On the 21st I strictly forbade the use of leather boots in my party; and those of us who were not supplied with canvas boots used mocassins or carpet boots, which answered even better than the canvas boots, for they were not so apt to slip.

I found it necessary to make frequent inquiries after their feet, faces, and hands; and by thus directing their attention to themselves it was not difficult to impress the idea how likely they were to be frostbitten, without the mere feeling of pain apprising them of it. The want of sensation altogether is the only criterion by which one can act safely.

The dog sledges started ahead of us, and when we were *forced* to encamp we saw nothing of them except the track on the snow.

Mr. Stewart and I went on, and after travelling about two miles and a half we overtook Captain Penny and Mr. Peterson, who had their tent pitched and their dinner cooked long before we came up to them, although

Temperatures: noon to mid-  
night, max.  $-8^{\circ}$ , min.  $-30^{\circ}$ ;  
mean of three readings,  
 $17^{\circ} 3'$ .

April 23d, Wednesday.

Packed up, and started at  
10 A.M. Travelled 3 hours  
up channel.

Temperatures: midnight to  
noon, max.  $-19^{\circ}$ , min.  $30^{\circ}$ ;  
mean of four readings,  
 $-24^{\circ} 5'$ .

Winds northerly. Sky  
cloudy.

Encamped at 1 P.M. Tra-  
velled 7 miles.

Temperatures: noon to mid-  
night, max.  $-13^{\circ}$ , min.  $-25^{\circ}$ ;  
mean of three readings,  
 $-20^{\circ} 3'$ .

they started nearly when we did, and we came along rapidly. This was a tolerable proof of what the dogs could do when properly managed.

Mr. Stewart acquainted Captain Penny with his reasons for encamping so soon, and the latter acknowledged he had acted wisely under those circumstances.

The flag-pole Captain Penny had erected in autumn on a round hill was still standing, and could be seen plainly from his tent. We returned to the tents at 5 P.M., and soon took our places among the weary *sailors*. The sky continued cloudy, and there was a smart northerly breeze. The thermometer fell from  $-13^{\circ}$  to  $-25^{\circ}$ . The tents were very comfortable. In ours the thermometer at one time indicated  $+16^{\circ}$ . Some of us were suffering *not a little* from severe excoriations of the lips, which were brought on by the application of vessels to the lips in the act of drinking water or spirits. It was always necessary to rub the edge of the vessel with the finger, lest one's lips should actually adhere to it; but even with this precaution the reaction that took place in the lips after exposure to intense cold invariably produced inflammation, which rarely failed to throw off the skin, and leave painful ulcers for some time. The accumulation of ice to our beards (although it had a manly appearance) was continually irritating the lips. I found nothing more effectual than the application of a little lard or cold cream; but any applications will not make up for the careless and indiscriminate use of *tin* vessels.

We expected to have started at an early hour, but the extreme coldness of the weather rendered it dangerous, therefore we remained in our tents till 9. A.M. The sky was clear, and a keen piercing wind down the channel made us step out smartly to keep ourselves warm, and although the sledges were heavy, when the road was at all good we went at the rate of two miles an hour. Soon after ten o'clock we came up to Captain Penny's tent, at a point which he called *Point Delay*, from the circumstances of our detention yesterday, and having received orders from him we carried on. One of the men belonging to sledge No. 2. had his toes frostbitten, but friction with the warm hand re-established the circulation, and no bad results accrued. We encamped at 1. P.M., just in time, for a heavy fall of snow was commencing, which continued till late in the afternoon. As we were pitching our tents, Captain Penny and Mr. Peterson came up with the dog sledges, and encamped. Mr. Stewart, Captain Penny, and Mr. Peterson walked a few miles to the northward, to examine the state of the (*roads*) ice. As the weather proved unfavourable for viewing distant objects, they returned in an hour or two, and reported favourably as far as they had gone. Soon after Captain Penny's return we were called into his tent, and consulted as to the propriety of returning to the ships, leaving all our provisions, and coming out again in ten days or a fortnight, better provided, and with weather more suitable for travelling than we had since we left the ships on the 17th, only a week ago. He said, "I see your willingness and abilities to proceed *at present* in the journey we have undertaken, and I have no doubt we will be able to carry out to its full extent the object we have in view, even with the preparations we have at present, entirely to our own and the satisfaction of our country; but I think we will be able to do more, to go farther on, and with greater safety to ourselves, if we go back to the ships, remain a week or two, and resume our journey in all respects well provided and fitted by experience for every possible emergency in sledge travelling; our depôts are laid out before us, and we can come here in three days march, fill up the sledges and start afresh, not from the ships, but nearly 50 miles on our journey." Each of us expressed his opinion, and all seemed to agree we should retreat, but only on the terms that by so doing we would be enabled to persist longer in the search for Sir J. Franklin, by making our preparations more complete than it was possible they could have been when we set out the first time. For my own part, the reasons for retreating were very plausible indeed, although I had a strong inclination to the contrary, and a deeply-rooted idea that the present was the time to travel, when the floe was unbroken, the snow crisp and hard, and resisting the sinking tendency of heavily laden sledges; the weather generally clear, raw, and bracing; and if we should find traces of the missing ships when we resumed our journey

April 24th, Thursday.  
Packed up at 9 A.M. Course up the channel.  
Temperatures: midnight to noon, max.  $-0^{\circ}$ , min.  $-25^{\circ}$ ; mean of four readings,  $-15^{\circ} 2^{\circ}$ .  
Winds north. Smart breeze  
Clear sky.

Encamped at 1 P.M. Hours travelling, 4. Distance, 7 miles.  
Temperatures: noon to midnight, max.  $-5^{\circ}$ , min.  $-8^{\circ}$ ; mean of three readings,  $-6^{\circ} 6^{\circ}$ .

after a fortnight's delay, it might be at a time when the season would be found too far advanced to follow them out satisfactorily,—when the ice would be parting, and long narrow creeks might require to be skirted along for whole days before they could be crossed,—when the snow on the floe would be soft and unresisting—the land would be too soft to walk over it, in the event of being forced to that alternative,—deep ravines and lakes would be sending sweeping and impetuous torrents into the sea,—and when soft, misty, and disagreeable weather might naturally be looked for for days without intermission. These ideas were extremely vague, for our travelling would be over, after starting a second time, long before such changes could take place.

Return of the party to the ships

Captain Penny and Mr. Peterson made a depôt of the provisions on the dog sledges, and commenced their return to the ships at 5 P.M. Captain Penny left orders with Mr. Stewart to make a second depôt “of all our provisions, two of the four sledges, and all our spare clothing,” and to commence our return to the ships, as the state of the weather would allow, early on the following day. The men were a little disconcerted at the idea of “turning back;” but a few remarks soon put their minds quite at rest with respect to “bad luck” and future difficulties depending upon this unexpected change. There was a good deal of snow and a strong northerly breeze during the whole night. We entertained fears for Captain Penny; but as he had the dogs, and the wind was in his back, we might rest satisfied he would arrive at the ships in safety. We began to unpack the sledges at 5 A.M., and having dug a trench as deep as the frozen state of the shingle would allow, our depôt was made according to the orders of Captain Penny. The spare tent poles were set up as marks, and lots of block *tin pots*, the relics of Arctic travelling, were distributed over every conspicuous point in the neighbourhood of the *depôt*. The sky began to clear up, the snow disappeared, and the wind to the S.E., and from the general appearances of the sky we had fair promises of tolerable weather for a few days. At 7 A.M. we commenced our journey down the channel, close along the beach, at the rate of at least  $3\frac{1}{2}$  miles an hour. We had but two sledges, with about 500 lbs on each; and thirteen men, with so little weight, we could march on with an easy and quick pace, especially where the ice was hard and smooth. At 11 A.M. we passed the depôt made on the 22d, and by keeping close along the land, we made a straight course to and across Barlow Inlet, where we had luncheon at 1 P.M. The sky was very clear, and the most brilliant parhelion and beautiful arrangements of parhelic circles that I have ever seen were spread over the whole sky. A zone passing through the sun encircled the whole sky, and there were several smaller halos planted on and around it. The red, yellow, and white colours could be made out very distinctly; but there was a decided deficiency with respect to the violet, except in a small elliptical curve very near the zenith, where all the colours could be seen very clearly. There were eight or ten parhelia, and many of them, especially those at the greatest distance from the sun, were purely white, increasing in brightness and prismatic tints the nearer they were to the sun. A bleak wind came across the floe from S.E., and there was a slight fall of fine snow. We apprehended an easterly storm; consequently we carried on our journey until we rounded Cape Hotham, and encamped to the eastward of the depôt at  $4\frac{1}{2}$  P.M. The parhelia at noon were still present on many parts of the sky. The evening was very pleasant, although cold, and there was a thin misty haze pervading the whole atmosphere. The temperature fell from  $+5^{\circ}$  at noon to  $-22^{\circ}$  at midnight, and there was a gentle southerly breeze.

April 25th, Friday  
Made a depôt, packed up, and started at 7 A.M. Course down channel  
Temperatures midnight to noon, max.  $+5^{\circ}$ , min.  $-8^{\circ}$ , mean of three readings,  $-2\frac{1}{2}^{\circ}$   
Winds northerly Clear sky  
Snow

Encamped at  $4\frac{1}{2}$  P.M. Distance 27 miles  
Temperatures noon to midnight, max.  $+5^{\circ}$ , min.  $-22^{\circ}$ , mean of four readings,  $-11^{\circ}$   
Winds easterly Clear sky

April 26th, Saturday  
Packed up, and started at 7 A.M. Course to the westward  
Temperatures midnight to noon, max.  $-8^{\circ}$ , min.  $-22^{\circ}$ , mean of  $-16^{\circ}$   
Winds S.E. Snow drift

During the night the blanket bags were very cold indeed. The temperature of the tent was  $-16^{\circ}$ , owing to some carelessness in fastening the *door*, and the wind. An individual in one of the tents found his nose frostbitten in the morning, and had some difficulty in restoring the circulation. Desquamation of the skin (cuticle) was the only bad result. This ought to be a valuable lesson to those who “cannot bear” to sleep with their face enveloped in the blanket bag. We started at 7 A.M., and proceeded along the beach until we came to the hummocks which we had crossed on our passage out; and having recrossed them without any difficulty, we directed

our course (doubtless circuitous enough at times) for the ships. There was a smart breeze during the forenoon, and the snow drifted about a good deal. Before we came in sight of the ships, some, if not all of the men, attempted to wash their faces and hands with soap and snow. The attempt was so far successful; but if their hands and faces were cleaner, they were frostbitten to the bargain. However, we had a good proof of the desire they had to appear clean on their arrival on board the ships. As we came on towards the S.E. point of the harbour, we were met by one of the crew of the *Felix*, who reported all well in the harbour. After striking through the hummocks, we crossed the S.E. point, and stood on to the ships, which we reached at 1 P.M., and where we were received by Captain Penny, and those of the crew who were on board, with three hearty cheers, and after a refreshment we began to consider what preparations would be necessary for starting a second *time*.

Hours travelling, 6  
Distance, 18 miles. Arrival at  
the ships at 1 P.M.

The preparations we engaged in during our stay on board the ships were of various kinds. The carpenters and blacksmith repaired the sledges Nos. 2 and 4, and made two large conjurors which would cook for all hands. They also repaired the small conjurors, which we also took along with us. Double our former allowances of spirits and fuel was provided, and also an additional half allowance of sugar; and as we found gutta percha flasks and drinking cups useful on our former journey, we availed ourselves of the opportunity we had on board the ships to repair the old, and make *new*, if there was a deficiency.

May 6th, Tuesday  
Started from the ships at 7 P.M.

Arrangements were made that four sledges should be able to remain out forty days from the "50° mile depôt," and one sledge 30 days from the ships. The first separation was to take place at the depôt. Two sledges were to take the western route, while three were to cross the Wellington Channel, and having reached the opposite shore to the northward of latitude 75°, if possible, the 30 day sledge would proceed down the channel to Beechey Island and Cape Hurd, and examine all the intermediate coast. The other two sledges would carry on the *search* to the northward as circumstances would permit. Preparations were also made for travelling with the dogs by Mr. Peterson, whose extensive experience entitled him to a prominent position in all our arrangements.

Temperatures max +11°,  
min -4°, mean of six  
readings, -9°. Clear weather  
Winds variable Course easterly  
to Cape Hotham

Our sledges were ready the day before; but as the weather happened to be unfavourable we were detained until it should suit our purpose. Early in the morning a party belonging to the *Felix* arrived from the squadron at Griffith's Island, bringing reports of the return of the fugitive parties from Cape Walker and other directions, having seen nothing of the missing ships, and suffering severely from frostbites and snow blindness. The sky was remarkably clear during the day, and as there seemed to be indications of a continuation of good weather we started at 7 P.M., having first assembled to prayers on board the *Lady Franklin*. The greatest part of the crew of the "*Felix*" accompanied us out of the bay, and left us, with renewed cheering, at half past eight, after we had fairly embarked on the smooth ice leading along the beach to Cape Hotham. Towards midnight the wind increased to a smart breeze, and snowdrift began to whirl about and give us a little annoyance. After leaving Dungeness Point, we had to strike off to the smooth floe outside the hummocks. It was hard and crisp, and the sledges moved along very easily, for there were eleven or twelve men to each, and the weights only amounted to about 140 lbs. per man. At 4 A.M. we encamped at the base of the huge bluff west of Cape Hotham. The morning was squally, and there was a good deal of snow drifting. The temperature fell to -7°, but at noon it was up to +10°. The sky was clear, and there were parhelia east and west of the sun. A man required to be sent back to the ships to bring out a canvass floor-cloth belonging to No. 1, when the dog sledges would start. Our new cooking vessels suited remarkably well, but the quantity of fuel which they required was enormous, being considerably above 2½ lbs. per sledge per day. I found my tent had undergone great improvement in Mr. Reid's hands, for the door would hardly meet before, but now it laced tightly up; and when the pipes were lighted the temperature generally ranged from +15°, +25°, +30°, and +35° to +40°, and

May 7th, Wednesday  
Encamped at 4 A.M. Hours  
travelling, 9 Distance,  
16 miles  
Temperatures midnight to  
noon, max +10° min -7°,  
mean of five readings, +3 6°  
Winds northerly. Snow drift  
Packed up and started at  
7 P.M.  
Temperatures noon to mid-  
night, max +10°, min +1°;  
mean of nine readings, +3 6°  
Winds westerly Sky clear  
Parhelia

everything around us breathed an air of comfort which made one feel happy. We had abundance of water to drink. During our resting and sleeping hours each could allay his thirst when he *chose*, although at times it was necessary to exercise a little patience, lest one should waken his sleeping companions in his attempt to search out the water flask, which was generally protected from the cold by placing it *between* the blanket bags.

At 7 P.M. we started, and proceeded at a quick run along the land. The snow was quite firm, and the sledges never required a *second pull*. The sky was very clear. The opposite shore of Barrow's Straits could be seen very distinctly. Two prismatic parhelia attended the sun, and were extended vertically so as to resemble portions of a halo. The temperature was about zero, and suited very well for travelling. Probably it would have been found too warm, but we were in the shade, for the sun had gone down behind the high land at Cape Hotham. Just as we were rounding that rugged headland, we observed a bear prowling among the hummocks, and as his curiosity seemed to encourage us to the chase, we stopped the sledges, and made attempts to get within musket-shot of him, but he soon took flight at so large a party, which could not have been hid from him, and bounded across the floe directly away from us. At 10 P.M. we saw the bold bluff on the north side of Barlow's Inlet, and took luncheon at the foot of it at midnight. The land here begins to be very precipitous; in some parts sloping at an angle of  $50^{\circ}$  to  $56^{\circ}$ , and frequently interrupted by perpendicular and even overhanging escapements of the strata 30 to 40 feet in height. By a rough guess I estimated the dip of the strata at  $45^{\circ}$ . As we were coming along from Cape Hotham to Barlow Inlet the sun could be seen beaming from the northern horizon through that inlet, and his rays, striking the hummocks at right angles, produced a glazed appearance which was well seen every moment as our eyes came within the sphere of the *reflected* rays.

Soon after midnight the wind came away with a constant fall of snow from S.W. Indeed we expected this, for the sky in that direction became overcast very suddenly an hour or two previously. We arrived at the first depôt at 2 P.M., and encamped on the shingle. The weather continued stormy, and the wind veered round a few degrees to the eastward of south. We found the depôt had been disturbed by foxes, if not also by bears. Bread and pork bags were torn open, and their contents considerably destroyed. One of the latter, weighing 77 lbs., was dragged at least 40 yards from the depôt, and pieces of the pork in it had numerous impressions of the teeth of the fox. The weather was very stormy all day. There was a smart gale from the southward, with a copious fall of soft snow. The tents were very warm, and some of the men turned into their blanket bags as they would turn into their beds on board ship, yet they never felt the least cold.

At 9 P.M. we packed up, and started. There was a strong breeze from the southward, and a constant fall of soft snow. We set sails on our sledges, and went on very fast. On the smooth ice, coming over wreaths of snow, one of the sledges was upset, but sustained no damage. It was righted without unpacking; and if the provisions, &c had not shifted their position, it must have been owing to a well-adapted *cover*. Towards midnight the sky began to clear up, and the thermometer fell to  $-4^{\circ}$ . the wind became more westerly, and violent gusts came down the deep ravines which we passed by. In some parts of our track the recent snow-storms had raised up wreaths which required a little extra exertion before the sledges were got over them. About ten miles to the northward of Barlow Inlet the land begins to be less precipitous. Rounded hills, and a greater breadth of beach, begin to appear. The coast line runs about due north and south, with the exception of a few degrees east or west occasionally on either side of deep ravines. At midnight we came up to and passed Point Delay, and at 2 A.M. we encamped at the depôt, which was exactly as we had left it on the 25th of April. After breakfast two or three persons went on in the direction we would require to follow for a mile or two, and on their return their report was not by any means encouraging with respect to the *road*. Deep snow among the hummocks

May 8th, Thursday  
Encamped at 2 A.M. Hours  
travelling 7 Distance,  
17 miles  
Temperatures midnight to  
noon, max  $+22^{\circ}$  min  $-4^{\circ}$   
mean of five readings,  $+10^{\circ}$   
Winds southerly Strong  
breeze Snow storm

Packed up at 9 P.M. Course  
up channel along the coast.  
Temperatures noon to mid-  
night, max  $+22^{\circ}$  min  $+4^{\circ}$ ,  
mean of five readings,  $+10^{\circ}$   
Winds southerly Snow



and on the beach we had no doubt would increase our labours very much, and more especially at that time when each sledge was to be completed for the forty days journey out of the depôt. At 2 P.M. Mr. Peterson's well-known shouting to the dogs was heard, and in a few minutes Captain Penny's arrival, with two dog sledges, was announced, and orders were received to open the depôt, and fill up the sledges, to be ready to start at 8 P.M. The evening was very clear, and beautiful fleecy clouds were dispersed over the whole sky. Prismatic parhelia could be seen on both sides of the sun till after midnight. There was a thin mist floating in the atmosphere; but withal distant objects were remarkably well seen. A small party, of which I happened to be one, travelled about five miles to the northward, to explore the road, and discern the state of the ice across the channel. For the first two miles there was a great depth of snow; but after this, having crossed the termination of a deep ravine, where a large body of water must enter the sea on each return of the season, we came to a smooth sheet of ice running close along the beach inside the hummocks, and varying in breadth from 15 to 30 or 40 yards. We congratulated the western party on such good road, and hoped they would find it so to the end of the journey. At 3.45 P.M. we ascended an eminence, and commanded a splendid view of the Wellington Channel and the land on its opposite shore. We could see Cape Bowden quite distinctly, and the land to the northward of it. Close to the northward there appeared to be a deep bay, with a small island or table-like promontory in the south side of it. The sun shone in the face of the land, and from the numerous *black spots* we could see, one inference was, "the season must have been further advanced than on the *Cornwallis side*." The ice in the channel presented nothing to discourage us, although certainly it was hummocky enough in many parts. The sun bore per azimuth compass north 24° E. The north side of the bay distinguished by a small ravine, terminating in a heap beneath, in the face of a large bluff, south 16° W. On our return to the sledges we found them packed, except the tents. The depôt had been dug up, and each sledge claimed its own provisions, &c. &c. Four sledges were fully equipped for forty days, each weighing at least 1,500 lbs. and one sledge for 30 days, weighing about 1,200 lbs. We ascended a hill with Captain Penny. It was about four miles south of the last position where a bearing had been taken. The north side of the bay bore per azimuth south 13° W.; south side, or Cape Bowden, south 20° W.; and Cape Spencer south 74° W. Captain Penny pointed out to Mr. Stewart the necessity there was he should keep a little southerly at first, and after proceeding eight or ten miles he would find the best ice leading him in the direction he wished to make in crossing the channel. The tents were struck, and the sledges packed up. A depôt of 1 bag of dog pemmican, a small bag of bread, and one case, 90 lbs., of pemmican, was left, partly for our return, but principally because all the sledges had full allowance without this. At 8 P.M. we started, and by double manning the sledges for a mile and a half along the beach we reached the ravine where the floe and hummocks offered the best chances of embarking with safety. Captain Penny bade all of us good bye, by shaking hands with every individual; and after the usual cheering we parted, and stood across the channel, with the floor-cloths set as sails, to take advantage of a gentle breeze that sprung up from the westward. The floe proved very good, and certainly we required it, for the sledges felt remarkably heavy, after the easy dragging we had been accustomed to for three days previously. I found the repairs No. 4, the "Perseverance," had received, had improved it very much, but Mr. Alex. Stewart's sledge, No. 2, the "Sylph," which went very well on our former journey, was anything but improved by the repairs it required, and it proved a heavy drag until it was considerably lightened; indeed I may say to the end of the journey. Mr. J. Stewart's, sledge No. 5, being one of the two that had been left at the *depôt*, went very easily, and required little or no assistance to get through was the worst hummocks we had to cross. There was a range of heavy ice leading to the eastward which prevented us making a straight course for the north side of the *bay*. After making an *offing* of about ten miles, we encamped at half-past three A.M.

May 9th, Friday.

Encamped at the depôt at 2 A.M. Hours travelling, 5  
Distance, 14 miles  
Temperatures midnight to noon, max -2°, min -6°, mean of four readings, -3°. Winds westerly. Clear sky  
Captain Penny's arrival

Compass bearings, &c., &c.  
Packed up, and started at 8 P.M. Course up and across the Wellington Channel  
Temperatures noon to midnight, max -2°, min -9°, mean of six readings, -6°. Winds westerly Moderate. Sky clear

May 10th, Saturday

Encamped at 5½ A.M. Hours travelling, 7½ Distance, 12 miles.  
Temperatures midnight to noon, max +7°, min -9°, mean of four readings, -1°. Winds westerly Moderate  
Overcast and misty sky

9 P.M., started Course N.E.,  
but varying  
Temperatures moon to mid-  
night, max.  $-9^{\circ}$ , min  $-2^{\circ}$ ,  
mean of six readings,  $+4^{\circ}$   
Winds south-westerly  
Moderate Misty overcast sky

May 11th, Sunday

Encamped at 5 A.M. Hours  
travelling, 8 Distance,  
12 miles  
Temperatures midnight to  
noon, max.  $+26^{\circ}$ , min  $-2^{\circ}$ ,  
mean of five readings,  $-10^{\circ}$ .  
Winds south Moderate  
Weather misty

Temperatures noon to mid-  
night, max.  $+26^{\circ}$ , min  $+4^{\circ}$ ,  
mean of nine readings,  $+9^{\circ}$   
Winds northerly Moderate  
Cloudy sky

Compass bearings

Cape Hotham, N  $23^{\circ}$  W  
 $12^{\circ}$  10'  
By Inlet, N  $12^{\circ}$  10' W  
 $150^{\circ}$  1'  
Point Separation, N  $19^{\circ}$  20' L  
 $181^{\circ}$  40'  
Round Hill, N  $50^{\circ}$  26' E  
 $192^{\circ}$  28'  
North Point, N  $85^{\circ}$  20' E  
 $259^{\circ}$  18'  
North Bluff, S  $6^{\circ}$  10' L  
 $356^{\circ}$  6'  
Northernmost Land, S  $31^{\circ}$  30'  
E  $310^{\circ}$  56'  
North Cape, S  $2^{\circ}$  20' L  
 $54^{\circ}$  10'  
South Cape, S  $43^{\circ}$  W 29 20'  
Cape Bowden, S  $51^{\circ}$  33' W  
 $36^{\circ}$  27'  
Cape Spencer, N  $80^{\circ}$  50' W  
 $77^{\circ}$  44'

May 12th, Monday

Started at  $\frac{1}{2}$  to 1 A.M. Hours  
travelling, 8 $\frac{1}{2}$  Distance  
15 miles Encamped at 9 A.M.  
Temperatures midnight to  
noon, max.  $+6^{\circ}$ , min  $-1^{\circ}$   
mean of nine readings,  $+3^{\circ}$   
Wind moderate

Temperatures noon to mid-  
night, max.  $+6^{\circ}$ , min  $-1^{\circ}$ ,  
mean of three readings,  $+2\frac{1}{2}^{\circ}$   
Winds northerly Misty  
Weather Snow

The sky was overcast with a white misty haze, and there was a gentle south-westerly breeze. The floe we crossed was this year's formation, but early in the season it was covered with snow, in which the sledges did not sink above a quarter of an inch. Had it formed since the first of January, it would have been at a low temperature; we would have found the snow on it soft and unresisting, and for the reason, that salt in and on its upper surface would maintain that soft condition even at comparatively low temperature.

At 6 P.M. we were roused out, and after a hearty meal of tea and pemmican we started at 9 P.M., and proceeded to the north-eastward, as the state of the ice permitted. The accumulation of snow among the hummocks was a constant source of difficulty. The sledges frequently required double manning; and we were glad to encamp at 5 A.M., having travelled at about 12 miles. The "Sylph," No. 2. required to have some weight transferred to the other two sledges. No. 5. took a bag of pork weighing 77 lbs., and No. 4 a bag of fat weighing 40 lbs. I could not help thinking she would have to yield up the palm according to the motto in her flag, "Palmmus qui meruit ferat." One of the men picked up a small amphipodous crustacean, which puzzled me not a little to know how it found its way to the surface of the floe. Everything we saw at variance with the pure white colour of the snow attracted attention. A flat cake of tarry looking substance in a frozen state was picked up from among the snow. It seemed to be the excrement of a bear, and was entirely made up of the secretions of the intestinal apparatus and biliary matters. We observed old ice, which could be distinguished by the rounded elevations and creamy or yellowish colour of its upper surface. It was so extensive we could not see all around it, and the direction of the hummocks along its margin made our route very circuitous, by trending too little to the northward. After breakfast we went over the morning service, and having spent an hour or two in such conversation as might amuse and be useful, we went to sleep. The tent was very warm and comfortable. In one of the tents the thermometer indicated  $+60^{\circ}$ , and boots and stockings hung up on the ridge rope thawed and dried. The sky was overcast at noon, but towards evening it cleared up, and Mr. J. Stewart took bearings and angles by the azimuth compass. We supposed ourselves to be about mid-channel, but could not make up our minds as to the exact distance we were from either side. It was sufficient for our purpose at that time to lay down correct bearings, courses, and hours travelling, and ascertain the latitude when the weather might prove favourable. We were called out at 10 P.M., and at half past twelve, midnight, we commenced our march. The sky was overcast throughout its whole extent, except along the horizon, where the azure blue, always so charming, could be seen. The thermometer ranged about zero, and there was a gentle breeze. We passed along the edge of the old ice for a short time, and finding it leading to the northward we lost sight of it, and crossed a portion of new ice, which was a little hummocky, and required an extra pull at the sledges. We soon came to a second old floe, which we were forced to cross, because the north and south extremities of it could be seen. The sledges came along it tolerably well; but the constant jerking, as the drag ropes tightened and slackened alternately, did not agree with us, after we had been accustomed to one steady and heavy pull on the level floe. We were about an hour in crossing the old floe, and from this its breadth was estimated at two miles. The next ice we came to was entirely the formation of last winter, for it did not present a hummock as far as the eye could reach. It was not unpleasant to move along at a steady and easy step. The step of the headmost party was always too slow for us by half a mile an hour, in consequence of the heavy dragging the sledge required. We had luncheon at the usual time four hours after starting, and at 9 A.M. we encamped within 6 or 8 miles of the land. At noon, and during this encampment, the temperature in the tents was about  $+50^{\circ}$ , and our boots and mocassins that were hung up inside the tent were continually dropping water on our wolfskins and blanket bags. Towards afternoon the sky became overcast with a misty haze, and there was a slight fall of snow; but as the evening advanced the azure blue sky began to open into view and fantastic cobweb-cirro-cumuli beautified it

to the north-eastward. The general appearances of the sky did not forbode favourable weather.

At 1 A.M. we started, and found the snow on the floe quite firm as we proceeded in the direction of the bluff on the northern side of the bay. The temperature at 3 A.M. fell to  $-5^{\circ}$ , and there was a smart northerly breeze. The sky was generally overcast, but not unfrequently the clouds became detached and opening, and prismatic parhelia could be seen to advantage over the land we were approaching. At  $3\frac{1}{2}$  A.M. we came to the edge of the hummocks, which extended along the land and halted. Mr. J. Stewart supplied about forty pounds of bread and thirty pounds of pemmican, which we left as a depôt to fall back upon, if necessary. A small cairn was erected on a conspicuous point on the top of the bluff; which is 650 to 700 feet high, and a second cairn was erected at the foot of the bluff on a prominent point 30 or 40 feet above the level of the sea. The provisions were put into the lower cairn, and the following printed notice in a gutta percha envelope was left between two flat stones in the top of it:—

“13th day of May 1851. Left by a searching party from H.M. brigs, “Lady Franklin” and “Sophia,” at present lying in north latitude  $74^{\circ} 40'$  west, longitude  $94^{\circ} 50'$ .”

“AL. STEWART, Officer,  
Commanding party.”

“Depôts of provisions, &c. at Whaler Point and Cape Henry on the south shore, and at Cape Spencer, and 5 miles W. of Cape Hotham. Expedition under Captain Austin at Griffith’s Island, one under Sir John Ross in harbour 12 miles west of Cape Hotham, along with the above brigs under Captain Penny.”

“SOPHIA.”

There are two bluffs, with intervening bays, between this table bluff and a low point to the northward, which is shut in from this position by the northernmost of the other two bluffs, but can be seen to the westward of and beyond it, from Cape Bowden, which bears to the westward of south from the cairn. On the low point where the depôt was left we observed the footprints of a bear in the soil, which must have been left some time after the summer had been pretty well through, for from the middle of September to the middle of June everything is possessed of icy hardness, and the frozen soil is able to support the weight of any creature without receiving impressions of its feet. At half past 5 A.M. we parted company with Mr. Stewart, who had instructions to examine and survey the bay, and proceed down the channel along the land to Beechey Island, &c. We found the floe leading to the northward a little hummocky, but they were not of that huge size which would require great care to advance among them. This superficial roughness and brecciated structure of the surface must have been caused by pressure when the ice was only two to five or six inches thick, and maintained in this state by subsequent increase from below. The disturbed pieces assumed every shape, size, and position and appeared to the eye as if the pressure had been but a few days before. We had no doubt the ice we were walking over was new ice, and our impressions were, there had been open water in that part of the channel some time last season, but to what extent, and whether continuous with open water in Barrow Straits, were points full of interest, but involved in doubts which we hardly possessed the means of solving, with the exception, perhaps, of this single fact, that we had to cross old ice in our journey across the channel.

At half-past 9 A.M. we encamped at the second table bluff, in the lee of very high hummocks which prevented us getting to the beach. The wind had increased to a strong breeze, and the snow was drifting with considerable violence. Mr. Stewart and I went to the top of the bluff, which is about 700 feet high, and certainly the view we had of the ice in the channel repaid the hard toil we had in ascending. We observed the snow thawing on stones on the south side of the bluff, and the well-known purple saxifrage was beginning to show its stunted green leaves. We saw no game, but abundance of the dung of hares, deer, and ptarmigan; and one of the men picked up a deer’s antlers, which he found partially imbedded in the shingle 30 to 40 feet above the beach. We expected to start at

May 13th, Tuesday  
Packed up, and started at 1 A.M.  
Landed at  $3\frac{1}{2}$  A.M. Distance,  
7 miles.  
Mr J. Stewart made a small  
depôt, and parted company at  
 $5\frac{1}{2}$  A.M. Course to the north-  
ward about  $12^{\circ}$  or  $15^{\circ}$   
westerly  
Encamped at  $9\frac{1}{2}$  A.M. Dis-  
tance from depot, 6 miles.  
Hours travelling,  $6\frac{1}{2}$   
Temperatures midnight to  
noon, max  $+11^{\circ}$ , min  $-5^{\circ}$ ,  
mean of eight readings,  $+2\frac{1}{2}^{\circ}$   
Winds northerly Smart  
breze Weather gloomy  
Snow drift.

Temperatures - noon to mid-  
night, max.  $+11^{\circ}$ , min  $+2^{\circ}$ ,  
mean of three readings,  $+5\frac{1}{2}$   
Winds northerly Smart  
breeze Snow drift Violent

bable that at an advanced period of last season the whole body of ice, both *old* and very recent, shifted to the westward and north-westward, during a violent storm, leaving a space of water open along the land, which became frozen over very suddenly in easy weather, and acquired sufficient thickness to resist the ordinary tidal pressure, until by further increase it might be capable of withstanding the pressure of the ice to the north-westward, which, in consequence of not having room to shift about, would be reduced to a state of perfect rest; but this is on the presumption that it meets with resistance to the north-west, which prevents it drifting away altogether when the shift takes place.

The sky became overcast at noon; there was no observation, and there seemed no chances of obtaining the latitude by ex-meridian altitudes. At 4 A.M. we packed up, and started. The sky began to clear up, and we could see very low land stretching to the northward at a great distance to the eastward. The smooth floe led us along the land at a distance of about a quarter of a mile, and we could see the raised beaches very distinctly, after proceeding about three miles to the north-eastward of the north headland. Mr. Stewart sent me to the land, to examine what appeared to resemble a cairn. It proved to be a conical mass of compact limestone, which by its greater hardness resisted the disintegrating efforts of alternations of heat and cold better than the rock around it. I saw two ptarmigan, but my attempt to shoot them with ball was unsuccessful. I soon overtook the sledges, and fell into my place on the track rope. We passed some cubic blocks of salt-water ice which appeared to be at least 30 feet square above the ordinary level of the floe. The ice around them was a good deal broken up, and the pressure seemed to have been at some period since last summer. After proceeding about twelve miles, we encamped at half past ten A.M. about a mile from the land; and as Mr. Stewart was under the necessity of remaining at the tents, to take observations at noon, I received orders to proceed to the land, and erect a cairn on a low round hill bearing about east of our encampments. Mr Reid volunteered to accompany me. On landing we parted. I took to the eastward, and Mr. Reid went directly inland. In making the best of my way to the hill, I ascended to a height of about 250 feet; crossed extensive patches of vegetation; saw abundance of recent hares dung; and, while crossing a patch of snow on a slope with a southern exposure, something attracted my attention. It proved to be a hare. I fired, but it escaped, spinning away on its hind legs, and my time did not permit of continuing the chase. I examined where it had been lying, and found a burrow extending longitudinally about eight feet, but never exceeding five or six beneath the surface of the snow. After travelling about four miles, I reached the hill, and discovered a bay, but owing to the lurid state of the atmosphere in that direction on the horizon it was impossible to make out its true extent. From the foot of the hill, which is about 200 feet high, the land inclined a few degrees to the southward of E., perhaps E. 11° S., then east, north-east, north, and north-west, until it seemed to sink out of view beneath the horizon, bearing about north of the encampments. I could see the raised beaches in succession extending to the opposite shore of the bight or bay; and there seemed to be very heavy ice in it from side to side. The atmosphere to the westward was very clear; I could see the land on the opposite side of the channel, leading away to the westward, with a slight trend to the northward; and from this point to about north, or north 20° W. there was a space in which nothing but a clear *iceblink* could be seen. "So much for the continuity of land across the top of the Wellington Channel." On my return to the sledges along the gently undulating land, I found the bones of whales imbedded in the soil, and surrounded with vegetation, at a height of at least 250 feet above the level of the sea. How they came there, and were buried in the soil or shingle, exceeds my comprehension, unless I begin to speculate, for which this hardly the place. As I came down to the beach, and walked along at an elevation of 20 feet, circular arrangements of stone attracted my attention. They were two feet in diameter, and several of them that were examined conveyed the idea they were fire-places, for immediately beneath the moss, which always occupied the surface, there

Winds south easterly; moderate  
Weather gloomy  
Cloudy and overcast sky

May 16th, Friday.

Packed up, and started at 4 A.M.  
Course N.E. and N. 55° E.  
Encamped at 10½ A.M. Hours  
travelling, 6½. Distance,  
12 miles

Temperatures . midnight to  
noon, max. +22°, min. +5°,  
mean of six readings, +10°.  
Winds south-westerly Sky  
clear. Weather very fine.

Temperatures noon to mid-  
night, max. +22°, min. +5°,  
mean of three readings, +10½°.  
Weather clear.  
Winds southerly.  
Latitude, 75° 34'

O P.M.; but the weather was so exceedingly violent that it was considered prudent to remain in the tents until it should moderate.

May 14th, Wednesday.  
Packed up, and started at 6 A.M.  
Course along the land to the northward.  
Encamped at noon.  
Latitude,  $75^{\circ} 21'$ .  
Temperatures: midnight to noon, max.  $+14^{\circ}$ , min.  $+2^{\circ}$ ; mean of five readings,  $+7^{\circ}$ .  
Hours travelling, 6. Distance, 11 miles.  
Winds northerly. Weather clear.

Temperatures: noon to midnight, max.  $+14^{\circ}$ , min.  $+3^{\circ}$ ; mean of six readings,  $+10^{\circ}$ .  
Winds northerly. Clear and pleasant weather.

When we packed up, and resumed our journey, the temperature was  $+4^{\circ}$ , and there was a keen breeze. The sky was clear, and the snow drift was beginning to cease. Some of the men suffered from slight frostbites of the face and nose; but as the day advanced I ceased to detect anything of that kind. The snow on the floe was very firm, and when hummocks came in the way they were sure to demand an extra pull, if not double manning, before the sledges were got over. Our greatest distance from the land did not exceed one mile, but not unfrequently we were within a few hundred yards of it. Our eyes were continually examining the hitherto unknown coast, and went over the ground oftener than once, as our weary feet trudged along the pathless and snowy plain. As might be supposed, every object that appeared to possess the slightest deviation from the *natural* disposition of things attracted attention, with the hope it might be some relic of our missing countrymen. We passed the low point alluded to on the 12th and 13th, and found the coast line trending to the eastward of north  $12^{\circ}$  or  $13^{\circ}$ ; and there were several conspicuous table bluffs planted in it, until it seemed to turn suddenly to the eastward. After proceeding about four miles to the northward of the low point, eleven miles from our last encampment, we pitched the tents at noon, and found the latitude by sun observation  $75^{\circ} 21'$ . One of our conjurors was lost about an hour before we halted. We could have done without it; but the cook for that day was a determined person, and the idea of any bad results in consequence of his neglect were plausible enough reasons for permitting him to return to look for it. In less than an hour he arrived with the lost article, and there seemed to be a feeling that greater care would be observed for the future. As far as we could see from the sledges, the floe appeared to be very smooth in every direction, except along the land, where there were enormous hummocks. Some of the men were suffering from snow-blindness; but I expected a few hours seclusion from light would restore them to their usual healthy state. The life we were leading with the track belt over our shoulders, and a heavy sledge to drag along, seemed to agree well with us, if sound sleep and a keen appetite be signs of good health. We began to pack up at midnight, and at half past one A.M. we were again moving along. The snow was very firm and resisting; the sledges came along very well, and we began to think them considerably lighter, although we had only used five days provisions out of them. When the sledges were packing up a bird flew past in the direction of the land; it was a ptarmigan. At 6 A.M., as we proceeded along the land, Mr. Stewart and I left the sledges to carry on, and went to the land, where we erected a small cairn, and left the usual note. The beach sloped gradually with wavy interruptions from the ordinary height of 600 feet at the bluffs and inland to the water edge. The cairn is in one of the shallow bays which generally intervene between precipitous bluffs; and there are two such to be seen along the coast line to the northward before the northern extremity of the eastern boundary of the Wellington Channel is reached. This, for present distinction's sake, we called "The North Headland;" and as we came up to it it was found possessed of a feature by which it can not fail to be recognized afterwards (so long as that feature remains),—an isolated mass of rock rising in the face of the almost perpendicular bluff, and opening out where its bearing is north  $15^{\circ}$  to  $40^{\circ}$  E., and south  $15^{\circ}$  to  $40^{\circ}$  W. The bluff presents a bold and terraced appearance when viewed from the N.W.; and the rows of buttresses and lines of stratification are perfectly horizontal and conformable. It descends rapidly to the water's edge, and there is hardly any beach. (Perhaps the latter can be accounted for by the disintegrated rocks being conveyed away in great quantity by the drifting ice, which must attack so prominent a point with great force.) The ice was raised into enormous hummocks close along the land; and at the N.W. point of the north headland the pressure to have raised such masses must have been very great. We encamped close to the hummocks, at the edge of a smooth floe which extended to the N.E. on the inside of a range of hummocky ice which was about a mile from the land. It is very pro-

May 15th, Thursday.  
Packed up, and started at 1½ A.M. Course north, a little easterly. Encamped at 9½ A.M. Hours travelling, 8. Distance, 12 miles.  
Temperatures: midnight to noon, max.  $+22^{\circ}$ , min.  $-2^{\circ}$ ; mean of five readings,  $+9\frac{1}{2}$ .  
Winds moderate. S.E.  
Weather clear.

Temperatures: noon to midnight, max.  $+22^{\circ}$ , min.  $+5^{\circ}$ ; mean,  $+13\frac{1}{2}$ .

was a collection of ashes and burned bones, and beneath this, again, the stones which had not suffered from the fire were cemented together by a varnish-like substance which resembled the fluid parts of animal matter in a dry state. By whom they had been used, and when, were questions with which I scarcely ventured to tire myself, although it would have been highly interesting to follow out everything that might tend to throw light upon so dark a subject. At 3 P.M. I returned to the tents, and reported to Mr. Stewart what had come under my observations.

At midnight we packed up, and started. The floe proved very good, after a little trouble in getting through a ridge of sharp hummocks to the northward of our encampment. It was quite blue and glassy in many parts, although it seemed to have been much broken up when only eight to ten inches thick. The sharp angular fragments could be seen sticking up half a foot to a foot, and even two feet, above the surface. These small hummocks do not hinder a sledge, because it rests on three or four at a time. We encamped at a quarter past nine A.M.; and certainly I was very glad, for yesterday's exposure for such a length of time to the intense rays reflected from the snow had reduced me to a state of utmost utter helplessness by snow-blindness. Our latitude was  $75^{\circ} 41'$ , having advanced about 14 miles.

At ten P.M. we packed up, and started. The floe was anything but good. Our sledge felt unusually heavy, and we suspected some accident had happened. It was examined, and two of the stretchers were found broken. We patched them up with the stretcher of the tent; packed up afresh, and proceeded after the other sledge, which had got a good way ahead of us. We required double manning occasionally, until at three A.M. we landed on a low flat beach, and encamped, having travelled about six miles to the eastward. The sky was overcast, and there was a constant fall of soft snow. Some of us were suffering from snow-blindness. We estimated our distance from the ships at one hundred and fifty statute miles, following the winding course the sledges had made. After a hearty breakfast of coffee, bread, pork, and pemmican, and having gone over the *morning service*, we went to sleep. No watch was kept, and no danger was apprehended. Neither bears nor foxes excited the least alarm. Should they prowl about our tents and sledges during our sleep, perhaps they might get a warm reception from our muskets, which we took care to have close at hand. We intended to have started early in the afternoon, but the weather still continued thick; there was a constant fall of snow; and, above all, there was present in an intense degree that peculiar condition of the atmosphere which proves so injurious to the eyes; therefore Mr. Stewart thought proper not to start until the weather should prove more favourable. At ten P.M. we commenced to unpack the sledges, and form a *depôt* of five days provisions from Mr. Stewart's sledge, No. 4, which supplied twenty-two lbs. of fat and two gallons of spirits, which went to form the *depôt*; we also left spare boots and clothing, a spare conjuroi, and a wolf's skin blanket; altogether our sledge was lightened about 120 lbs., and Mr. Stewart's about 280 lbs. We had one great consolation, that the weight of our sledges would be diminishing at the rate of eighteen to twenty pounds a day. We dug a trench as deep as the frozen shingle would allow, and having placed all the articles in it in the form of a heap, loose gravel was heaped up until everything was buried six or eight inches beneath the surface; and then snow was heaped over the shingle, pressing it together with the shovels. A conspicuous cairn was erected at the end of the mound, but not upon it, and for this reason: bears or foxes, or both together, might attack the provisions in the *depôt*, and in doing so the cairn would be in danger of being pulled down, and the consequences of our *mark* being destroyed might lead to difficulties in finding the *depôt*, if not to missing it altogether.

At 3 A.M. we started, and proceeded across the beach in the direction of a point which bears about north, or perhaps a few degrees to the eastward of north. It seemed to be near the edge of the hummock, and the best thing we could do was to go straight for it, provided we should never lose sight of the beach while going over a point of flat land which could hardly be distinguished from the floe outside, except by the

May 17th, Saturday

Picked up, and started soon after midnight Course about east,  $50^{\circ}$  to  $35^{\circ}$  north Hours travelling, 9 Encamped at  $9\frac{1}{2}$  A.M. Temperatures max  $+35^{\circ}$  min  $+1^{\circ}$ , mean of six readings  $+9^{\circ}$  Winds northerly.

Distance travelled, 14 miles Latitude,  $75^{\circ} 11'$  Packed up, and started at 10 A.M. Course to the eastward Temperatures noon to midnight, max  $+35^{\circ}$  min  $+3^{\circ}$ , mean of four readings,  $+12\frac{1}{2}^{\circ}$  Winds easterly Lurid atmosphere

May 18th, Sunday

Encamped at 3 A.M. Course about east Hours travelled, 5 Distance 6 miles Temperatures midnight to noon max  $+29^{\circ}$ , min  $+3^{\circ}$ , mean of seven readings,  $+12^{\circ}$  Winds south-westerly, moderate Dense misty atmosphere Snow

Made our first *depôt*, 150 miles from the ship. Temperatures noon to midnight, max  $+27^{\circ}$ , min  $+3^{\circ}$ , mean of four readings,  $+20^{\circ}$  Winds south-westerly Misty and snowy weather.

May 19th, Monday

Started at 3 A.M. Course about N over the low land Encamped at 9 A.M. Hours travelling, 6 Distance, 11 miles Temperatures midnight to noon, max  $+17^{\circ}$ , min  $+7^{\circ}$ , mean of eight readings  $+12^{\circ}$ .

range of squeezed up ice that intervened between them. Very soon after we had started a violent snow storm came on. The snow drifted about, and annoyed us very much, and we had great difficulties in keeping our course. In this respect, occasional glimpses of *the point* proved very serviceable. We could see the ice along the beach at all times. The snow was deep on the land, and what had fallen *recently* allowed the sledges to sink the whole depth of the *runners*. We passed *Esquimaux ruins*, which were recognized by their circular arrangements, and accumulation of the vertebræ, jaw bones, and ribs of whales. At nine A.M. we were forced to encamp, after travelling only eleven miles. Some of the sailors thought the *old bones* should give out heat by burning, and could hardly be convinced to the contrary, until they tried them. We had clear sunshine at noon, but the horizon was obscured by the drifting snow, and consequently no meridian altitude had been obtained. When we expected to have started the weather was very stormy; the wind blew keenly from the N.W., and the snow still drifted along with great violence. We could see the azure blue sky towards the zenith, but the horizon was always obscure. Our tents, blanket bags, amusing conversation, music, and sleep, were each in their turn taxed to pass the time without allowing it to be tedious.

At ten P.M. the blue sky began to open out *on the horizon* to the northward, and we could distinguish the land extending out so far as to bear about north 22° W. The point a-head, bearing to the eastward of due north, seemed to have a bay beyond it, and the land beyond it again could be traced out to the westward, but not so far as the N.N.W. point, which gave the latter the appearance of an island. The sky cleared up soon after midnight, and cumulo strati and cirro strati appeared on the northern part of the sky; but the atmosphere still remained quite thick over the land to the south and south-west. The temperature fell to +2½°; the snow was quite crisp and resisting, and we expected the sledges would come along very easily. We packed up, and started at *four* A.M., and proceeded in the direction of the point which we *then* knew by the designation *Rough Point*. No sooner had we started than the snow came away again, and the wind veered round to S.W., and ultimately back again to N.W. We could hardly distinguish objects 200 yards before us. As the hummocks led along, we had to follow, however circuitous the route might require to have been. We observed masses of half decayed grounded ice of last season standing as they had been raised by pressure from the westward and north-westward in *autumn*, when there must have been open water in this quarter. For four hours after starting the coast line led away to the northward, and after this it flew away to W. 22° north, until we came to a point where we encamped at noon, and found the latitude 75° 55'. As we crossed the *rough point*, a great many Esquimaux ruins were observed; and Mr. Stewart thought he saw some ptarmigan. Just as we were encamping, the weather began to improve; the thermometer rose to +31°, and the snow was melting on the side of the tent. The men had a very satisfactory *wash* with soap and snow; and after so much bad weather we felt so comfortable and cheerful with prospects of better weather, that we began to think *nothing* of Arctic travelling. At midnight we began to pack up. A small cairn was erected on the point, and the usual note was left in it by Mr. Stewart. The weather still appeared unsettled. The sky was clear and open, except on the horizon to the southward. The sun was attended by two parhelia, but they were deficient in the prismatic colours, and we could see cirri and cirro strati over all the sky, except to the southward. We could distinguish a small island bearing about south 6° or 10° east, and three to four miles to the westward of the rough point. At 1 A.M. we commenced our journey. Our course was principally N.W., across a long flat beach, which seemed to extend at least ten miles inland, without an elevation of as many feet, and once or twice across what seemed to resemble lagunes, but it was very doubtful whether the sea flowed into them. The impression on my mind was, it did not; for although there were *small* hummocks of ice and snow in them, it was not necessary they should have been raised by pressure from the sea. There might have been a foot of water over the

Winds north westerly, strong breeze. Stormy snowy weather.

Temperatures. noon to midnight, max +13°, min. +8°, mean of five readings +10°. Winds N W; strong breeze. Weather stormy. Snow-drift

May 20th, Tuesday.  
24 hours DETENTION.

Temperatures max. +15°, min +9°, mean of ten readings +11½°. Winds north-west. Strong breeze. Weather stormy. Snow drift.

May 21st, Wednesday

Packed up, and started at 4 A.M. Course realized N W. Distance travelled, 16 miles. Hours travelling, 8. Encamped at noon. Latitude 75 55'.  
Temperatures midnight to noon, max. +31°, min +2½°, mean of nine readings +12°. Winds N W. Strong breeze. Snow

Temperatures noon to midnight, max 31°, min. 4½°, mean of three readings +13°. Winds easterly, very light. Sky cloudy.

May 22d, Thursday.

Started at 1 A.M. Course varying chiefly N W. Encamped at 8 A.M. Hours travelling, 7. Distance, 15 miles. Latitude 76° 3'.  
Temperatures midnight to noon, max +21°, min +6°, mean of five readings +12°. Winds N N E., smart breeze. Weather clear. Snow drift

whole surface last season, in which melting ice and snow would be at liberty to drift about; the heavier pieces would get aground, and portions of rock and mud would be turned up; as the season advanced the water would drain away some portions of the ice, and snow would still remain undissolved, and winter would close in the whole plain, which would become covered with snow, and these little eminences would be sticking up through it, affording proofs by their dirty colour that a *summer sun* had been beating upon them. We never lost sight of the coast line outside. It was quite impossible we could, for the ice along it was raised to very great heights. We observed some huge blocks at least forty feet high, and thousands of tons in weight. The pressure to have raised them from their level bed must have been truly great, and there seemed no direction whence it could have come except west or north-west. At 4 A.M., we saw to north and north 20° west a range of land very different from what our patience had been tried with for a few days previously. The long and tedious flats were exchanged for rugged and precipitous hills, intersected by deep ravines, which in many cases could be called valleys, and the low points for towering table bluffs 700 or 800 feet high. We encamped at 8 A.M., having travelled at least 15 miles. Our step was quicker and our luncheon halt shorter than usual, for the weather was very cold, and the snow drifted along with great violence. At noon Mr. Stewart had observations. The latitude was 76° 3'. In the evening we found it impossible to pack up and proceed, owing to the extreme violence of the weather; and considering that this had been the third day we were to lose, we were impressed with the necessity there was to be careful in the use of our provisions. We discovered it was impossible the full allowance of provisions could be used, with the exception of fuel and spirits, which continued in great reputation till the end of the journey. At this encampment, which happened to be on the beach close to the hummocky floe, we picked up the feathers of glaucous gulls, and observed abundance of foxes dung. The small eminences in the lagunes furnished our cooks with fresh-water ice, which suited much better than snow. The whole of the following day was spent in the tents, and really the blanket bags, however attracting after a hard day's work, were beginning to lose our favour. At noon the weather began to moderate, and the azure blue sky could be seen through the drifting clouds. During the clear intervals we could see the high and rugged land to the northward; and as the clouds drifted over it, and covered the hill tops, it had a very wintry appearance. At midnight the weather had improved considerably, and at four A.M. we packed up, and started. Our course varied very much; for two hours along the coast line, until we arrived at a long low point where we discovered extensive Esquimaux ruins, which we dug up, and made a conspicuous cairn of the stones. From this point the land leads away about N.N.E., until it joins a chain of rugged hills which lead to the north-westward and westward, and form a sort of bay about twenty to twenty-five miles deep. The rock presented features which we had observed previously in the limestone formation of North Devon; great hardness, with an even fracture, and a chrySTALLINE texture. After crossing the point, our course was north 11° west, in the direction of a table bluff on the opposite side of the bay. There was an extensive range of hummocky ice on and around the point, but we were able to take our sledges through it without double manning them. Beyond the hummocks the floe was very smooth, and the sledges came along admirably. We had no doubt the ice was the formation of last winter, for in some parts it had suffered from pressure where only six to eight inches thick. The surface of such parts presented the usual brecciated structure, and many of the pointed angular fragments were sticking up at least a foot above the snow, and of a light blue colour, which it was impossible they could have had the sun been acting upon them during a whole summer. The day was very warm, and the men were very thirsty, but no attempts were made to allay that insatiable craving for *water* by eating snow. We could see land raised by refraction to the westward and north-westward. It presented numerous indentations where it was lost, and it disappeared altogether about north 35° or 40°, until it opened out again two points farther to the

Temperatures noon to mid-  
night, max +21°, min. +4°  
mean of four readings +10°.  
Winds northerly Weather  
clear

May 23d, Friday

DETENTION

Temperatures max. +16°,  
min +4°, mean of nine  
readings +11°  
Winds northerly, strong  
breeze, squally. Weather  
stormy Violent snow drift

May 24th, Saturday

Packed up, and started at  
4 A.M. Course northerly  
Hours travelling, 8 Dis-  
tance, 12 miles.  
Temperatures midnight to  
noon, max +18°, min. +6°  
mean of four readings +12°  
Winds variable Weather  
clear Encamped at noon  
Latitude 76° 9'.



eastward in the direction of the land we were approaching. The hills to the eastward and north-eastward were rendered obscure by a lurid atmosphere, but there was no distortion of the land by refraction in that direction. We encamped at noon, and found the latitude  $76^{\circ} 9'$ . After our breakfast of hot tea and pemmicans an extra half allowance of rum was served out, which enabled us to show our attachment to our beloved Queen, by wishing her "a prosperous reign, and many happy returns of the 24th of May." During the evening the wind veered round to E.S.E., and blew keenly, but died away at midnight, when we were about to start. Our course was considerably to the westward of north, at least  $25^{\circ}$  or  $30^{\circ}$ , towards a prominent bluff, where Mr. Stewart contemplated I should leave a five day depôt, or proceed homeward after filling up his sledge. The sledges came along smoothly, for by this time they were considerably lighter. The sky was very clear, and almost perfectly cloudless, and the land to the westward could again be seen raised and distorted by refraction, even when the hills to the eastward were beginning to be enveloped in a dense mist. After travelling eight hours, we encamped at 9 A.M. Our tent was very warm. A vessel hung up to the ridge rope full of snow prepared copious supplies of water; and although there was a constant dropping from the bottom of the vessel by condensation of vapour, we rarely allowed the ridge rope to be without a vessel, and by adopting this plan we were enabled to save fuel, and our supplies of water were more liberal. The latitude by meridian alt. was  $76^{\circ} 15'$ .

At midnight we started again. The sky was overcast and gloomy, and the wind was freshening up in our faces; the snow was beginning to drift about, and we feared this would be a short day's march. A bear was observed and manœuvred, but without success, and as we were pitching our tents at 4 A.M., within five miles of the land, a fox passed close by the sledge, and was shot. The colour of its hair was beginning to change around the neck, and the general appearance of the creature was altogether wretched. Immediately after breakfast one of the men and I went on towards the land. The floe was very hummocky, but upon the whole we went at the least at the rate of three and a half miles in the hour. Soon after landing we observed two hares, which we endeavoured to approach within musket shot; but the creatures were so wary, standing on their hind legs, and spinning away in this upright posture, with watchful eyes on all our movements, that all our efforts were quite fruitless. The bluffs agreed in every respect with the table bluffs on the eastern shore of the channel and the bluffs west of Cape Hotham, with the exception of being about 100 feet higher. As the weather began to be very stormy, and no object could be accomplished by remaining on shore, we came off to the tents at eleven o'clock, suffering a good deal from snow-blindness, and very much fatigued. We observed the footprints of bears of various sizes, all going to the westward. Instead of packing up and starting in the afternoon, it and the following morning had to be passed in the tents, in consequence of the extreme violence of weather. About noon Mr. Stewart and a large party of men went ashore, to examine the coast, and take bearings and angles. The latitude at the tents was  $76^{\circ} 20'$ ; at the land it would be  $76^{\circ} 25'$ . At 6 P.M. the party returned, bringing off two hares which Mr. Stewart had shot. They were male and female; the latter was in an advanced state of impregnation, and contained six leverets. After Mr. Stewart's return to the tents, he examined the sledges, and found all due preparations had been made for my return, according to the orders he had given in the forenoon. The sledges were exchanged. No. 4., the "Perseverance," became the advancing sledge, while No. 2., the "Sylph," was to return. The former had 27 days provisions, and the latter eight. Mr. James Reid was transferred from my party, and John Eddie, carpenter's mate, received in his place. I had orders from Mr. Stewart to proceed to the south-eastward, and examine the bottom of the bay, which was a little doubtful whether there was not an opening leading to the eastward; after which I was to make the best of my way to the ships, calling at the island, and taking supplies of provisions, &c. out of the depôts as I passed them. At 7 A.M. we packed and took opposite directions. Our course for the first three hours was E.  $22^{\circ}$  south, and for the two remaining hours, until we

Temperatures . noon to midnight, max.  $+21^{\circ}$ , min.  $+17^{\circ}$ ; mean of three readings  $+12^{\circ}$ . Winds easterly; moderate Weather clear.

May 25th, Sunday.  
Packed up and started at midnight. Course N.N.W or N.  $30^{\circ}$  W. Encamped at 9 A.M. Hours travelling, 8 Distance, 12 miles. Temperatures midnight to noon, max.  $+16^{\circ}$ , min.  $+4^{\circ}$ ; mean of seven readings  $+9\frac{1}{2}^{\circ}$ . Winds variable Weather clear Latitude,  $76^{\circ} 15'$ .

Temperatures : noon to midnight, max.  $+21^{\circ}$ , min.  $+16^{\circ}$ ; mean of four readings  $+18\frac{1}{2}$ . Winds N W , fresh breeze Weather gloomy. Snow.

May 26th, Monday.  
Started at midnight. Course N.N.W. Encamped at 4 A.M. Hours travelling, 4 Distance, 4 miles. Temperatures . midnight to noon, max.  $+32^{\circ}$ , min.  $+19^{\circ}$ , mean of five readings,  $23^{\circ}$  Winds N.W Latitude  $76^{\circ} 20'$  Distance from the ships 220 miles.

Temperatures noon to midnight, max.  $+32^{\circ}$ , min.  $+17^{\circ}$ , mean of five readings  $+25^{\circ}$  Winds northerly. Squally. Snow.

May 27th, Tuesday.  
DETENTION.  
Temperatures max.  $+21^{\circ}$ , min.  $+8^{\circ}$ ; mean of nine readings,  $+15^{\circ}$ . Winds northerly, moderate. Weather clear. Ashore examining the coast. Preparation made for the return of half the party.

May 28th, Wednesday.  
PARTING.  
Packed up, and started at 7 A.M. Course E.  $33^{\circ}$  S. Encamped at noon. Hours travelling, 5. Distance, 12 miles. Temperatures . max.  $+16^{\circ}$ , min.  $+5^{\circ}$ , mean of seven readings  $+7\frac{1}{2}^{\circ}$  Winds N.E.; moderate. Weather clear.

encamped on the opposite shore, S. E. Our encampment was about seven miles from the bottom of the bay, which we could see very plainly. The latitude was  $76^{\circ} 13'$ ; but I placed no confidence in the observation.

The floe we had come over was very smooth. Our sledge was very *light*. Where the snow was *hard* I thought twelve miles a safe estimate in five hours. Some of the men endeavoured to raise a fire with tufts of dry saxifrage and masses of moss, but their attempts produced little else than smoke. The land sloped gradually from the elevated land behind to the edge of the ice, but there were occasional interruptions which caused a wavy appearance of its outline. The rocks were very hard, and present an even fracture and crystalline texture, similar to what had been observed at the point a few days before. I erected a cairn on one of the ridges, about 250 feet above the level of the sea, and left the usual note. As we were packing up the sledge a smart breeze came away from the N. E., and, as might be supposed, the *sailors* hoisted the floor cloth on the tent poles for a sail, and as we got clear of the hummocks which lined the beach a beautiful *blue* floe presented itself, leading exactly in the direction we had to proceed (a fortunate coincidence with a fair wind). For nearly three hours we could hardly keep up with the sledge, although running nearly as fast as we could, and receiving great assistance from holding on by the *braces*. I am certain we travelled at least fourteen miles in three hours, being a little more than four miles an hour. At half past four A. M. as we passed along the land, I observed a mass of rock which resembled a large cairn, without examining which I could not rest satisfied, although the distance to it was not less than two miles and a half or perhaps three miles.

I started from the sledge, taking one of the men, carrying the gun along with me. We soon reached the land, and were satisfied. The object of attraction was a deception. On our return to the sledge we met the men in a state of alarm at three bears (two full grown and a cub), which swept furiously close by the sledge, and showed off their ivory to advantage. I allayed their fears in the best way I could, by saying bears were never known to attack even two or three men together, where attempts were made to keep them off by shouting, &c. &c. It was hardly proper to leave the sledge without a gun that could have been depended on, for the ship's gun, that belonged to the sledge, was one that Mr. Stewart had rejected but a few days before. After putting everything to rights again, we started at 6 A. M., and travelled for three hours and a half at the rate of about two miles per hour. The bears went to the west or northwestward, at a very rapid rate, as if chasing one another. A fox was seen at the same time. Can the fox be to the bear what the jackall is to the lion? The floe had a good deal of snow on it as we came to the southward, and we observed numerous wide fissures, in which we could reach the water at a depth of two feet beneath the surface; these fissures were at right angles or nearly right angles with the land, and between two and three miles from it. Where we were there were no hummocks nor raised up ice, and the thickness of snow on it was about six inches. Allowing the six inches of snow to be equal to two of ice, and applying the rule based upon the specific gravity of ice, then the thickness of the floe can be safely estimated. I made it 14 to 15 feet. We encamped at half past nine, not a little fatigued, having both by running and walking taken the sledge over a distance of twenty miles. In the evening the sky became overcast; there was a slight fall of snow. Some of the men were complaining of snow-blindness, and one of diarrhoea, which he had proved beyond doubt had been brought on by the use of pemmican, of which he was very fond. At midnight we began to pack up, and at half past one we started. The weather was very foggy, but we managed to keep our course by the sun, which could always be discerned through the fog. At 4 A. M. we arrived at the point, and left the usual note in the cairn; and at 8 A. M., having sighted our encampment on the 23d, in latitude  $76^{\circ} 3'$  we encamped on the beach, close by some mounds of ice thirty to forty feet high; how they attained this height must have been by some mysterious process of growth which I could not comprehend, for they did not seem to have been influenced by pressure for years previously, but there was abundance of very high hummocks along the coast to their outside. The latitude was  $76^{\circ} 1'$  two miles to the south-

May 29th, Thursday.

Started at  $1\frac{1}{4}$  A. M. Course S.  $30^{\circ}$  W. sail set. Hours travelling, 8. Distance, 20. Temperatures: max.  $+30^{\circ}$ , min.  $+9^{\circ}$ ; mean of seven readings  $+19\frac{1}{4}^{\circ}$ . Winds northerly; smart breeze.

Encamped at  $9\frac{1}{4}$  A. M.

Ice 15 feet thick.

May 30th, Friday.

Packed up, and started at  $1\frac{1}{4}$  A. M. In  $2\frac{1}{2}$  hours travelled 4 miles. Reached the cairn, 194 miles from the ships, 26 from our farthest, by our circuitous route into the bay 36, making the home journey 10 miles more than the outward, which was 220. Encamped at 8 A. M.  $6\frac{1}{2}$  hours travelling. Latitude  $76^{\circ} 1'$ .

ward of our encampment on the 23d. The sky became overcast in the evening, and a dense fall of snow commenced. Fortunately I laid down north and south marks at noon, otherwise it would have been puzzling to shape our course at 11 P.M. when we started, and could neither discern sun nor marks along inland to enable us to shape a course.

After striking through the hummocks to the smooth floe outside, we kept going along them until the sun could be seen at 2° eastward, which enabled us to shape our course for the island, which we reached at 6 A.M., and after much labour taking the sledge through the hummocks, we landed and pitched the tent on a comfortable bed of dry moss, about 30 feet above the level of the land, very near the top of the island. We observed a seal at a hole about a quarter of a mile from the S.W. end of the island, but all our schemes to get within shot of him were closely watched and completely foiled. Recent footprints of bears were observed around the hole. The floe at the end of the island was brecciated, and the angular fragments were sticking up through six inches of snow. The water line in the seal hole was nineteen inches below the upper surface of the snow, and from this the thickness of the ice was calculated at eleven feet; the depth of the water was twelve fathoms. The island is about forty feet high; its length from east to west 400 yards, and its breadth, north to south, 350 yards; the difference between length and breadth is owing to a long flat beach which is continued in an eastern direction, where there must be an eddy of the flowing tides. The opposite extremity of the island is abrupt, and the water appears to deepen suddenly, from the enormous hummocks that are planted around it. The pressure to have raised and brought in such huge blocks could only come from between the points W.S.W. and W.N.W. The limestone, of which the island is composed, abounds in corals, emerites, orthoceratites, univalve, and bivalve shells. Recent dung of hares and ptarmigan was very abundant, and I picked up the entire skull of a lemming in the castings of an owl. I observed depression in patches of grass (*junci*), which must have been hollowed out by ducks in the summer season, to answer the purpose of nests. On Sunday morning the time for starting arrived; but the state of the weather was so violent that unless it had been absolutely necessary it would have been imprudent to have exposed ourselves to the inclement storm. At noon the sun appeared, and there were promises of better weather. I had a meridian altitude, which enabled me to lay down the exact latitude of the island, and a bearing of the *rough point*, which agreed pretty well with bearings taken on the evening of the 20th May. Very soon after midnight we began to erect a cairn on the top of the island; the usual paper was deposited, and we started at four A.M. Our course for the first three hours was S.S.E., until we crossed the beach, and struck in upon the long *flat*, to the northward of the depôt, where we observed stuck up very conspicuously some of the relics of our encampment on the 20th May. From this we made the best of our way to the depôt, which I feared we might have some difficulty in finding, from the circumstances that it had been laid down and left in foggy weather, without proper landing marks, except the hummocks along the beach. At noon we espied the cairn at the depôt, and after coming to a convenient spot in its immediate neighbourhood we encamped. The sky cleared up, and enabled us to get a tolerable altitude. The depôt was found in a state of perfect safety, and the cairns that had been erected were still standing. Some of the men were suffering from snow-blindness. At 4 A.M., after removing from the depôt our portion of the provisions and our spare clothing, we proceeded to the westward at a rapid pace. The sledge felt heavy, coming through the hummocks, but as soon as we got clear of them it came along very well. At 9 A.M., having travelled ten miles, we encamped. The weather was misty, and the wind veered to the westward. The temperature rose to +39° from +16° at 1 A.M.

At midnight the sky began to appear through the mist; distant objects became visible; cirro strati and cumuli were dispersed along and a little above the horizon; and as the temperature fell to +16° the snow became hard and resisting. We could see the north headland very distinctly at a distance of at least 20 miles bearing S.W. We crossed several old floes,

Temperatures: max. +28°, min. +7°; mean of ten readings +15°. Winds variable. Weather thick and snowy. Started at 11 P.M.

May 31st, Saturday.  
Course S. 30° E., but often varying. Landed on an island, and encamped at 6 A.M. 7 hours travelling. Distance  
Temperatures: max. +31°, min. +15°; mean of eight readings +20½°. Winds S.E.; smart breeze. Thick snow.

June 1st, Sunday.  
DEPARTURE.  
Meridian altitude 36° 2'. Latitude 75° 49', bearing off the rough point S. 50° E. Temperatures: max. +32°, min. +16°; mean of eight readings +23½°. Winds south-easterly. Violent snow storm.

June 2d, Monday.  
Packed up, and started 4 A.M. Arrived at the depôt at noon. Encamped. Hours travelling, 8. Meridian altitude 36° 18'. Latitude 75° 41'. Temperatures: max. +40°, min. 14°; mean of nine readings +24°. Winds southerly; light. Weather thick and hazy.

June 3d, Tuesday.  
Began to pack up, and to open the depôt at 1 A.M. Started at 4 A.M. Hours travelling, 5. Course west, a little southerly. Encamped at 9 A.M. Temperatures: max. +39°, min. +16°; mean of eight readings +25½°. Winds southerly. Weather thick, and snowing. Started at 11 P.M.

June 4th, Wednesday

Course S W Encamped at 5 A M Hours travelling, 6  
Temperatures max +25°, min +10°, mean of nine readings +16°  
Winds S E ; light Weather clear

Started at midnight.

June 5th, Thursday

Encamped at 7 A M Hours travelling, 7 Course S W and S 11° W  
Temperatures max +36°, min -15°, mean of nine readings +27°  
Winds S E, light Weather clear Cracks in the ice  
Thickness about 9 feet, where no pressure had been

June 6th, Friday

Packed up, and started at 1 A M Course S 11° W down the Wellington Channel  
Hours travelling, 7 Encamped at 8 A M  
Temperatures max +41°, min +20°, mean of nine readings +32°  
Winds south-easterly, strong gale Weather very stormy  
Brent geese seen Thickness of the ice

June 6th, Friday

Snow dissolving on the tent, and dropping through

June 7th, Saturday

Started at ½ to 1 A M Course S 15° or 20° E 5½ hours travelling Encamped at 6 A M  
Temperatures max +32°, min +29°, mean of nine readings +30½° Winds S W, strong breeze Soft snow  
Arrived at the depot

June 8th, Sunday

Detention  
Temperatures max +31°, min +29°, mean of eight readings +29½°  
Winds S S W Smart gale  
Stormy and snowy weather  
Started at 9 P M

on which the rounded hummocks were very high, and we were much annoyed by the constant jerking of the sledge. We encamped at 5 A.M., about two miles N.W. of our encampment on the 16th of May. The day was very clear, but in consequence of not having an artificial horizon I did not obtain a meridian alt., as the sun was over the land to the southward. At midnight we packed up and shaped our course for the north headland. The floe was very rough in many parts, and those of the men whose eyes were a little affected were in danger of getting their legs broken or ankles dislocated in the deep cracks among the hummocks. We had luncheon at the north headland at the usual hour. Some of the men obtained some fresh-water ice, a little of which was brought with us. After proceeding down the channel about five miles, the tent was pitched at 7 A.M., about a mile from the land. The ice at the north headland was cracked at right angles with the coast line, and the water line in the fissures was 11 to 13 inches beneath the surface, hence the floe was about 9 feet. At the spot of our encampment on the 15th of May numerous footprints of foxes and bears were observed, and the dung also of these animals was in great abundance, many portions of the dung of the latter seemed to consist entirely of undigested grass, which maintained the shape of the intestine so well after it had been evacuated that it resembled human evacuations, and had I not detected seals claws amongst it I believe doubts would have remained with me whether some of those whom we had failed to find had not been reduced to the extreme necessity of subsisting wholly upon grass. Towards midnight the sky was very clear, and bright parhelia attended the sun. There was a gentle breeze from S.E., but it quite baffled the skill of the sailors, who prepared their usual sail to take advantage of it. The ravines between the bold bluffs we passed sent down violent gusts, which frequently put our tent poles into danger of being broken. At 3 A.M. the sky became overcast, the wind increased, and snow began to fall thick; in short, there were all the appearances of an approaching storm. Several flocks of birds were observed flying to the north-eastward. They resembled red-throated divers in their flight, but I had reason to think afterwards they must have been brent geese. A crack in the ice leading to the westward, two feet wide, was crossed, and the thickness was ascertained with tolerable accuracy.

At 8 A.M. we encamped close by a low point in the immediate vicinity of very high and precipitous bluffs, from which the wind swept down in violent gusts which threatened to carry away our tent. It blew very hard, and snowed all day. The snow was soft; and as the tent was sheltered by a range of high hummocks from the wind as it veered round to S.E., it accumulated on the canvass, and melted; and for a short time we had a shower bath, until the fibres had become swollen with the water, and ceased to transmit it in such great quantity. The snow on floe became quite soft, and vessels placed on it sunk into it. This was the first time we had observed anything *seek its way* by dissolving the snow *without clear sunshine*. In the evening the weather began to moderate; we could see Cape Bowden, and also a great part of the land on the opposite side of the channel; but the bluff at which our depôt had been laid down was shut in to the eastward. I went to a prominent part of the low point; erected a cairn, and left the usual note. It was nearly two hours before I overtook the sledge. The temperature having fallen below the freezing point, the snow on the floe became resisting, and the sledge moved along very easily in consequence. We encamped at 6 A.M. at the edge, and in the shelter of a range of high hummocks close to the depôt. We left on the 13th of May. There was a constant fall of soft snow, and a smart breeze from the S.W., which pelted in our faces on our march from the low point to the depôt. During the whole of Saturday the weather was very severe, and on Sunday it was such that to have started across the channel would have been highly improper. We removed our portion of the bread from the depôt when we encamped, and so cased the remainder in the cairn. Several brent geese were seen, and one was shot. While we were asleep three bears (a mother and two half-grown cubs) were heard prowling about the tent and sledge, but as soon as we scrambled out they took flight, and ran away. We found they had

visited the conjurors, and everything which deviated from the pure white colour of the snow, with the exception of a crimson ensign that was waving in the breeze about ten yards from the tent door. I must acknowledge our *Whitsunday* was not so well spent as I could have wished; however we went over the Morning and Evening Services, and engaged each other's attention in amusing if not useful conversation. We began to pack up early, and started at 9 P.M.. An occasional glimpse of the opposite shore enabled us to make a straight course for Point Separation, which bears about W. 30° S. Our pace was quick and light, for the snow was firm, and the sledge moved along it easily. After travelling about fourteen miles we encamped at 3 A.M. At noon the snow on the floe was very soft. Our tin vessels prepared *more* water than could be used; and it was not without very great reluctance a small remainder was thrown away. At 11 P.M. we started again; the floe was very soft, and blue spots could be seen on it in every direction. The azure blue sky began to appear, but still there was a white misty haze, which affected our eyes a good deal. We could see Point Separation very distinctly, and our outward sledge marks were crossed several times. Up to this time we were able to keep our feet warm, although not quite dry, without leather boots. Now we had recourse to them, but they were not proof against the water; for our feet were generally soaking wet in less than an hour after starting. We crossed an old floe, and found the increase of temperature had, *as yet*, had no effect in changing its appearance. Several seals were seen on the floe, but no attempts were made to shoot any of them. Bears footmarks were very abundant on the soft snow. We pitched the tent at half-past five A.M. about ten miles from Point Separation. Our blanket bags and wolfskins were very wet with floe or snow encampments since the weather became so soft. Large flocks of king and eider ducks were constantly flying to the northward. Brent geese, glaucous gulls, ivory gulls, ptarmigans, and snow buntings had been seen since we commenced crossing the Wellington Channel. At noon I obtained a tolerable meridian altitude, and took bearings of some of the headlands with a pocket compass and the quadrant. The floe was very soft, and although the sledge contained little more than our clothing it sunk deep into the snow, and required good stiff pulling to bring it along. Our pace was quick, to keep our wet feet warm. I measured the thickness of the floe through several cracks, and found it seven feet. As we approached the land something resembling a cairn was observed, but a still closer approach proved it was only one of the thousand deceptions we had already met with while looking for *cairns*. After a comfortable luncheon on the beach at Point Separation we proceeded to the depôt, when we encamped and expected to find reports of those of the western party who might have returned. The depôt was a perfect wreck; and as no reports were found, nor traces observed of any party having returned, our conclusions were, *the entire* party was still out. The provisions which bears and foxes had scattered about the beach were collected and deposited in the centre of the cairn we built, along with a case of pemmican which fortunately happened to be proof against their teeth and claws. A paper containing a full report of the proceedings of Mr. Stewart's party was deposited in a bottle in the top of the cairn. I observed several insects, chiefly spiders, running on the stones when they were turned up, specimens of them were obtained and brought on board the ship. After our usual rest, we packed up and proceeded down the channel along the land. The ice between the hummocks and the beach was a standing pool of water, which had to be waded; but there was ice in the bottom of it, and in many parts a thick formation of ice on the surface, which sustained the weight of the sledge, without breaking through altogether. The weather was very clear, and there was a gentle breeze from S.E. At half-past four o'clock A.M. we arrived at the *first* depôt, when we met a party of twenty men under the command of Captain Penny, who had encamped but two hours before. The party had come from beyond Cape Hotham in the last day's march, and was proceeding to the northward with a whale boat mounted on a large sledge, to enable Captain Penny to carry out a proper examination of a number of

June 9th, Monday.

Course across the channel  
Encamped at 3 A.M. Hours  
travelling, 6  
Temperature max +40°,  
min +29°, mean of eight  
readings +38½  
Winds S.W.; moderate.  
Misty snowy weather  
Packed up, and started at  
11 P.M.

June 10th, Tuesday.

Encamped at 5½ A.M. Hours  
travelling, 6½.  
Temperature max +34°,  
min +31°, mean of eight  
readings, 32½°  
Winds S.S.E., moderate  
breeze Clear sky.

Meridian alt 37° 51'  
Latitude 74° 58'  
Beechey Island, S.E.  
Cape Spencer, S 55° E.  
Cape Bowden, E 15° N  
Port Pemmican, N.E.  
Low Point, N 33° E.  
North Headland, N.N.E.  
North Point, W. side, N. 17° W  
Point Separation, W 38° S  
Cape Hotham, S.S.W.  
Cape Hotham, 67° W of  
Beechey Island,—by the  
quadrant. Bearings more  
or less doubtful, only  
approximations.

Packed up at 11 P.M.

June 11th, Wednesday

Encamped at 5 A.M. at the  
depôt on Cornwallis Island  
Hours travelling, 6 Floe 7  
feet thick.  
Temperature max +55°,  
min +31°, mean of eight  
readings +38°  
Winds variable, light.  
Weather clear

June 12th, Thursday.

Started at midnight Course  
down channel Arrival at  
first depôt Encamped at  
5 A.M. Met Captain Penny  
outward-bound boat party  
Received orders. Packed up  
at 8 P.M. Hours travelling, 4½.  
Temperature max. +55°,  
min +29°, mean of eight  
readings +43°  
Winds variable, light.  
Weather clear.

June 13th, Friday  
 Course down the channel  
 round Cape Hotham Encamped at 2 A.M. Hours  
 travelling, 6  
 Temperature. max. +40°,  
 min -29°, mean of nine  
 readings +34°  
 Winds S.W., light breeze  
 Sky clear at first, gloomy  
 towards night  
 Packed up at 10½ P.M.

islands surrounded by open water, which he had discovered about the middle of May, and failed to examine satisfactorily, in consequence of the drifting state of the ice and open water. I received orders from Captain Penny to resupply my sledge with provisions as soon as I returned to the ships, and follow up after his party as the strength of my own party, the state of the ice and the weather, might permit. I need not attempt to describe the expressions of feeling which the *sailors* exhibited on meeting with their old comrades, because they are such as can hardly be appreciated by any but those who have experienced them. After wading through pools of water along the beach, which reached to the knees, crossing Barlow Inlet and rounding Cape Hotham, we encamped at the beacon near the large bluff at 2 A.M. The sky was beginning to be overcast, and there was a cold wind coming away from S.W. The ice around Cape Hotham had changed remarkably; the hummocks had fallen down very much, and a dirty muddy colour had taken the place of what had been pure white a month before. Dovekies, terns, glaucous, sabine, and ivory gulls, and also bent geese and king ducks, could be seen very frequently.

June 14th, Saturday  
 Course westerly Hours  
 travelling, 6½ Arrival at  
 the ships - 40 days out  
 Distance, out and home,  
 470 statute miles  
 Temperatures max +37°,  
 min -21, mean of three  
 readings +33°  
 Winds S.S.W., smart breeze  
 Misty Overcast sky Rain

As we were packing up, and preparing to start, a sledge came in sight to the eastward. It was a dog sledge, and we could see two persons attending to it, coming through the soft and deep snow along the beach. When they came within a half a mile of our tent, they drew up to the shingley beach, and halted. Thinking a message might await me from Captain Penny, I proceeded immediately to the party, when I found Mr. J. Stuart and Mr. Peterson returning to the ships. The latter was unable to accompany the advancing party, in consequence of severe diarrhoea, and the former was ordered to accompany him to the ships, to make sure of his safe arrival, but no orders were conveyed to me by the party from Captain Penny. At half-past ten, we started, and got safely across some cracks in the ice to the westward of Cape Hotham. The floe was hard and smooth, for the soft snow had melted away from its surface, which had a blue appearance. Our pace was quick and light; and at five o'clock we arrived at the ships, and welcomed ourselves with three hearty cheers, to which there were few or none on board to respond.

On our march from Cape Hotham one of the men, Andrew Robertson, appeared to be suffering from severe pains in his legs, and great uneasiness and difficulty in making deep and protracted inspirations. He had suffered considerable reduction of muscular energy, and he appeared a little emaciated, but he was never behind his neighbours when his assistance was required; and the symptoms he complained of could well be attributed to wet and cold feet during the day, and damp clothes at night, in addition to long continued fatigue, which itself is an unexceptionable cause of similar symptoms under different and even less depressing circumstances.

June 17th, Tuesday  
 Left the ships at 9 P.M.

Preparations were entered upon, immediately on my arrival at the ships, to carry out the orders of Captain Penny. But I found two of my former party unable to proceed along with me immediately, in consequence of fatigue, and a depressed state of health, brought on by long exposure to wet and cold. They might have been able to accomplish the journey, but as there would be risks in taking them out again when the encampments might probably be wetter than they were before, I thought it best to lean to the safest side. I had to request the assistance of Mr. Stuart for four days, and avail myself of the use of the dogs to take the provisions the last forty miles of the distance to the N.E. point. The last step was one in which the opinion of Mr. Peterson coincided with an idea I had, the dogs might be able to accomplish in two or three days what would occupy all our available force ten or twelve days, and expose them to the danger of encamping on the wet floe. Following this plan, the sledges were refitted; and we would have started on Monday the 16th, the day which Captain Penny had appointed, but the weather proved unfavourable, therefore we had to put off until the following day, when we left the ships at 9 P.M. with a fair wind. The dog sledge had 200lbs. out; there were seven dogs, two of which were lame; and John Lawson, from experience during winter and spring, took upon himself the responsibility of *driver*. The other sledge had weights to the amount of upwards of 750 lbs., and

there were five of us to drag it along. As we were proceeding to the eastward, we met Mr. Goodsir and his party returning to the ships, from which he had been absent forty-three days. They reported meeting and parting with Captain Penny a few days ago, within a short distance of the N.E. point. At 3 A.M. we arrived at the large bluff near Cape Hotham, when we overtook the dog sledge, and found Lawson lamenting the loss of one of his best dogs, which had been killed by the sledge running over it. The tent was pitched on the beach at the foot of the bluff, and after breakfast, having transferred upwards of 60lbs. from the large to the dog sledge, Lawson and I started with the latter, rounded Cape Hotham on the smooth floe outside the squeezed-up ice, (for travelling along the beach was quite impracticable,) crossed Barlow Inlet, and reached the first depôt at half-past seven A.M., where we remained under the shelter of a steep rock,—protected from the violence of the storm, snow and rain, by a portion of a torn-up black calico tent which we had taken from the ship for that purpose. We kept the dogs close around us, and although they were often disturbed by two or three ravens that kept croaking over us from the cliffs, we were not altogether uncomfortable.

June 18th, Wednesday  
Stormy weather Arrival at  
the first depôt.

June 19th, Thursday

About midnight Mr. Stewart arrived with the other sledge; and after leaving provisions to make a depôt, 350 lbs. were placed upon the dog sledge, in addition to other weights, which increased the weight of the whole to at least 420 lbs. Lawson and I commenced our part of the journey at 6 A.M., while Mr. Stuart having accomplished his part was to start for the ships in the afternoon. We struck through the grounded ice immediately to the northward of the depôt, and proceeded up the channel on the smooth but wet floe. The dogs did very well when one of us went on before them, but nothing without this way of leading them, for we had found it quite impossible to *drive them*. We opened out Point Separation with great difficulty, among deep snow and pools, in which the *cover* of the sledge was many times more than half immersed; and thinking the floe might be found more suitable at a greater distance from the land, we kept going off and north, until Point Peterson bore about W. 30° north, at a distance of not less than five miles, when the accumulation of soft snow among the hummocks, and great depth of water on the floe, rendered further progress in that direction impossible, without certain risk of seriously damaging the provisions. With painful reluctance I saw no alternative but *return* to the ships, after making a depôt of the provisions, with the view of coming out with a more suitable sledge, and in sufficient time to reach the N.E. point before the 26th of June, which was the day appointed by Captain Penny I should be there.

Mr Stuart's return to the  
ships

Wet state of the floe damaging  
the provisions

Resolved to return to the ships

We proceeded down the channel, and in towards the land; and in two hours and a half we reached the high hummocks about a quarter of a mile to the eastward of that well known spot, "Marshall's Depôt." The sledge was unpacked immediately, and one of the bread bags was found quite wet on its lower surface. While we were engaged carrying the 320 lbs of provisions to the land through the hummocks the dogs lay very quietly, and had a rest of five hours. We made a *secure* depôt at the cairn we had left but a week before, and proceeded down the channel to the first depôt, which we reached about midnight, and where we halted, because the dogs were hardly able to proceed any further without resting. Next day we arrived at Cape Hotham, where we were detained twenty-four hours by snow blindness, and arrived at the ships on the 21st, quite disappointed that our attempts to carry out Captain Penny's orders had so far turned out a failure.

June 20th, Friday.  
At Cape Hotham.

June 21st, Saturday  
Arrival at the ships.

P. C. SUTHERLAND

“ Pas à pas on va bien loin.”

“ PERSEVERANCE.”

Sledge Crew.

April 17th.

John Gordon, A.B., exchanged for Mr. Reid, 22d April.  
George Thompson, A.B.  
Andrew Robertson, A.B.  
Alexander Smith, A.B.  
John Lawson, A.B.  
Donald Sutherland, sailmaker, exchanged for J. Lucas, 22d April.

May 6th

Mr. James Reid, second mate, exchanged for Eddie, 28th May.  
George Thompson.  
Andrew Robertson  
Alexander Smith.  
John Lawson.  
John Lucas, A.B., “ Lady Franklin.”  
John Eddie, carpenter’s mate, in exchange for Mr. Reid, 28th May.

June 17th

Mr J. Stuart, “ Lady Franklin.”  
John Lucas, ditto.  
John Eddie.  
John Lawson.  
Alexander Smith.

P. C. S.

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## REPORT of a JOURNEY under the Orders of Mr. GOODSIR, Surgeon.

PROCEEDINGS of a Travelling Party from Her Majesty's Brigs "Lady Franklin" and "Sophia," from 17th to 26th April 1851.

## FIRST JOURNEY.

Our preparations have for some days back been all completed. One or two experimental exercising trips have been made round the bay, and the sledges, fully laden and packed, been found to work very well. The men have been once or twice also exercised in striking and pitching the tents, and although we are all new to the work, yet every one is full of confidence as to what we will be able to do. Early this morning every one was astir, and immediately after breakfast the officers and crews of both ships were assembled on the quarter deck of the "Lady Franklin," where prayers were read by Captain Penny, as well as a few words of advice and encouragement given to us all.

17th April 1851.

Wind, S S E, light  
and clear  
Therm + 29°

By 8 A.M. we were all ready, and after three hearty cheers the final start was made. The crew of the "Felix" were present, and lent us a hand out of the bay. Our six sledges made rather an imposing procession, each with their flag and little streamer flying, and one and all seemed to be in great spirits. Unluckily for two days back there has been repeated heavy falls of soft snow, which is now lying three or four inches deep on the ice, this makes our dragging very heavy, but we hope the first northerly wind and frost will improve the state of our roads. The six sledges are respectively commanded by Mr. Stewart, myself, Mr. Marshall, Dr. Sutherland, Mr. John Stuart, and James Reid, the second mate of the Sophia, each having six men of a crew. My own crew I think I am fortunate in, as they are all fine young fellows, only two of them being above thirty; Richard Kitson, captain of the hold, Alexander Bain, sailmaker, Alexander Leper, carpenter's mate, William Brands, A.B., George Findlay, A.B., and Walter Craig, A.B. Officers and men alike drag at the sledges, and I hope that by working well together we may be able to search a considerable extent of coast. God grant that we may do so successfully, as far as regards our main object.

Captain Phillips, Dr. Porteous, and the crew of the Felix accompanied and assisted us over the hummocks at the mouth of the bay, and continued with us for a short distance along the smooth floe outside. They left us about ten o'clock, giving us three cheers which were heartily returned. Pushing to the eastward, we found the dragging very heavy through the deep soft snow, although the floe we were on was perfectly smooth and level. This was the ice formed in the month of March, over the long lanes of water which were seen early in that month. Had it not been for these unfortunate falls of snow, for two or three days back, this would have been an excellent roadway for us. At 11.30. Sutherland's sledge got somewhat out of order, and a halt was called to put it to rights. Luncheon was taken at the same time, and we found the gutta percha water bottles most acceptable companions, for we were all enabled to fully quench our thirst, which at this time was great, both from the comparative heat of the weather and the hard work. Starting again, after a halt of about thirty minutes, we carried on until about 3.30 P.M., when the men beginning to show evident symptoms of fatigue it was deemed advisable to halt for the day. This was not a very long "spell," but the work was severe whilst it lasted, and it is scarcely prudent to push too hard at the first start, particularly taking into consideration the comparatively inactive life that all of us have been leading during this winter. It will be two or three days, I expect, before we get fairly into good working trim; we must consider ourselves, therefore, as in training at this the commencement of our labours. The tents were soon pitched, and the conjurors under weigh to prepare our tea. The hard day's work gave the cold pork and biscuit a relish that had been almost unknown for months back, and every one was soon as much at home in the tent as if they had spent half a lifetime under canvass or duck. We certainly have had a favourable commencement to our travelling, for the evening was a beautiful one, and Cape Hotham, apparently about seven miles off, stands out in bold relief against the clear blue sky beyond, making a beautiful scene as viewed through our

1st Encampment,  
17th April 1851  
E. S E  
Clear  
Therm + 27°

Therm in tent + 45°

tent door. Tired as we were, it was difficult for some time to go to sleep, principally, I dare say, from the novelty to us all of our present position. More comfortable we could scarcely be, for the snow under our floorcloths and blanket bags formed a most inviting soft bed for us, and the thermometer overhead hanging to the ridge rope was standing at plus 45°. A few airs on the flute from Richard, the captain of my sledge, and the sound of an accordion from a neighbouring tent, enlivened us before we finally ensconced ourselves in our blanket bags, in which novel bedding we spent our first night on the floe in the most sound and refreshing slumbers.

Two ravens have been the only animals seen during the day.

Friday, 18th April  
In tent, + 25°  
Air, + 15°

Found that the thermometer in tent had fallen to plus 25° at 1 A.M. Roused the cook at 4 A.M.; had breakfast comfortably, but our conjuror is rather small to supply seven. Huts struck, sledges repacked, and started at 8 A.M. Morning fine, though colder. Smart breezes occasionally from S.S.E. The snow is still soft, and dragging consequently heavy. We are all wishing for a northerly wind and hard frost to improve our roads. My sledge is rather low in the runners, and when we are crossing a snow wreath at all deep it drags very heavy. Better roads, however, I trust, in Wellington Channel. At 11 A.M., whilst crossing a ridge of hummocks, the after cross-bar of my sledge caught and was broken. This did not hinder us proceeding, however, at a good rate, as we had now got on a smooth bay floe, but on which the deep snow made dragging very heavy. Whilst halting for lunch at noon outside a range of very high and large hummocks off Dungeness, we heard the howling of the dogs inshore, and shortly afterwards perceived Captain Penny and Petersen on the top of the hummocks. We advanced to meet them, and they informed us, that they had found the route we had pursued too heavy for them in consequence of the depth of the snow, and that they had struck inshore shortly after leaving the bay, where they had found a narrow ledge of ice comparatively free of snow. The dogs were behaving very well; they had some difficulty in getting over the ridge of hummocks to the floe on which we were, but they soon managed to join and get ahead of us. They halted, and waited for us a few miles further on, and at 3.15 we pitched tents for the night close under Parry's Bluffs, about five miles to the westward of Cape Hotham. It was now overcast and squally, and the thermometer was falling, so that we were all glad to get into our blanket bags for the night after the hard day's work. We had to-night the first case of snow blindness in one of our crew, Bain, the sailmaker. He complained of his eyes being very hot and uncomfortable during the latter part of the day's march, but the immediate application of the proper remedies on halting gave him relief. We had a good many cases of this most painful affliction after this, but I shall in a separate sheet, to be appended to the end of this report, give an account of the very few ailments that we had during our travelling.

Wind S E, S S E, and  
light  
Therm at noon, + 27°

2d Encampment,  
Parry's Bluff

Therm 20° in air  
30° to 33° in tent

It continued gloomy weather and squally during the night, and the thermometer fell to 20°. In the tent it ranged from 30° to 33°, and the snow being soft and wet underneath us our floorcloth and bedding were rather damp in the morning.

Saturday, 19th April  
Smart breeze, S E  
Therm + 24°  
Soft snow showers

Cooks called at 4 A.M., breakfast at 6, and were ready for a start by 7. Whilst breakfast was preparing, the most practicable route through the hummocks had been searched for, and it was determined to strike inshore at once. We accordingly started in this direction at 7, and double manning each sledge, with considerable difficulty reached the beach, when we found a road free of hummocks but still covered with heavy wreaths of deep snow. It was 8 10 A.M. before we got all the sledges ashore, although the distance was not more than a hundred yards. During the early part of the day it was quite thick with heavy showers of soft snow, so that we were close under Cape Hotham before we saw it. We rounded it close under the rocky point formed by immense masses and blocks of stones, which have fallen from the cliff behind. It strikes me that this land slip must have taken place since Parry's time, for the cape seems to have a different appearance now when viewed from seaward, and compared with his engraving of it. Many of the huge blocks, too, seem as if recently precipitated into their present position.

Cape Hotham

Saturday, 19th April,  
noon  
Temp 21° to 27°

After passing the cape and opening out the channel we continued our course close under the cliffs. For some miles we had somewhat of an ascent, and as the snow was excessively deep and blown into deep wreaths, the work

was consequently very heavy. At 11 A.M. we halted for lunch for ten minutes. Started again, and carried on until 2 P.M., when we were all glad to see Captain Penny and Petersen about a mile ahead of us, where they had halted for us. By 3. we reached their position and camped for the night, all of us more fatigued than we had yet felt since leaving the ships. One of my crew was almost completely knocked up, our sledge being excessively heavy in dragging, in consequence of the lowness of the runners. Our camping place was about four miles north of Cape Hotham. For about a mile north of Cape Hotham the limestone cliff descends sheer down to a narrow level beach but little above the level of the sea; beyond this, and as far as Barlow Inlet, there is a steep bank of detritus, reaching fully two thirds up the face of the rocks. Along the whole distance between Cape Hotham and Barlow Inlet the shore is covered with immense blocks of ice, upheaved in chaotic confusion. It was between these blocks and the steep bank that our tents were pitched this night. Whilst pitching, two ravens and a flock of snow buntings flew over us to the northward. We have come over about six miles this day, but as the sledges had frequently to be double manned the amount of labour was considerably increased.

3 p m.  
South  
Gloomy  
Therm + 31°.

Cooks called at 4 A.M. of the 20th. Breakfast, and ready to start by 5. Captain Penny read prayers to all hands, and we started at 5.30. The road continued much the same as on the previous day, and dragging the sledges consequently very heavy. At 7.30. reached Barlow Inlet, on the smooth hard ice of which it was almost a relief to feel the sledges coming easily behind us, after the almost killing work of the last few days, at which, however, the men had scarcely ever grumbled. We now struck right out of the inlet, in order to reach the smooth floe outside. Captain Penny and Petersen with the dog sledges kept inshore. We had some difficulty in getting across a ridge or bar of heavy hummocks stretching across the mouth of the inlet, but succeeded in reaching the smooth ice beyond, on which we pushed to the northward until 9 A.M., when we came to a stand, Petersen having here returned and reported to us that a very heavy barrier of hummocks was stretching in every direction ahead of us. This was for the time very annoying. Captain Penny and Mr. Stewart set off together to see if they could find a practicable route for us. In the meantime the men were ordered to put on their great coats, which I may here mention were always packed on the top of the sledge to be at hand for putting on the moment we halted at any time, and which we always found to be of the greatest comfort and advantage to the men. For not only were they useful at these halts, but in the night-time in the tents they formed a most acceptable addition to the blanket bags and wolf-skins. During this halt we took lunch. Every one suffered greatly from thirst, and water, being of course scarce, was equally valuable. At length Captain Penny and Mr. Stewart returned with the intelligence that they had found a practicable, though still very difficult, road through the hummocks.

Sunday, 20th April  
N N E  
Moderate and clear

Barlow Inlet

By tackling three crews to each sledge we managed to get over about two thirds of a mile of hummocks; the sledges going through a very *heavy sea*, as the men said. Two or three hands going ahead with the light pickaxes improved the road somewhat for us. The weather was at this time very thick and murky, and as in going through the hummocks it was impossible for us to wear our veils, before all the sledges were over more than half a dozen were complaining of their eyes. By 3 P.M. all the sledges had reached the little smooth patch of ice close into the land which had been fixed upon for our camping place. They were soon unpacked, and the tents pitched for the night. A cup of tea made us ready for our blanket bags, with the exception of those whose bloodshot, hot, and stinging eyes made sleep unavailable. We were scarcely comfortable in the tents before it began to blow strong from the N.W., with heavy snow drift. The gale increased in violence during the night, and the thermometer hanging to the ridge rope in my tent fell to  $-30^{\circ}$  at 11 P.M. Notwithstanding this, and the tent being of thin foreign duck, through which the wind blew sharply enough, all those who were not troubled with their eyes slept soundly enough. We were closely enough packed, and each helped to keep the other warm.

N by W  
Gloomy weather  
Therm  $-15^{\circ}$

N W strong gale  
Snow drift  
Therm  $-33^{\circ}$  in tent

At 2 A.M. of Monday the 21st, when I awoke, I found the thermometer had risen to  $-26^{\circ}$ , and it rose as high as  $11^{\circ}$  minus in the course of the morning. My left eye was slightly affected with snow blindness, which made me restless;

Monday, 21st April  
Pont Delay  
Strong gale.  
Snow drift.

Therm —26°, —14°,  
—11° but gave me a good idea of what pain those poor fellows must be suffering who were in a much worse state. Every one was astir early and ready for a start, but not only did the state of the weather render it imprudent to stir, but the number affected with snow blindness as well as others threatened with it, made a halt for the day almost imperative. Every one therefore set to to make themselves as comfortable for the day as possible, ensconcing himself in his blanket bag and lighting his pipe. Those who were inclined for a further indulgence in sleep did so, but the laugh and the joke resounded from tent to tent the greater part of the day. An attempt was even made to get up a little music, but the performers on both flute and accordion soon found it was too cold work for the fingers.

Tuesday, 22d April  
Smart breeze N W  
Clear.  
Therm —17°, —20°,  
—30°

It continued to blow hard throughout the night, but it lulled somewhat in the morning, and a start was determined on. We started at 10 A.M., leaving one tent standing with those afflicted with snow blindness in it, and the other hands who were unlikely to stand the long journey so well, intending to push on ahead a few miles, make a depôt, and send back two sledges. Poor Mr. Stewart of the "Sophia" had to be led to-day whilst dragging his sledge, as his eyes have been very much tried for some days back, and he has suffered accordingly. The smooth floe on which we had tented for two nights back continued favouring us, and the hard frost we have had for the same time having hardened the snow the dragging was comparatively easy for us. At noon we were again obliged to strike inshore over the hummocks, which we managed with a little difficulty. On reaching the shore a ledge of perfectly hard smooth ice, running inside the hummocks, and between 50 and 100 feet broad, along which we pushed quite cheerily, after the almost killing roads we had experienced previously. About a mile further on we came to the first appearance of a beach that we had seen since rounding Cape Hotham, and we halted here in order to form a depôt of what remained of the lading of the three and six day sledges. Mr. John Stuart here left us, with orders to return to the ships without delay with the two sledges, and we camped for the night, as the weather was again threatening. We scarcely made out four miles this day, although we have come over upwards of six. It is exceedingly annoying the slow progress we are making; but it is impossible to control the weather. The men, poor fellows, all work with the greatest goodwill and cheerfulness, each exerting himself more than his neighbour. My own crew is an excellent one. The thermometer during the day has ranged from —25° to —30°. In the tent at night it stood from —11° to —16°.

1st Depôt  
Therm —25°, —30°.  
In tent —11° to —16°

Wednesday, 23d April  
Therm. —25° to 30°.  
In tent —18°, —22°  
N N W

It was 9 A.M. of the 23d before we could start. The thermometer had stood as low as minus 22° in the tent during the night. A very cold wind from N.N.W. was blowing in our faces during our march, if the slow progress we can make with our heavy sledges deserves the name. The road come over to-day was excessively slippery, and undulating in sharp ridges, so that it was almost impossible to keep one's footing. This difficulty was increased by most of us having put on for the first time our canvass boots, the smooth soles of which had no hold of the hard frozen snow. We were all, therefore, constantly experiencing awkward tumbles. The same reason made it exceedingly difficult to keep up a constant drag up the sledge; in fact the whole day's work was a succession of "*standing pulls*." The thermometer during the greater part of the day stood at minus 30°, which, with the smart breeze blowing, exposed our faces to constant frost-biting, whilst the rest of our bodies were bathed in perspiration. Whilst using my bare hands to thaw my own face and those of the men, it was all I could do to keep my hands from being nipt. Altogether the march was a very trying one for every one. At 3 P.M. we were crossing the outlet of a large ravine, out of which seemed to issue a large river, the course of which could be tracked through the banks. It was 3 30 before we reached the northern banks, when it was found absolutely necessary to encamp, as the men were all much fatigued and knocked up with the excessive cold. It had been arranged with Captain Penny in the morning, when he left us, that we should follow him up, and he was to halt at the first convenient camping place. This it was impossible to do. After the tents were pitched, Mr. Stewart walked on ahead, to see if he could overtake Captain Penny. On his return he informed me that he had found the captain's party about a couple of miles ahead of our camp, and that they were not astonished at our being unable to make out a greater distance. Also, that we were to start early in the morning;

Therm —30°  
Strong, N N W

push on until we came to a favourable spot, when his party was to strike across channel to the eastward, leaving ours to follow up the west coast. It seems Captain Penny's tent is pitched exactly below our beacon and signal port of last year, which they have again examined, and found to have been untouched since we erected it. After this, therefore, it will be all new ground for us, and, of course, all the more interesting.

Strong, N N W  
Therm —30°, —26°  
In tent —19°

The morning of the 24th was very squally, and we were late of rousing out in consequence. At 6 A.M., whilst they were preparing breakfast, Mr. Stewart and I walked a short way up the valley, which has a different appearance from any of the ravines we have hitherto seen in Cornwallis Island. Inside of the talus through which the stream makes its way in a deep winding narrow channel, the cliffs arise abruptly on either side, forming very bold features in the scene. Behind them the valley opens out into a pretty large area, the hills rising gently on each side. It was 9 A.M. before all was ready for a start. By a little past 10 we came up to Captain Penny's tent, and, after halting a minute or two, pushed on. It came on to blow strong again as we proceeded, and every one suffered much from the cold.

Thursday, 24th April  
N W, squally.  
Therm. —26°, —28°  
In tent —14°, —19°

At 3 P.M. we came to a point round which the snow-drift was driving with great violence, so that we were obliged reluctantly again to pitch our tents; but there was no help for it, seeing the state of the weather, and the thermometer standing at the time at minus 22°. Captain Penny and Petersen overtook us by the time we had pitched the tents, and he at once concurred in the necessity there was for halting at the time we did. He himself went on a little further with Petersen, taking advantage of a slight lull, to see the nature of the coast round the point. About 4 P.M., after he returned, he sent for us all to his tent, Mr. Stewart, Sutherland, Marshall, and myself, and informed us that he had come to the determination, from the unpromising state of the weather, and from Petersen's advice, to return in the meantime to the ships, after making a depôt of all the provisions we had here. Some of us did not like the idea of turning back at all at first; but a little consideration soon convinced every one that the measure was a wise one. We could look for nothing but unfavourable weather during the beginning of May, and getting on so slowly as we were doing was but consuming provisions. The risk of the men suffering from the exposure was besides great, and the season was yet early. There were also many little things that the few days experience we had gained had opened our eyes to, which might be remedied before we started again. There was, therefore, not a dissentient voice to the proposition; and after giving the necessary orders and resting for a short time, the captain and Petersen set off on their return to the ships; the poor dogs evidently knowing that their heads were turned homewards. The thermometer stood at minus 22° during the night, and in the tent about minus 9°.

2d Depôt.  
Strong N  
Therm. —22°

At 4 A.M. on Friday the 25th all hands were called, and whilst the cooks were preparing breakfast, we set to to make a caché of all the provisions, &c we had with us, with the exception of the tents and bedding, &c. After every thing had been securely buried in the gravel, and the two sledges turned over on the top, we had breakfast, and started with the remaining two laden with the four tents, bedding, clothes, &c. and four days provisions, with double crews of course. We set off at a good round pace, which we kept up steadily, with the exception of a few minutes halt at the first depôt, until we reached Barlow Inlet, which we did in six hours. We here halted for a few minutes for lunch; but only for a few minutes, as a bitter blast was blowing out of the inlet. Every one was thirsty, and water was scarce, although we had managed to keep a lamp going to melt snow, as we could spare a hand to look after it; and I noticed more than one poor fellow in anything but a good humour at himself for losing his allowance of water, by leaving it for a second or two in his pannikin whilst hastily eating his pork and biscuit. Started again, and pushed on round Cape Hotham until we were two miles to the westward of it. We had intended to reach the Assistance depôt this night; but by this time the people were so done up that a halt had to be called, and the tents pitched for the night. This was a long and very rapid march, and must be very nearly 30 miles at least. I noticed last night that the dogs seemed to know that they were returning to more comfortable quarters. I think we ourselves to-day seem to have been equally well aware that we were homeward bound. The whole day's journey was on the ice inside the hummocks, between them

Friday, 25th April  
2d Depôt

Return

and the beach. The day on the whole has been a pleasant one; a cold wind from N.N.W. in squalls, but enlivened by a strong sun, who occasionally afforded us heat sufficient to contrast strongly with a biting cold we have experienced for a week back. The thermometer during the day has ranged from minus 8 to — 12. We had in the tent during the night *plus* 5.

Saturday, 26th April  
Return to Assistance  
Bay

At 7 A.M. we started, and, after crossing the hummocks at Parry's Bluffs, gained the smooth floe on which we had travelled on the 17th and 18th, but now hard and clear of snow, when we set off at the same pace as yesterday, and we were not long of leaving Cape Hotham and Dungeness behind us. About 11 A.M. we were met by one of Sir John Ross's men, who informed us of the safe arrival of the fatigue party, and of Captain Penny. We entered Assistance Harbour about half past 12, and by 1 were again on board the "Lady Franklin," after a ten days absence without a single mishap indeed I may say every one, thank God, improved in health. To conclude our first journey we had a kind and hearty welcome home.

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### SECOND JOURNEY.

6th May 1851  
Departure

Three sledges, with five crews, left the ships at 7.10 P.M. We were escorted for a few miles by some of Sir John Ross's crew, who bade us farewell about 9 P.M. On this occasion we kept close inshore with the sledges instead of pushing out to the floe beyond the hummocks. This made little difference to us, as our sledges were double manned. The evening was clear and pleasant, though cold, the thermometer + 4°. We made a quick march to the eastward, and halted at 4 A.M. of the 7th, under Parry's South Bluff, close to the flagstaff erected by the "Assistance" in the autumn of last year. The tents were pitched, and every one comfortable in their blanket bags by 5 A.M. We have come at a pace of fully two knots an hour, which will make the march eighteen miles.

Wednesday, 7th  
Cape Hotham

Cooks called at 4 P.M. All hands at 6. Breakfast, and started at 7. Rounded "Ragged Point" at 8 or a little after it. Road rather heavy, but pushed on well until 11, when a short halt was made to lunch; and also to try if a shot could be obtained at a bear which was prowling amongst the hummocks, but it was soon found that it was losing time to follow him. About midnight were crossing the mouth of Barlow Inlet. Halted a short way to the northward to dine, and then carried on until we reached our first depôt of the 22d ultimo. The route pursued this day was immediately under the cliffs the whole day. The sledges were not so difficult to drag as on our first journey, and we only occasionally met with deep snow to impede our progress.

Thursday, 8th May  
Barlow Inlet

Besides the bear, a fox was seen to the south of Barlow Inlet, and two ravens at Cape Hotham. We reached the depôt at 3 A.M. which we found had been torn up by the bears and foxes. Luckily however not much damage had been done, although the bag of pork had been dragged on the ice and slightly torn. They had been gnawing at one corner of it, but fat pork did not seem to suit either bruin or reynard's taste. The latter part of this day's march was over a tolerably good road, but the weather was severe, and the blasts of snow frequent and heavy.

1st Depot

Breakfast was over, and all hands called at 7 P.M., when the depôt was re-arranged with more care as to its protection from plunderers. Taking on with us the "*dog* pemmican" which had been left here on the 22d ultimo, we started at 10 P.M., and still keeping the hard snow of the beach we continued our course northward. We had a fair wind with us this day, and on Mr. John Stuart's sledge they took advantage of this by hoisting their floor-cloth as a sail, which proved of considerable use, until an unfortunate squall laid the sledge on her beam ends, much to the amusement of the crews of the others who had not been so adventurous in the use of their canvass. No damage however was done, and the rest of the march was performed without anything worthy of note happening, until our arrival at our second depôt made on our former journey, and our furthest point reached on that occasion. We found this deposit quite undisturbed, and were soon all snugly ensconced in our tents, and busily engaged with our tea, pork, and pemmican. At 2 P.M. Petersen drove up with his dogs, and immediately afterwards Captain Penny reached us also. They had left the ships at 6 A.M. all well. They had been

Friday, 9th  
2d Depot

thus eight hours on the journey, and allowing that their rate of travelling will average five miles an hour, which is, I think, within the mark, this will make the distance of this point from our vessels in Assistance Harbour between 45 and 50 miles. Captain Penny pitched his tent besides ours, and turned in whilst we took advantage of the fine clear afternoon to walk on ahead to examine the state of the roads and the coast to the northward. Mr. A. Stewart, John Stuart, and myself pursued the coast along for about five miles. About a mile beyond our camp we crossed the outlet of a large watercourse, which I afterwards found issues from a small lake immediately behind the first or coast line of hills. The farthest point of land we reached at this time was one peculiarly marked and recognizable (since named by Captain Penny Point Petersen; see sketch). Another watercourse had its outlet here, and from the extreme point we could see that a deep and extensive bay lay before us, in the bottom of which were seen three or four bold and precipitous outlying points. The coast here begins to take a slight westerly trend. As this was the point fixed upon by Captain Penny for the eastern parties striking across the channel, one of our principal objects in this walk was to remark the best spot at which it would be advisable to do so. It was pleasant then to us all to see that a very short distance north of our camping place a good outlet through the hummocks, and a smooth floe to the eastward, or at least comparatively smooth, as the hummocks were pretty widely scattered. On our return to the camp the sledges were all packed, and we were ready for a start by 8 P.M. The sledges were now found to be very heavily laden, and it was necessary in consequence of the deep snow to leave one behind, whilst with double crews we took the other on ahead. At half past nine we reached the second ravine, where the eastern parties were to leave us. They struck out through the hummocks to the floe of the channel at 10 P.M. Mr. A. Stewart of the "Sophia," accompanied by Dr. Sutherland, and a fatigue sledge to examine the coast to the northward of Cape Grinell, and to follow it along in whatever direction it may trend. Mr. John Stuart with one sledge to go to the south-eastward in order to re-examine Beechey Island and its neighbourhood, as well as the coast as far as Cape Hurd in order to make sure that no trace of the missing expedition could have been passed over last year. We parted with mutual good wishes, and soon lost sight of them amongst the hummocks, where however they seemed to be making good way before a steady breeze, all three sledges with their sails set. We ourselves were not so fortunate, for during the rest of this march we had desperately heavy work, as the snow along the beach was soft and deep, and there was no practicable road outside the hummocks. We soon found it absolutely necessary to have again recourse to double manning the sledges, by leaving one behind and taking the other on ahead. This of course made it necessary to go over four fifths of this day's distance three times, so that at the time for halting, although we had only made good some six or seven miles, we had yet actually gone over 17 or 18 miles of ground. About a mile to the southward of Point Petersen, to our great relief, we came to a piece of hard smooth ice, along which the sledges glided with great ease. When we reached Point Petersen we found that Captain Penny had encamped here, and the bag of dog pemmican was taken off Mr. Marshall's sledge and left here. We carried on for some hours longer, but the good road we had been so rejoiced to fall upon did not last us long, and we were soon again at "standing pulls." At 4 A.M. we picked out the best spot we could find at the inner edge of the hummocks for our tenting place, and pitched our tents on a soft bed of snow. Hitherto there having been five sledge crews, and on our former journey six, our encampments have had a very cheerful and lifelike appearance, but now our two little tents look solitary to our unaccustomed eyes. However the hard days work we had undergone made us all soon forgetful of such reflections, by the sound sleep enjoyed in our blanket bags.

Saturday, 10th May  
Port Separation

Cloudy & variable  
Therm — 7° to + 8°.

The day has throughout been cloudy, with light variable winds. The thermometer ranging from minus 7° to plus 8°.

I was up at 3 P.M. Called the cooks and prepared to start at 6. Walked round the point with Marshall and found that a deep bay lay before us, a smooth floe covering it outside, whilst the shores were covered with large and rough hummocks. We immediately saw that it would be advisable to strike off from the beach about 300 yards north of our tents, and steer a course across

Point Peterson  
Cloudy, variable.  
Therm — 7° to + 8°

to the bay. Captain Penny walked up to our tents before we were ready to start, and I again walked round the point with him, when he agreed as to the propriety of striking at once across the bay. We were under way by 6, and at 7 were overtaken by the two dog sledges. Captain Penny and Petersen are now accompanied by the man who has had charge of the dogs all winter, an active young fellow of the name of Thomson, who I hope will prove useful to them. They stopped for a minute or two and bade us farewell. We gave them three cheers and wished them God speed on starting again. In less than an hour they were out of sight. They go at a great rate, but I am doubtful as to their supply of food. I trust, however, that they will get a sufficient quantity to enable them to do a good spell of work.

Sunday, 11th May.  
N. N. W., light.  
Therm. —  $4^{\circ}$  to  $+6^{\circ}$ ,  
 $+15^{\circ}$  in tent,  
9 hours,  
10 miles.

We had tolerably good ice during the whole march. Our sledges were heavy, but the work was not so trying as anything we have had for the few last days. Occasionally we had to cross low ridges of hummocks, but on the whole we got on well; there was but little wind, and the thermometer was only  $4^{\circ}$  below zero at midnight. At the foot of the bay there appeared two or three bold precipitous cliffs projecting a little. I had fixed upon the first of these as the probable extent of our day's journey, at least to get abreast of it; but at 4 A.M. we were still a little short of it. We halted here at 4 A.M. under the shelter of some large hummocks, having been ten hours under way; take from this an hour for stoppages, say ten miles of nothing gained.

Called the cooks at 5 P.M. Struck tents and started at 8 P.M. Light breeze from N.N.W.; thermometer  $6^{\circ}$ . Crossed some heavier hummocks than any we had had yesterday, but the floe upon the whole good, although the sledges are too heavily laden to make satisfactory progress. At our first depôt I shall leave every article that can be possibly done without. At 11 one of the men pointed out something on the top of a large hummock, which, on examining, I found to be a cleft stick, in which was inserted a slip of paper from Captain Penny informing me that he had reached this spot in *two hours* after leaving us on Saturday night. We have thus been exactly *twelve hours* in doing what the dogs have gone over in *two*. But I think they had made a straighter course to this point than we have done. Petersen, I think, calculates his dogs speed at eight miles an hour. Nothing worthy of note occurred during this journey. About midnight we passed the second headland; and about 2 A.M. of the 12th could see the northern termination of the Bay (since named Cape Du Haven by Captain Penny) to be also bold and rocky, but with an apparently low point running out from it. It still appears a considerable distance off, and I expect will prove another day's march for us ere we reach it. The latter part of our road was rather heavy and hummocky, and progress slow. Halted under the lee of a large hummock at 6 A.M. when we tented. Ten hours under way,—say nine, after allowing for stoppages,—and about as many miles made good. We have had pretty sharp head winds during the journey; the thermometer —  $1^{\circ}$  to  $+4^{\circ}$ .

Monday, 12th April.  
Squally, N.N.W.  
Therm. —  $1^{\circ}$  to  $+4^{\circ}$ .  
9 hours march, say  
10 miles,  
Cape De Haven.

Monday, 12th May.  
N.N.W., Squally.  
Therm. —  $1^{\circ}$  to  $+6^{\circ}$ .

Tuesday, 13th May.  
N.E. Point.  
Cape De Haven.

The day was throughout dull, cloudy, and overcast with occasional squalls from the N.N.W. The cooks were called at 6, and we started at 9 P.M. The floe continued hummocky, and our progress was rather slow. The horizon occasionally cleared to the northward, and we more than once thought we could see land stretching in every direction ahead of us, but very indistinctly. At 4 A.M. of the 13th we succeeded in getting within a mile of the point which had been in sight for two days back, upon which we found a broad range of high hummocks pressed up. At this time it blew very strong round the point with thick drift, so that I thought it prudent to call a halt and pitch tents, which was accordingly done in a snug corner under the lee of some of the largest hummocks. We have been seven hours under way, of which there has not been lost more than fifteen minutes from stoppages; say nine miles gained, as we are yet a mile from the point. After we had supper, and the men were comfortable in their bags, Marshall and I took advantage of a slight lull in the weather to walk to the point. Whilst crossing the hummocks to reach the shore I perceived that the dogs had been in pursuit of a large bear. Before we halted we had also seen their footmarks, from which I take it for granted that Captain Penny and Petersen must have camped somewhere near this. The tracks of bears were here very numerous, but we did not see any. However we were happy to see these tracks, which makes it probable that Petersen may be able to procure a sufficient supply of food for his dogs, which



will do away with the only difficulty in their way. When we reached the point we could make out land to the N.W., apparently an island distinct from that we stand on, but our view was very indistinct. - The continuation of this coast also seems now to take a more westerly trend. A low outlying point, apparently ten miles off, terminated our view in this direction. We had scarcely made out these particulars before it came on to blow with greater fury than ever from the N.W., so that we were fairly obliged to beat a retreat and make the best of our way back to the tents, which we reached cold and tired enough. It continued blowing hard, with thick drift, during the whole day, and the thermometer did not rise above plus 3°.

Therm.—6° to + 3°.

At the usual time for starting found that the weather still continued too inclement to risk stirring in advance. The cooks prepared breakfast, after which every one composed themselves to sleep again as comfortably as possible. The early part of the 14th, therefore, was spent in forced inactivity. The people's appetites reminded them at 7 A.M. that it was their usual supper time, and the pemmican did not seem to have decreased the less on this occasion from the last twelve hours having been spent in the blanket bag instead of dragging the sledges. About midday it was a little quieter and calmer to walk out to see if I could discover Captain Penny's camping place in the neighbourhood. This I did not succeed in doing; but I had the satisfaction of finding that our next march would be on smooth ice, immediately outside the hummocks, and that these constant obstacles in our way were quite narrow at the most projecting part of the point, which would make it an easy matter to cross in to the gravel here in order to make our first depôt, which I intend to do before going further. The weather gradually improved after mid-day, and we prepared to make an early start. The sledges were packed, and we were in motion by 4 P.M. At 5.30 we reached the point, when we halted, unpacked both sledges, and deposited upon one everything we intended to leave here; this we with some little difficulty hauled over the hummocks, and about a hundred yards up the bank. It was a work of some labour excavating even a shallow hole in the gravel sufficiently large for our purpose. In this we deposited 70 lbs. of bread, 63 lbs. of pork, and two cases of pemmican. I besides left here every article that could possibly be done without, for too many things I now found were in both sledges. The whole was securely covered over with a mound of the limestone gravel, leaving of course a despatch paper as usual, enclosed in a gutta percha envelope. It was 8 P.M. before we had the sledges repacked and stowed, when we immediately set off to the low point seen to the westward. Shortly after we started the opening of a large wide valley or watercourse was seen in the bottom of the bight to the westward of N.E. point. I trusted to getting this examined on our return. The ice we passed over this journey was very fair; a few traverses had to be made for the hummocks, but our progress was rapid, and at midnight we were even half way between the points. At 2.30 A.M. of the 15th we fell upon the track of the dog sledges; following them up we arrived at the point at 4 A.M. where we found they had camped, as also a note from Captain Penny on the top of a high hummock, in which he informed me, that in consequence of the appearance of land to the northward he had determined to strike off in that direction. In this note he repeated his instructions that this party should follow up this coast, examine it thoroughly for traces of the missing expedition, and to push on as far as our means and the people's strength would with prudence allow. This last spell of work has extended over twelve hours, which, deducting four for stoppages and the time expended in making the depôt, leaves eight for the march, say ten miles gained. Ascending to the high ground behind the point, we could see that the coast now runs almost due west. It is changed in appearance also; there are now no bold rocky headlands in sight such as we have been passing for some days back. Low outlying points have taken their place, and between them the coast rises in a gradual slope to a range of low round topped hills. Looking to the northward the nearest land can now be made out to be with little doubt an island, but we cannot be certain as yet. There is also land to the northward of this, but apparently a great distance off. The east end of the nearest island is N.W. from this point of view. The northern horizon was at this time overclouded so that our view in that direction was not the best to have been desired.

Wednesday, 14th May.  
Storm stayed at N.E. point.  
N.W., thick drift.  
Therm. + 5° - 8°.

N.E. point.  
N.W., squally.  
Therm. + 5° to + 8°.

Depôt at N.E. point.  
N.N.W., light breeze.

Thursday, 15th May.  
Point Decision.  
Therm. + 3° to + 7°.  
N.N.W.

N.N.W., smart breeze,  
clear.  
Therm. + 3° to + 11°.

Light airs N W  
Therm - 15° + 21°

At 5 P.M. called the cooks Ready to start at 8 30 ; left a note for Captain Penny with the usual despatch paper in a cairn. Reached the outside of the show ridge of hummocks at 9. The evening was cloudy and overcast, but the thermometer did not fall below plus 10°. We had very good smooth ice for some time, though the prospect ahead to the westward presented nothing but an uninterrupted wilderness of high hummocks. After passing over two or three ridges, however, we gained a narrow lane of very smooth ice, having on each side of it high ridges, along which we pushed rapidly for some hours. A ptarmigan, the first we have seen this season, flew close past us at this time and alighted on the shore. A little before midnight the smooth ice which had been favouring us during the previous part of the journey was lost, the ridges here joining one another

Friday 16th May  
Light airs N W

We had here an hour's hard work, with the sledges double-banked, in getting clear of the hummocks, in doing which we had to strike more to the northward ; after which we came upon some of last year's floe ice, easily recognizable but apparently not of great extent, for during the next two hours we passed over various separate pieces. This is the first ice of last year's formation that we have yet seen, for since the 10th all the ice we have passed over has more the appearance of that which was formed outside Assistance Harbour in the middle of March than even ice formed in the autumn of 1850. At 3 A.M. we halted for ten minutes to lunch, when from the top of a high hummock I was glad to see a considerable extent of smooth ice stretching away to the westward, and from which we were only separated by a few ridges of comparatively low hummocks. Encouraged by this prospect we were not long of reaching this smooth floe, and pushing on with increased speed. The nearest point of land had immensely high hummocks piled up upon it. It was apparently not more than four miles off, and I determined to push on and reach it before halting, but the longer we advanced the further off did it seem to be. At 6 A.M. we halted for a minute or two to breathe, but again started for another "spell," determined, if possible, to make out the wished-for point ; but at half past seven it was still a considerable distance from us ; and the sight of a pile of hummocks affording good shelter, with a soft bed of snow surrounding them, tempted us to halt and pitch our tents for the day, which was now clear with bright sunshine, wind from N.W., sharp, but thermometer + 10°. We have been thus ten hours and a half under way, say nine hours, allowing for stoppages ; and as the greater part of the time we have been coming at a quick rate, I should say that ten miles is not above the mark.

N W light airs  
Therm + 10

We were all comfortable in our bags, and the cooks were just finishing their duties this morning, when one of them reported a bear close to the tent. We were not long of being ready for his reception ; but too much noise being made, brum took alarm, and made off before we could get a shot at him.

N W, light airs  
Therm + 10' to - 23°

The cooks were called before 7 P.M., and we were ready to start at 9. The evening was pleasant, and the ice favourable. All the people in good health and spirits, so that we progressed to the westward rapidly for two hours. The shores still having the same appearance they have had since passing N.E. Cape on the 14th ; viz., low round topped hills sloping gradually to the beach. At 11 P.M. an animal was seen moving slowly about on the sloping shore. This was at first taken for a bear ; but on directing my glass towards it I found that it was a reindeer. As it was but a short distance off I thought it worth while to endeavour to have a shot at it. Whilst the sledges proceeded therefore I went on shore, accompanied by Leiper from Marshall's crew, and making a slight detour, gained the shelter of a watercourse, from which we expected to get within shot. Something alarmed him, however, (probably the sledges on the ice,) and he cantered off over the hills. Before he disappeared I saw that he was a fine large buck, with immense antlers. I advanced a short distance inshore, and found that in the hollows vegetation was somewhat plentiful, though scarcely yet showing any signs of spring. The tracks of reindeer in these hollows, where they had been scraping amongst the snow for the moss, were very numerous. The interior, as seen from the highest point I reached, seemed to be a undulating country of no great elevation, with here and there a round topped hill. The limestone gravel still prevails here, but the appearance of the country is not quite so desolate as we have hitherto had it, and the plentiful traces of game gave rise to more hopeful anticipations

Light airs N W

with regard to the fate of those we search for than we have had for some days back I had scarcely rejoined the sledges, which I had some difficulty in overtaking, when a she bear, accompanied by two cubs, were seen making right towards us. Before they were within shot the watchful mother became suspicious, and made off. The cubs excited by curiosity stopped to look at us, rising on their hind legs, and gambolling about with great agility. Expecting in consequence to get within shot, we followed them a short distance, but the mother always took care, when they loitered too long behind, to give them most unmistakeable hints that they were in dangerous company, and that it was time to be off. We did not waste much time therefore in following them; as it was, we only did for the sake of the fuel which their carcasses might afford in the shape of fat. To make up for the time lost on these two occasions we pushed on with greater speed for some time, which the state of the ice luckily allowed, although rough. There was scarcely a hummock high enough to stop us for a minute in our way during the rest of this day's journey. The early part of the 17th was bright sunshine and clear; the lowest reading of the thermometer was + 6, but it rose rapidly as the morning wore on. At 2 A.M. we passed a snow covered bluff, to the westward of which lay a small shallow bay. Another similar bluff was passed, and a second bay or small harbour opened out, on the east side of which we pitched our tents at 7 A.M. We have thus been ten hours marching; deduct two for stoppages, will leave eight hours actually in motion. After the tents were pitched, I walked across the bay, accompanied by Mr. Marshall and Richard Kitson, and ascended the hill or high ground which forms its western side. This I calculated to be between four to five hundred feet high. The nearest land to the northward was now distinctly seen to be an island, apparently from 15 to 20 miles off. Beyond this, but at a much greater distance to the northward, land could be seen, running as far to the eastward as we could see, but abruptly lost to sight, almost abreast of us to the northward. There was, I think, a considerable amount of refraction at the time, which, perhaps, gave it the high and curiously peaked appearance, so different from that of the coast we then stood on. What astonished us most at this time, however, was the almost unmistakeable appearance of a water sky to the northward of the east end of the island. To Mr. Marshall's eye it had all the appearance of a water sky, and although it afterwards proved to have been actually so, yet at the time we were inclined to think that this peculiar appearance must have been caused in some other way.

The coast we are ourselves following along seems now to run almost due west; the furthest point we can see being a high bold headland apparently from 30 to 40 miles off. On examining the ice for our future progress we were delighted to see that we would have a smooth floe, almost unbroken by a single hummock. It had a peculiar appearance altogether, the ice to the westward of this being more like a recently formed bay floe than anything else. All our previously formed ideas of the state of the ice to the northward of the Parry group have proved to be completely mistaken; for instead of the immensely heavy ice that we had anticipated it proves to be the very reverse. Indeed, except along the shores and accros the mouths of the bays, we have as yet seen little or no heavy ice. In these places, to be sure, where there has been severe pressure, very heavy blocks are seen, but not heavier than those to be seen in Barrow's Straits. I was disappointed here in not being able to construct a cairn of any size, as I have more than once been before. The whole of the summit of the height on which we now stood was composed of limestone gravel, not a single piece of which exceeded the size of a shilling, and to even shovel up a pile of these was a matter of difficulty, from their being firmly compacted into a solid mass by the frost. In returning to the tent we struck at once outside the hummocks, and walked back on the smooth ice, which we were glad to find as level and free of hummocks as we had judged it to be from the top of the hill. During the afternoon it became cloudy and overcast, and at 8 P.M., by which time we had breakfasted, and were ready to start, it was blowing a sharp breeze from W.S.W., with occasionally a little drift. Thermometer + 5. Until midnight we progressed rapidly along the level floe seen in the morning. This seemed to extend from the shore ridge of hummocks to about three miles off, between which and the island long ridges of hummocks running east and west were seen, but of small size. A

Saturday, 17th May  
A M W

W.S.W Therm + 5.

good many seals were seen lying at their holes, but were too wary to be reached within shot. At one of these holes a large bear was on the watch; he allowed Leiper and I to come close to him before moving but not within shot. The ice at this hole was not three feet thick. Shortly after this a ptarmigan alighted on the ice a short distance ahead of my sledge, which Leiper shot, being the first game of any kind we had as yet procured. The weather had now become quite thick and foggy, and every object loomed large, and seemed to be in motion in the misty atmosphere. Two large dark objects in particular, which were advancing rapidly towards us, we at first took to be the dog sledges, which might have taken a circuit in this direction on their return. It was some time before we were undeceived, and every one was speculating on the chances of their having gained intelligence, when the closer approach of the objects made us aware that they were bears. Three others were seen at the same time, so that five were in sight at once. One of the nearest seemed to be rather suspicious of our intentions, and sheared off, but the other and largest kept steadily on, and passed within two hundred yards of us. Meanwhile Richard, the Captain of my sledge, had walked quietly out towards him, and, when within forty yards, gave him a well-directed rifle bullet, which made him throw a very active somersault, and measure his length on the ice. Although severely wounded, and losing much blood, he was almost instantly up and moving off pretty smartly; so that I had to follow some distance before I could get a steady aim. He could not have gone much further, however, and the two additional balls, followed by one from Marshall, finished him. It was now past 3 A.M. of the 18th, blowing strong with thick drift, so that it was advisable, if not indeed quite necessary, to encamp at once. We had only been seven hours under way, one of which at least had been lost. The ice we had come over was favourable, and it is within the mark to say that six miles of westing was gained on this march. The sledges were therefore hauled at once under the lee of the nearest hummocks, and the tents pitched, not, however, before more than one had got wet feet by slipping into cracks through the soft snow. Taking the track belts from the sledges, we then hauled in the carcass of the bear to the neighbourhood of the tents, intending to bury the flesh for the dogs should they come this way. Whilst bringing it in we fell upon a small hole of water, about a couple of yards square, when the ice at the edges was extremely rotten, and scarcely eighteen inches thick. A strong current was here running to the eastward. The bear was skinned, and all his fat carefully preserved for fuel, which we were already beginning to get anxious about. We were fortunate enough besides to find in his maw the blubber of a seal, newly killed and devoured, so that he altogether yielded us between twenty and thirty pounds of fat. It continued to blow hard round the land ahead of us, with occasional thick clouds of drift during the day. The highest reading of the thermometer was  $+15^{\circ}$ . We turned out between 3 and 4 P.M., quartered the carcass, and buried it in snow, as we thought securely, but as we afterwards found anything but so. Twice during the halt we had been aroused by the loud croaking of ravens, who had already been attracted by the carrion. Whilst the men were cutting up the carcass they found a large abscess in the groin, which I examined carefully, thinking that it might have been caused by an old gunshot wound, but there was no evidence to prove this.

On the highest outside hummock I left a black bottle, in which was a note and paper for Captain Penny, should he come this way. From the number of bears we had now seen, however, I hoped that he and Petersen would be able to supply themselves amply with food for their dogs. At 7 P.M. we again started on our course to the westward. The evening was dull and overcast, but the thermometer had risen to plus  $23^{\circ}$ . As we advanced the ice evidently became weaker and weaker, and wherever a slight inequality or hummock on the ice had collected the snowdrift it was soft, sludgy, and quite wet, with a strong saline taste. I have omitted to mention before, that for some days previous to this the cooks have had difficulty in procuring snow, which would yield water perfectly free of a blackish taste. It was only amongst the hummocks, where the snow was collected in deep wreaths, that it was quite fresh. In many places the ice was apparently so weak as even to give rise to an idea of insecurity. In many places there were short irregular rents or holes in the ice, where the sledges were raised, and sometimes slightly overlapped.

Sund ev, 18th May  
W S W, strong  
squalls, drift  
A M Therm  $+6^{\circ}$  to  
 $-9^{\circ}$

W S W, squally, drift  
A M Therm  $+7^{\circ}$   
 $-8^{\circ}$

Calm, overcast  
P M  $+15^{\circ}$  to  $+23^{\circ}$

Monday, 19th May  
A M N W, squally  
Therm  $+8^{\circ}$

Some caution was required in approaching these places, where a very strong current was seen running still to the eastward. The water seemed muddy and of a greyish colour, with all the appearance of a strong deep current which is running through a confined channel. This was not more than two hundred yards from the shore, the whole length of which we have come along during this march was steep slopes covered with deep snow banks. The tops of these, and similar snow banks whenever they occur, are formed by the drift into overhanging eaves as it were, and gracefully curling inwards have the appearance in many cases of fine scroll work. Shortly after midnight we were opening out a fine bay, the eastern headland of which presented a feature entirely new to us; viz<sup>t</sup>. a solid cliff of ice. Where the snow banks terminated this ice appeared stretching from 80 to 100 yards to the westward. This ice had an almost perpendicular face to the northward, was distinctly stratified and of a dirty greenish colour. The strata running from east to west, and dipping towards the sea or to the northward, and having an inclination from west to east. Large blocks had fallen in different places, showing these features in this curious ice cliff, if one may use such an expression. Determining to examine this more minutely on my return, we kept on our course to the westward. Beyond this ice were bold and pinnacled limestone cliffs, the first we had seen since passing N.E. Cape on the 13th. A more remarkable pinnacle than usual on the summit of this cliff was so like a cairn that I was not astonished at the men taking it for one, and being doubtful of its not being one, even after examining it with my glass, for they had been more than once before taking these appearances for cairns.

Finding the bay, now that we had opened it up more fully, to be of some extent, I determined to walk round it, whilst the sledges proceeded on their course across it to the western point. I found some difficulty in crossing the hummocks to the shore, and sustained some awkward tumbles by plunging into the deep and soft snow drifts between these rugged masses. Bear tracks were to be seen in every direction, as well as numerous impressions of the footsteps of their usual companion the fox, the huge *sign manual* of the one contrasting strongly with the tiny pad of the other. When I reached the beach I found it composed of the usual limestone shingle, with a considerable mixture of pieces of a coarse grained dark red sandstone. There was some extent of low land in the bottom of this bay, ascending gradually to the southwards in terraces similar to those so well marked in Assistance Bay. These were cut through by the course of what must be a very large stream during summer, about midway between the eastern and western headlands.

The night had been all along gloomy and overcast, but the weather was now (2 A.M., 19th,) assuming a more threatening appearance. Frequent snow showers with heavy gusts from the N.W. obscured the prospect to the westward. I had lost sight of the sledges for some time; when last seen they were moving onwards almost abreast of me. When about three parts round the bay I turned to see how they were getting on, and was not a little astonished to see that they had come to a halt. With the assistance of my glass I could see that three or four of the men were straggling about in different directions ahead of the sledges with tent poles and lances in their hands, and at the same time was not a little startled to see that this stoppage was caused by the ice being full of holes, water appearing in every direction in small pools, the floe in fact being completely "*honeycombed*." From the way in which they were picking their steps too I could easily see that they were anything but confident in the trustworthiness of the ice. I immediately turned and made the best way I could over the hummocks towards the sledges. Whilst doing so I passed two hummocks, which I had previously noticed from their immense size and peculiar form. They were fully thirty feet above the level of those surrounding them, and about fifteen feet square, standing close together, and forming a very marked feature in the view. The most brilliant blue colour of the more transparent parts of these huge ice blocks added to their picturesque appearance. These were near the outer edge of the ridge of hummocks running across the mouth of the bay, and I had not gone far from them when I narrowly missed a cold bath in a small hole which was merely covered with soft sludge. As it was I got wet feet. Rendered more cautious by this I was as quickly as possible picking my steps towards the sledges, leaping from hummock to hummock amongst a number of small pools of water, when I was

almost thrown off my balance by a loud noise and the sudden appearance, within a yard of my feet, of a hideous face with bright eyes and long protruding tusks. The poor walruss seemed nearly as startled as I was at our close proximity, for he at once made an unweildy plunge out of sight. Within the next two or three minutes I noticed three large seals at these holes and another walruss. I had not a little difficulty in reaching the sledges, and when I did so found that Marshall, Leiper, and some of the others had been quite unsuccessful in finding any practicable route over this decayed ice, though they had examined it in different directions, and had found it weaker the further from the shore or further northward they went. There was now therefore no other course open for us but to retrace our steps for some distance, and take the best road we could over the hummocks to the shore, where, although the snow was deep, yet I knew we could advance to the westward without fear of any accident to our heavy sledges. Indeed it was only now, on turning the sledges, that we became thoroughly aware of the very frail state of the ice that we had latterly been coming over. Had either of the sledges broken through it might have been productive of very awkward consequences.

It was now blowing very hard from the N.W. with very thick snow, and before we had got more than a hundred yards over the hummocks we found it absolutely necessary to pitch the tents, two or three of the people complaining of their eyes, which had been much tried during the latter part of the march. The tents were pitched under the lee of a large hummock on a soft bed of dry snow at 2.30 A.M. the thermometer  $+9^{\circ}$ . We have been thus seven hours and a half under way, of this say six actually advancing, and as the ice has been favourable and very level, it is not overstating to say that we have gained eight miles of westing. We were all glad to get under cover, for the drift and wind were now so violent that it was with difficulty the cooks could manage to prepare our suppers.

This unfavourable state of the weather continued throughout the day, and, if possible, become worse towards the evening. The thermometer rose to plus  $13^{\circ}$  at midday. At 6 P.M. it was  $+10$ , the wind and drift still as violent as ever. The cooks were called, and breakfast prepared, but with little prospect of a speedy start. Those who could, composed themselves to sleep again, and the never-failing tobacco pipe lent its consolation to the restless.

The 20th commenced without the slightest amendment in the weather. The gale blows now from W.S.W., the drift so thick that no object was visible two yards from the tent door. The land, though not one hundred yards off, was also of course quite invisible. The thermometer did not fall below  $+10^{\circ}$ , and in the forenoon was noted at  $+16^{\circ}$ . However carefully we closed and laced up the tent door, we found we could not altogether exclude the almost impalpable drift which was now coming down in showers upon us with every gust of wind from the roof of the tent, where it was hanging in thick festoons like the cobwebs in a flour mill. The usual time for starting again came round, but with little abatement in the gale and drifting snow. Every one was thoroughly tired of "*the bag*," which was now anything but comfortable, for from our long rest the heat of our bodies was beginning to have an effect upon the soft snow beneath us, and each was undergoing a very satisfactory course of hydropathy in his soaking blanket bag. This was only a source of amusement and joking to the men however, for nothing seemed to come amiss to any one of them, and the only regret was that from their wet state the "*dunnage*" would be so increased in weight for the next march. At midnight it had, if anything, moderated somewhat, but the thermometer had fallen to  $+1^{\circ}$ , and the land was still invisible in consequence of the thick drift. The morning and forenoon therefore still found us close prisoners to the tent. At midday the thermometer had again risen to  $+12^{\circ}$ , the wind lulled at intervals, and occasionally the east head of the bay could be seen peeping out above the drift. Tired of the long inaction, and tempted by the more promising look of the weather at 12.30, I determined to walk to the land. Accompanied by Richard Kitson I did so, and although bitterly cold, yet we were fortunate enough to have two hours of tolerably clear weather. We made first for the eastern head of the bay, on reaching the summit of which I was startled, although I might have almost expected it, by the sight of long lanes and pools of open water stretching in every direction between us and the island to the northward. The whole ice in the straits before us apparently very weak and

Tuesday, 20th May  
Strong gale W S W  
Therm  $+10^{\circ}$   $+16^{\circ}$   
Storm stayed

Wednesday, 21st May  
Strong gale  
W S W, drift

much broken up. I say I was startled, for the first consideration was the likelihood of Captain Penny and Petersen with the dog sledges running the risk of being entangled or caught behind this now loose body of ice. However I felt confident that Captain Penny was more likely to perceive the state of the ice before us, and take the necessary precautions accordingly.

I had thought it likely that I might here be able to make something out as to the nature of the curious ice cliff noticed two days before, and over which we were now standing. But I found it impossible to approach the edge in any direction, although I walked along a considerable distance, from the treacherous nature of the overhanging snow, which, as I have before noticed, projects like the eaves of a house. I was satisfied, however, that the ice in no direction projected *above* the level of the land on which we stood, or *over* it.

Our view to the westward was entirely obscured as the drift snow was still blowing in thick clouds round the termination of the bay in that direction, and it was only at intervals that we could see far below us our little canvass home among the hummocks. To the northward, however, the air was so clear of drift, that we could make out the nearest shores of the island pretty distinctly, sufficiently to see that in some places the water, if not at them, was close to them.

We now turned inshore and walked for some distance in that direction. We crossed a hollow, in the bottom of which there was the appearance of a small lake, but so deeply covered with snow as to leave its shape, boundaries, and even the fact of its being a lake in doubt, had it not been for the outlet from it marking the course of a stream running towards the bay. This hollow or valley seemed to run to the eastward and northward, and very likely joins the coast in that direction. Beyond this, to the southward, we crossed a series of low undulations, on which in various places we saw the remains of last year's vegetation peeping through the snow,—grasses and moss. Here we fell upon numerous tracks of reindeer, their droppings appearing very recent. In different places too I noticed traces of ptarmigan. We separated as far as was prudent, considering the unsettled state of the weather, in order to have a better chance of falling in with game. As we advanced to the southward we found the ground gradually rising, intersected in every direction with deep watercourses, all tending towards the main one which issues from the bay we had left, and which must without doubt be a very large stream in the summer season. It was now getting very thick, and I was apprehensive that we had advanced as far as prudence would allow, when I saw Richard, who was somewhat in advance of me, making signs that he had seen something. In hastening to join him I narrowly missed being precipitated into a deep gully, from both banks being faced with steep walls of snow, the chasm between not being apparent to the eye until almost too late. On joining him I found that he had seen a herd of deer, and been almost within shot of them, but that they had made off to the south-east at a great rate. We followed up quickly for some distance, the ground still continuing to rise, but our vision very limited from the thick state of the atmosphere, when I noticed that the drift was rapidly filling up and obscuring our own footprints behind us, so that it was necessary at once to retreat. From this, our furthest, we could only make out that high land faced us in every direction to the southward. That we had not turned too soon we were convinced of before we regained the tents, for it was not only most bitterly cold, but the drift was almost blinding, and it was only by following the watercourses that we were enabled to grope our way back to the bay. We had some difficulty in making our way over the hummocks from the shore, but at last at 5.30 P.M. we found ourselves at the tent-door, nearly blind and very much fatigued. The weather was now nearly as bad as before, and the thermometer down to +6°. I had been two or three times regretting that I had not taken the sledges on some distance instead of making this march inland, but I think as it turned out it was as well not. The men were saved the exposure, and the risk of incurring snow blindness with which I now found myself and companion threatened.

About midnight it moderated and cleared up. We immediately took advantage of this and started, all of us very glad to leave our now wet-enough lairs. The tents were struck and sledges packed by a few minutes past twelve. It was absolutely necessary to take one sledge at a time over the hummocks with both crews. It was very difficult and tedious work, the cracks being so

Storm stayed

Thursday, 22<sup>d</sup> Mar

numerous and snow deep. In two hours we had the sledges on the beach, along which we struck to the westward, coasting round the bay. We had scarcely made out three miles, however, before it again began to blow violently from the westward, accompanied by a thick fall of hard sharp snow, which felt to our faces like so many needles, and which affected the eyes most acutely. Trusting that it would pass over we persevered until it was impossible to keep our eyes longer open, when, much against our wills, it was found that we must again halt.

This was provoking enough, following close upon the loss of two days marching, for three miles is as much as we will have gained by this last move. We hauled up on a soft gravel beach, and the tents were not long off being pitched, for every one of the men tired as they were of confinement to the "bag" were glad to escape from the sharp striking snow or rather hail. By ten minutes to 4 A.M. we found ourselves again under the canvass, but this time with comfortable dry gravel under us instead of wet slushy snow, which, damp as our bedding was, was a change for the better. Thermometer at this time was noted at + 5°. Strong wind from the west and north-west, with very heavy showers of exceedingly hard particles of snow.

The time fixed for the fatigue sledge returning had now arrived, and, although I reflected that we had lost three days marches, and might take it further on on that account, yet the consideration that their turning now would save even a few days provisions and fuel induced me to come to the conclusion. Determining, therefore, to start the moment the weather permitted, I informed Leiper that he would now have to make the best of his way to the ships again, as Mr. Marshall would go on with me.

The weather continued most inclement all the fore part of the day, the thermometer did not rise above plus 16°, and there was a continuous *fall* of snow until late in the evening. At 7 P.M., however, it had moderated so that all hands were roused out, both sledges unpacked completely, provisions for the return were put aside, and a depôt of pemmican, pork, and bread made securely in the gravel. Mr. Marshall's haversack and blanket bag were now transferred to my sledge, on which was packed the remainder of the provisions and other necessary articles.

When we were ready to start I was rather apprehensive when I found the sledge to be exceedingly heavy laden. However there was nothing for it but to push on as hard as we could. The men of the fatigue sledge, poor fellows, seemed very loath to turn back, and I rather suspect thought it was using them very ill, not taking them on as far as the rest. Indeed I more than once regretted the step myself during the next two marches when I found the sledge so very heavily laden, but it proved in the long run to have been as well as it was, for these very men constituted, with two exceptions, Captain Penny's crew in the boat expedition, arriving at the ship just in time to take their part in it, and having in consequence a still better opportunity of proving that they were as zealous as their comrades in the good cause.

They now proposed themselves, as they had a light sledge, and would be able to make rapid marches homewards, to assist and escort us for a few miles. One man was therefore left with the tent and sledge, the former being still standing, and we now commenced our onward journey with the one sledge. We kept along the beach for nearly a mile, the snow very deep and dragging consequently very heavy. Here we found that we would be able to cross the remaining part of the bay and get some distance round its western point on the ice, which was comparatively free of hummocks close to the shore. I sent Leiper to the top of the high land to the westward, in order that he might be able to report as to the appearances to the westward on his return to the ships, and with instructions to come down and meet us, when he thought we had advanced as far as his men could accompany us. About 2 A.M. of the 23d he met us again, and his report of our road ahead was not very encouraging. We now parted with him and his men, and our regret at doing so was heightened by the idea that we had no intelligence to send by him of having found the slightest traces of those we were in search of. Our progress after they left us was very slow and excessively fatiguing, from the soft state and depth of the snow. The shore here was a succession of high steep slopes faced with snow, the grounded hummocks coming close into them at the bottom. The only practicable road was between the hummocks and the bottom of these slopes,



the sledge frequently having such a "*list*" that we were in momentary expectation of an upset, but such a casualty did not take place. Seeing two or three very large high hummocks about a mile ahead, I left the sledge and walked to them, thinking that I might be able to pick out a better road, but I could perceive no appearance of amendment. We managed to get the sledge as far as these hummocks, by which time it was close upon 5 A.M., and the men were very much fatigued, for the last two days spent in the tent were not at all calculated to increase their powers of endurance of fatigue. Although ten hours under weigh I do not think we made more than five miles this day. Our now solitary tent was pitched for the first time by itself; and whilst the cook of the day was preparing our morning meal, I determined, although very much fatigued, to ascend to the high land above us, in order, if possible, to ascertain the nature of our marching ground in advance, for our slow progress to-day, as well as Leipei's report, had made me very anxious. Accompanied by Marshall, we climbed with some difficulty the high steep snow slope above the tent, and, gaining the level above, walked about two miles to the westward, when we found ourselves overlooking a very beautiful little bay of much smaller size than the one we had last left, but which had a very fine appearance as now seen beneath us. The sea does not run far inside the eastern and western sides of this bay, but beyond the sea-beach for a considerable distance inshore there was a succession of the most beautifully marked raised beaches or terraces rising one over the other with a very gradual slope, which gave it a larger appearance. These were cut through in the centre by the hollow of a watercourse, and it was curious to notice how each of those terraces had successively taken the same sweep and curve along the edges of the stream as the matter forming them had been subjected to its influence, whilst it still *was* a sea-beach. The western headland is a bold and prominently marked one, very precipitous at its northern face, but a short distance inland sloping away to the southwards. Beyond and over it in this direction is to be seen in the distance a low projecting point at least twenty miles off. Between this and the nearest head part of another bay is visible, the ice in which, at least what we could see of it, we were rejoiced to perceive was apparently free of hummocks. The sketch I endeavoured to take of this view will perhaps assist a little to explain it.

Looking to the northward we could now see well round the western point of the nearest island; no land could be seen in that direction, but over and *beyond* this island there is in two or three places high and peaked hills seen, apparently on separate islands, but I do not think that this is the same land seen on the 17th, for there is in the far distance, indistinctly seen, a coast running to the eastward, which is more likely to be that which was then perceived. To the westward are seen two apparently smaller islands lying north and south of one another. On returning to the tent I found the thermometer, which had been noted when we left at  $+ 7^{\circ}$ , to be now  $+ 12^{\circ}$  (8.30 A.M.) The morning had been all along a fine one, bright sunshine and clear, with light airs from the westward. The land which we saw this morning we had no doubt Captain Penny would be able to reach without difficulty with the dog sledges, but the rapidly increasing quantity of water and decayed state of the ice to the northward and westward made us exceedingly anxious about his party. However, we knew that his own and Petersen's experience would not allow them blindly to incur unnecessary risks. Looking forward to a very hard day's work for the morrow, we were not long of "turning in" on this occasion, for I made it known that we should be early astir. At 5 P.M. the cook was called, and preparations for starting afoot. Our yesterday's road had been so bad at the foot of the slopes that I walked a considerable distance out amongst the hummocks, in order to see if no way could be picked out amongst them to the westward, but I soon found that it was needless to entangle ourselves amongst them, and that however slow our progress and hard our labour, it would be better to persevere along the shore for some distance further. Before 8 P.M. we were ready to start. The evening was fine and clear, though if anything too warm for the work we had in hand. The thermometer had been in the afternoon as high as  $+ 19^{\circ}$ , and was now  $+ 17^{\circ}$ . Until midnight we had a spell of the hardest work that it is possible to conceive,—dragging the heavy sledge over immense wreaths of soft snow. At last, about 1 A.M. of the 24th, we came fairly to a stand in consequence of the sledge running rapidly down the declivity of one

wreath and burying its forepart deeply in another. With all our efforts we were unable to extricate it, and there was no other course open to us but to take off part of our lading, leave it here, and return for it. A single glance at the wilderness of hummocks outside satisfied us that we must continue to stick by the shore. Half of the lading being, therefore, taken off, we reached the bay with little difficulty, and returning with the empty sledge then brought up the remainder. This is always discouraging work, having to go over the same ground twice, but we had never found it necessary to do so since the 9th, the day we parted from the eastern parties. Nevertheless, although they had already done a very hard spell of work, when I proposed to reach the western head before halting the men at once and most cheerfully reloaded the sledge, and we started across the ice of the bay, which was comparatively level, although traversed in many directions with cracks, in which we sustained some awkward tumbles. It was 8.10 A.M. before the tent was pitched. Yet I do not think, after all our hard labours, that we had accomplished more than five or six miles. From the severe nature of the work the men had been allowed to take their morning's allowance of grog at midnight; but I now reminded them that this being the morning of the Queen's birthday, I thought I would be warranted in allowing them an extra glass specially to drink Her Majesty's health in. We did not forget in our thoughts the numerous bands of co-operators similarly occupied to ourselves, and, we had no doubt, similarly celebrating the day, earnestly hoping at the same time that some amongst them at least had been more fortunate than ourselves in the search for the lost.

4th May 1857  
Smart breeze, W  
Therm + 2°

Our tent was pitched upon a shingle bank close under the cliffs; a keen westerly wind was blowing, and although the sun was out the thermometer stood at this time at + 2°.

Before turning in, I walked a short distance round the point to where some huge blocks of limestone had been precipitated to the bank beneath. From above these blocks we had a good view to the westward. The coast appears now to trend a point or two more southerly; the western point of the bay now before us, which is a large and deep one, is long, low, and outlying. No *high* land is to be seen in this direction, the shores ascending very gradually to a height, as near as I could judge, of 150 to 200 feet above the level of the sea, and, although not quite so prominently, yet well marked with those terraces characteristic of all the shores of Cornwallis Island, where they are not abrupt and precipitous. We also saw that the ice for our next journey would be very favourable, as there were no hummocks inside of the western point and the position we now occupy. A ridge of very high hummocks, however, stretched across the mouth of the bay from either point. I may mention here, that to the westward of our present position we did not fall in with any very large hummocks, every mile in that direction they became smaller, and there was less appearance of pressure. Large holes of water are seen to the northward and N.W., and farther off the scattered black clouds and patches of vapour would seem to indicate water in the distance. Our tent this day was unluckily pitched, being exposed to the keen westerly breeze without the least shelter. The thermometer was not observed to rise above + 12°, and in spite of the fatigue of the last journey, almost every one of the party acknowledged that they had been prevented from sleeping soundly, and had felt the cold much more than they had done when the thermometer had ranged many degrees lower.

The slow progress we had made on our last two journeys convinced me that we must alter or curtail our operations materially, and, however irregular it might be, make another depôt at this spot. There was the prospect of better ice ahead to be sure; but still Mr. Marshall had already more than once warned me that the ice outside was evidently fast giving way, and that in a short time longer we would in all likelihood have no "*road open to us but the tops of the hills.*" I myself trusted to the narrow ledge of ice, which I argued would remain attached to the beach until a late period of the season, and which would afford us a tolerable road for the sledge, although at the expense of coasting every bight and inlet. Allowing that Mr. Marshall should prove right, and we were forced to take the "*tops of the hills,*" there was no doubt that it would be impossible for us to take the sledge with us in that way, and that our homeward journey might prove rather a difficult and trying one. On reflection, therefore, I saw that it was absolutely necessary to make such arrangements as

would enable us *now* to push on as *rapidly* and as far as was consistent with prudence. I roused out all hands at 7 P.M., and whilst the cook was preparing our breakfast the others were set to repack and arrange the sledge. In doing this every article was scrupulously laid aside that could be dispensed with for the remainder of the journey, and all the provisions, with the exception of sufficient for twenty-nine days, seventeen of which I intended for our use whilst still advancing, the remaining twelve I trusted would be sufficient for our return to this spot. I hoped thus to be able to make an outward journey of thirty-five days from the ships, by which time we might have examined a considerable distance of coast. The only article in which we were at all short was the fat for fuel, and which there was every reason to suspect we would run short of; upon pointing out which circumstance to the men they every one agreed to save every ounce they possibly could on their respective cooking days. After securely covering up with gravel and large stones what we intended leaving behind, we started at 9 P.M., and keeping along the beach until we got abreast of the smooth ice of the bay, we then hauled the sledge out to the westward. The point we were now leaving, however, being the most conspicuous landmark within view, I determined before proceeding to erect a larger cairn than usual on it. Taking all the men with me, we ascended to the summit, and very soon constructed one of some height, in which I left the usual papers. This is the first place in which we have found the construction of a cairn of any size an easy matter. In our view to the northward and westward nothing new was observed in addition to what has been previously recorded. After regaining the sledge we struck right for the western point of the bay, over the best travelling ice we have had for some days back. We were not interrupted by a single hummock the whole way across the bay, the ice being perfectly smooth, and of that wavy description which indicated its being of a previous year's formation. Our quick and easy progress during this march gave rise to happier feelings than we had enjoyed for some days back.

We reached the point at half-past five A.M. of the 25th, and encamped on its western side. The morning was quite calm, and bright sunshine, the temperature where we camped being plus 10°, and at midday + 25°. Before turning in we walked up to the nearest high ground. The point on which our tent was pitched is low and outlying for about half a mile, after which the land gradually ascends to about a height of 200 feet. On gaining this elevation we found an almost level country stretching out before us to the southward for a considerable distance; but the view in this direction was bounded by high hills. Looking to the westward another bay similar to the one last crossed was now seen before us, terminated by a low point, inshore of which was a oblong hill or elevation, seemingly surrounded by very low level land. The bay itself seemed broken in two, as it were, by a small projecting point of land, which run out a short way from the bottom. The elevated land on which we stood terminated at this point; beyond it the low land commenced. Before leaving the tent we had noticed on a very conspicuous position something that had the appearance of an artificial mark or cairn, but we now found on reaching it that it was merely a large block of stone. We erected a small cairn on the top of it, and left the usual paper.

At 7 P.M. I roused out the cook of the day, and at 9 we were ready to start. The evening was clear and pleasant, the temperature plus 19°. The ice of this march was similar to that gone over the previous day. The range of hummocks across the mouth of the bay were smaller, and at a greater distance from the shore. By midnight we were nearly half way across, or almost equidistant between the eastern and western points, and had the low land seen in the morning open to us. Had we not previously perceived its nature we should have been inclined to judge that it was a deep inlet running in here, so little was it above the level of the ice on which we stood. The point for which we were steering our course had a number of dark coloured looking objects upon it, which afterwards turned out to be large blocks of limestone, but which, in consequence of refraction, assumed—

Sunday, 25th May  
Calm A M  
Therm + 10° to + 25°.

Monday, 26th May  
Light air, W & S W

[*Incomplete when opened.*]

REPORT of a JOURNEY to examine the Beaches between CAPES GRINELLE and SPENCER, and the Neighbourhood of CASWALL'S TOWER and RADSTOCK BAY, by John Stuart, Third Mate, H.M.S. "Lady Franklin."

The sledge party fitted out for the examination of the east side of Wellington Channel to the southward of Cape Grinelle, and of the beaches in Barrow's Straits in the neighbourhood of Caswall's Tower and Radstock Bay, left H.M.S. "Lady Franklin" on the night of Tuesday the 6th of May. The party consisted of six men and one officer, and was victualled for 30 days.

May 6th, 1851  
Assistance Harbour

On striking out of the bay the sledge was hauled over the east point, this being easily done, from our having four extra hands from the parties of Captain Stewart and Mr. Goodsir, who were proceeding out to their depôt of the 24th April, with one sledge and two crews each. After a march of eight hours we camped under Parry's South Bluff, close by the flagstaff of H.M.S. "Assistance."

May 7th  
Cape Holham, 2½  
miles E

The following evening we started at \_\_\_\_\_ P.M., and reached Barlow Inlet at \_\_\_\_\_, having seen on the road a bear, a fox, and two ravens. On the north shore of the inlet we lunched, and at \_\_\_\_\_ A.M. reached the first depôt. Here everything was found in confusion, having been disturbed, but not destroyed, by bears and foxes. The road had up to this been on the whole good, with the exception of a few patches of deep snow.

May 8th  
Barlow Inlet 4 miles S

Starting at 10 P.M. with a smart breeze of wind, we still kept along the snow on the beach, and derived great advantage from our floorcloth set as a sail. In a heavy squall, however, the sledge was hove on her beam ends in passing through a gully, but luckily no damage was sustained. At 3½ A.M. we camped alongside the depôt made on the former journey. Around it were several bear marks, but it had not been disturbed. In the forenoon the dog sledges arrived from the ships, having accomplished the journey in \_\_\_\_\_ hours. I accompanied Captain Stewart to a hill four miles to the northward, and was happy to see our road across channel almost entirely clear of hummocks, being only crossed at intervals with narrow ridges.

May 9th  
Barlow Inlet 12 miles S

Starting at 8 P.M., we proceeded along the beach through very heavy snow for more than a mile, the sledges having to be double banked all the way. Striking out to the floe from a point named Point Separation, we parted with the parties of Captain Penny and Mr. Goodsir; and the three sledges under Captain Stewart, Dr Sutherland, and myself, set sail and stood across the channel. Though the wind was light it helped us considerably, so that by 3½ A.M. we camped, having made about eight miles of offing.

May 10th  
Point Separation  
W. by S 8 miles

After lightening Captain Stewart's sledge, which had been dragging very heavily, we started at 8½ P.M., and made good way, deriving occasional assistance from light breezes. In the course of the march we had to cross one or two ridges of hummocks, in some of which the sledges required to be double manned. The footprints of bears were numerous, and one burgomaster was seen. We camped after eight hours work, having made about 10 miles. In the course of the day a few angles were obtained, the result of which, along with the other observation taken during the trip, is laid down in the accompanying chart.

May 11th  
In mid-channel

We did not start until midnight, and then proceeded over a beautifully level floe, uninterrupted by a single hummock, till 9 A.M., when we camped. During the morning we had passed a number of recent traces of bears and foxes. The distance supposed to have been made on this march was thirteen miles. A meridian altitude gave N. lat. 75° 10'.

May 12th  
Cape Bowden S E  
9 miles

At half-past one A.M. we again got under way, and after two hours quick march came within half a mile of the land, when we halted and carried ashore 40 lbs. of pemmican and 60 lbs. of bread, as a contingent depôt. On returning to the sledges, after having properly buried and secured the provisions, we lunched, and afterwards parted company with Captain Stewart and Dr. Sutherland. Leaving my sledge I now struck in for the north cape of the bay I had been directed to examine, instructing the captain of the sledge to proceed within the range of hummocks stretching across the mouth of the bay, and then to pitch the tent. Immediately on landing I found the skull of a sea-horse evidently of great age. The beach under the north cape was a short

May 13th  
In Bay,  
Cape Bowden S S W  
3½ miles

shelf at the foot of an abruptly rising terrace, on the top of which were seen the recent droppings of hare and ptarmigan. Two of the latter were seen. Following the beach I found its north shore indented with three bights, one of which was of considerable depth. The whole bay was filled with very old looking ice, the bottom of the different bights being deeply covered with snow. Nothing was seen to justify the belief that it had ever been previously visited. Continuing to follow the north shore inwards the bottom of the bay was reached. Here the land was much lower than on either side. After having walked round fully one half the extent of the coast I was obliged to make for the tent, it having come on to blow strong with thick fog.

The wind continued high throughout all this day, and nothing could be done in consequence of the drift. We consequently continued camped, although the wind was fair, being unwilling to leave the bay without getting a sketch and a few bearings. An opportunity occurred during a lull on Wednesday forenoon, but unfortunately the period of clearness was very short, so that nothing satisfactory could be got.

The sledge started an hour after I did, and proceeded along the inner side of the hummocks, and then hauled out of the bay. Meantime I had walked towards the bottom of the bight and examined the south shore. This was found to be formed of a long neck of land, terminated by a small square bluff. Nothing was to be seen on any part of the beach, but bear and fox tracks. By the different tide marks seen in the bay the rise and fall is supposed to be about five or six feet. After leaving the usual notices on the low bluff already mentioned, I struck across a small bay formed between the peninsula and Cape Bowden. I ascended the hill, and proceeded inshore for a considerable distance towards some Esquimaux remains of considerable size. The country inshore appeared flat and rolling. Five hares were seen and fired at. At the back of Cape Bowden was found a small frozen lake in a valley intervening between this headland and the country inshore. Ascending Cape Bowden a cairn was seen, which proved to be that built by a party from the American schooners in the previous autumn. It contained a paper very indistinctly written, but nearly as follows :

“ August, 28th 1850 U.S. Brig “Rescue.” At Cape Riley traces may be found for a winter harbour. At Whaler Point, Leopold Harbour, is a depôt of provisions for Franklin.”

Rebuilding the cairn, another despatch was left, and starting I continued along the coast to the bottom of a deep sweep, but without finding any further trace. The sledge all this time continued far off on the fair floe, that inshore being covered with deep snow and hummocky.

At 5 A.M. they pitched the tent, having been nine hours under way. In an hour and a half I joined them, and was informed that they had come along footmarks on some old ice which, from the description, I had reason to believe were those of the Americans last autumn. During the day the wind was variable; the thermometer rose to + 63°.

At about 9 P.M. we started. The wind though light being northerly, we set our sail, and got the floor-cloth well dried, the sledge keeping as straight a course as the ice would allow it, in order to make the shortest possible course, for Cape Spencer was a considerable distance off-shore. From our camp I re entered the bay, holding a course for the part of the beach where I had left off the search in the morning. Having, however, noticed some low patches of land lying about half a mile from the shore, I made for these, and found them a number of shingle banks, some of them having a tide mark within them, others having only a tide mark on the outside.

A minute examination of the beach produced not the slightest trace of being visited by human beings, until coming within three miles of what I took for Point Innes, when a small cairn was seen about 18 inches high. It contained a paper, of which the following is a copy :

“ A party from the U.S. brig “Rescue,” bound to Cape Bowden in search of Sir John Franklin and his companions. August 27th, 1850.”

From this I continued along the beach till past the place where a party under Captain Penny landed from the “Lady Franklin” in August last. A remarkable cairn-like stone on the head of a hill inshore attracted my attention, and was visited. Ascending the hill above Point Innes from behind, I saw the sledge making its way through very bad ice, and not anticipating their

Thursday, 15th May  
Cape Bowden N E  
5 miles

being able to proceed much further, I pushed on to satisfy myself as to the state of things at Beechey Bay. On the way I examined a large cairn on the site of some Esquimaux ruins, but was unable to identify it as a portion of what had been found by Captain Penny and party the preceding autumn. Beechey Bay was found to be full of hummocky ice, the floe pieces in it of very small size, and apparently of late formation. At and about the "Mary" everything was found as it had been left. Returning to my party I was surprised to meet them, it being then nearly 8 A.M., and the distance they had accomplished having been great even disregarding the tortuous road caused by the bad ice. We immediately camped. They informed me that on the point they had opened a mound of earth and stones which proved to be an Esquimaux grave. During the day the thermometer in the tent ranged from + 23° to + 53°.

Friday, 16th May.  
Cape Spencer E. by  
S. 4 mile.

We did not start the following day till 10 P.M., and although scarcely three miles from the yacht, did not reach her till past 1 A.M., the deep snow among the hummocks making the road most laborious.

Saturday, 17th May.  
Cape Spencer W. 2  
miles.

Pitching the tent alongside the "Mary" her stove was rigged, and while lying there all our cooking was done in her fore-castle. A walk to the cairn and graves showed us that everything had been undisturbed since we left it. After making arrangements for the evening we turned in at 7 A.M. The thermometer in the tent reached + 63°. We turned out at 8 P.M. and breakfasted. I then proceeded to take a few angles in Beechey Bay. Meantime the boatswain and two hands were examining the graves and their neighbourhood, while another man was sent to the top of Cape Spencer, alike to examine a cairn seen on it and to report on the state of the ice to the offing. The cairn proved to be one built by Sir John Ross, and contained documents having a reference to the "Mary." The beaches along Erebus and Terror Bays and the other places already mentioned were examined, but the search produced nothing worthy of note; indeed such was the quantity of snow that had fallen, and so greatly had the general appearance of the place altered, that it was difficult to recognize particular localities. In the middle of the day the thermometer in the tent stood for upwards of an hour at + 70°, being the greatest heat we had yet experienced.

At 9 P.M. we started with the weather close and foggy, but a westerly breeze springing up enabled us to spread our canvass, which, as usual, we found a great assistance. Our course was over the spit at the head of Beechey Bay, and thence to the head of Erebus and Terror Bay, where a large salt water lake, without any apparent communication with the sea, enabled us to cross with comparative ease the back of the land between Cape Riley and Gascoyne Inlet. The breeze, which by this time had increased by a gale, proved a most valuable auxiliary, the snow being on the smooth ice so deep as to cause very heavy dragging. Gascoyne Inlet was crossed on what appeared to be old ice, and at 8 A.M. we camped on its east side close by Caswall's Tower. The gale continued from W.N.W. all day, and there was much snow drift.

Monday, 19th May.  
Caswall's Tower N. 4  
mile.

At 9 P.M., after much difficulty, I succeeded in ascending the tower; but nothing was found on its summit to repay the exertion. A small cairn was built, and the usual notice left. In descending, which was found fully more difficult than the ascent, I was attracted by the ruins of an Esquimaux settlement of considerable size, and while searching about among the remains of the different huts, fell in with a bottle, then a Goldner's canister, then another bottle, and finally a tent place.

The latter was about 10 feet by 8 and had a built fireplace adjacent to it. Close beside were two large and peculiarly-shaped cairns, evidently built by Franklin's people, but containing no documents. Scattered about lay eight or ten tins; two marked "vegetable soup," one "carrot soup," and two or three "boiled beef." An old Esquimaux house had the appearance of having been used as a tentplace, and a small tentplace adjoined it, apparently that of Englishmen, but in neither was the least bit of twine or such article got to enable us to come to a decision on this point. The whole had the appearance of having been the station of a shooting or surveying party of the summer of 1846. Leaving notices in a cairn, we started, and the favouring gale carried us along Radstock Bay at a great speed, enabling us to reach within two miles of Cape Eardley Wilmot, although considerably retarded by thick fog. At 7 A.M. we camped

Tuesday, 20th May.  
Cape Eardley Wilmot  
S E. 2 miles.

on the beach. The thermometer in the tent did not rise above freezing during the day, varying from  $+21^{\circ}$  to  $+30^{\circ}$ .

At 9 P.M. I sent four of the men away in different directions to the heads of the adjacent hills in order that no beacon might be passed unobserved, but nothing was seen. While examining the beach in the neighbourhood I found what appeared to be a cairn, but found it a large stone trap 3 ft.  $\times$  1 ft., probably intended for the wolf. It had no appearance of age, though most likely it had been built by Esquimaux at least one hundred years ago. Adjoining was the site of an Esquimaux summer tent about 10 feet square. The sledge did not start till nearly midnight. It then proceeded along the coast over very rough ice in the direction of Cape Hurd; but the weather coming on very thick obliged them to haul close in for the land. I followed the beach along to Cape Eardley Wilmot, when the land suddenly breaks off to the northward for  $1\frac{1}{2}$  miles. The beach, which is interrupted towards the inner portion of this bluff, recommences on the opposite side of the shallow bay, caused by the angle made by the cape and the mainland. On neither was anything to be found; so after following the coast for three or four miles, I turned, and with difficulty rejoined the sledge. We then hauled right in for the land, and pitched the tent, having found ourselves unable to pick the road through the hummocks owing to the thick fog. The thermometer in the tent ranged from  $+18^{\circ}$  to  $+28^{\circ}$ , and the gale continued from the W.N.W. without abatement.

Thursday, 22d May.  
Cape Eardley Wilmot  
W. 4 miles.

It being a little more moderate at 2 A.M. I started with one of the men, and after an hour and a half's hard walking reached Rigby Bay, having come along the whole way under the perpendicular cliffs, the snow in many places knee-deep. The ice was squeezed up close to the cliffs, and was very hummocky. The bay we found filled with ice, apparently very old, and several bars of hummocks were found across the mouth of it.

Reaching Cape Hurd we found two beacons, one higher than the other, and near them was a tentplace and one preserved meat tin. Neither of the cairns was disturbed, but to the flagstaff of the lower one a cylinder was lashed containing the usual notice and a document, of which a copy follows:

"The winter quarters of H.M.S. 'Erebus' and 'Terror' discovered at Beechey Island, but no documents have yet been found to indicate the course subsequently pursued by them.

"Cape Walker has been visited, but without affording further traces.

"Wellington Channel, Melville Island, and Bank's Land are at present being searched by travelling parties from the different ships at present at Cornwallis Island.

May 22d, 1851."

At Cape Hurd.

Returning to the tent after an absence of six hours, we found those arrived whom I had sent inshore, they having seen nothing. Regarding the state of the ice as seen from Cape Hurd, there was between that promontory and Prince Leopold Island a smaller proportion of level floes than was anywhere else to be met with. The ridges of hummocks were very numerous and very broad, and the floes intervening between these hummocks had the appearance of short narrow ribands.

During Friday the gale and snow drift continued so violent up to 6 A.M. that we did not leave the tent. Moderating towards noon we carried half a case of pemmican and 50 lbs. of pork to a low projecting point, and built over it a conspicuous cairn of large stones. A flat hill, lying immediately to the westward of the peculiar *housetop-looking* hill, noticed by Captain Parry as Table Hill, marks the commencement of the low beach on which the depôt is situated.

At 10 P.M. we started and kept for Cape Eardley Wilmot, then proceeded towards the beach and along the end of the range of hummocks stretching from the extreme capes of Radstock Bay. When sufficiently within them we kept direct for Cape Ricketts intending to follow the outer course in our return. Having a fair floe we made very good way, and notwithstanding contrary winds we were enabled to camp within four miles of Cape Ricketts shortly after 6 A.M. The tracks of bears that we had passed during this last march were more numerous than on any ice we had yet travelled over, with the exception of the bay to the northward of Cape Bowden. The cook of the day when preparing our breakfast, that is, the meal of 8 P.M., was startled by a fox, which he afterwards shot. The animal was in good condition, but appa-

Saturday, 24th May.  
Cape Ricketts W. by  
S. 4 miles.

rently very hungry. The thermometer having risen during the day as high as  $+58^{\circ}$  in the tent, everything was thoroughly soaked with the water from the young floe.

Sunday, 23th May  
Cascove Inlet E by S  
1 mile

About 10 p.m. we started and carried the sail, more however to get it dried than from any good it did us. After rounding Cape Ricketts we found the ice getting worse and worse, but keeping on the smoothest pieces we could find, disregarding the crooked road this caused us to follow, we got opposite Gascoyne Inlet, when we struck right in for it, and camped about 7 a.m. under the cliff forming a part of the west side of the inlet. Along the southern side of Cape Ricketts we had passed some very broad and lately frozen cracks, and in one place there was a crack about a foot and a half wide, communicating with a pool formed on a depressed portion of ice. This was the first water we had yet seen. What surprised us most, however, was a large number of mollymoks soaring over head, having apparently a place of residence in the adjacent cliffs. During the day the thermometer in the tent varied from  $+25^{\circ}$  to  $+37^{\circ}$ , and a smart breeze from the westward rendered it colder than we had felt it at  $10^{\circ}$ . Two ravens in the rocks above us kept up a constant croak all the latter part of the day.

Monday, 26th May  
Cape Riley W by S  
1 mile

On starting at 9 p.m. several bottles and canisters were found to be damaged in consequence of some rather serious capsizes we had sustained during the day. The ice we found constantly getting worse, and after the first mile travelled this day anything like a floe vanished, and the only flat ice we went over was in detached pieces among the hummocks, few of them exceeding ten acres in extent. Thus getting involved in a maze of hummocks, we were unable to accomplish more than five miles during nine hours of most fatiguing labour, two thirds of that time being at standing pulls. We camped on the land immediately below the upper beacon left by the "Assistance" on Cape Riley. In the course of the day a white hare was repeatedly seen, and numerous bear tracks of recent dates were around us in every direction.

In spite of a very strong head wind and much snow drift, we started with the sledge half loaded, and got her over a ridge of hummocks on to a level piece of ice. The men then returned for the remainder of the baggage, and after a heavy pull of two hours we got clear of the hummocks and entered Erebus and Terror Bay. The wind had increased after opening out the bay, and the drift had become almost smothering, but the sky keeping clear aloft, we could see the tops of the hills ahead of us. Three hours longer brought us alongside the yacht, where we camped on our old stance.

Tuesday, 27th May  
Cape Spencer W 2  
miles.

Wishing to get into the regular day during the time we remained here, instead of breakfasting on Tuesday night we did not do so until Wednesday morning at 5 a.m., and afterwards started to examine the beaches round Erebus and Terror Bay. A fox was seen, and a mollymok was fired at but not killed. Nothing could be seen of a fire-place near where the second boarding pike was picked up, indeed in that neighbourhood the snow lay deeper than in any other part of the bay. We turned in at 8 p.m., and found the night sleeping much more comfortable than the day, the thermometer in the tent never rising above  $+43^{\circ}$ .

On Thursday one party was sent up the second ravine, another followed the course of Mary River, and a third proceeded round Cape Spencer to re-examine the ruins in that direction. Nothing was found worthy of notice. A flock of about 70 ducks passed within musket shot, flying rapidly to the north-westward.

On Friday, while part of the men were examining the top of Beechey Island, I proceeded to different parts of the bay, and made what sketches I could. Before dinner I obtained one set of angles, but a thick fog coming on with smart south-easterly breezes, prevented me from obtaining some additional bases and angles that I would have wished to get. One of the men whom I had sent to the top of Cape Spencer was unable to get a clear view of the channel, the fog having come on very suddenly. He reported the paper left in the cairn on the hill by the "Lady Franklin" in September as quite illegible from wet.

After dinner of Saturday all hands turned in to be ready for a start in the evening, although the prospect was anything but favourable, the weather continuing thick, and the wind holding from the same quarter. In the afternoon a fox had the daring to get into the sledge, and on overhauling the



provisions in it we found he had regaled himself on the bolt of fat, having consumed upwards of two pounds. The fog continuing all night we did not get under way, as I thought it imprudent to start through the hummocky ground that we had to go over for the first four miles at least.

There was a short clear blink at 8 A.M. on Sunday, but it again came on thick, and continued so till 5 P.M. At 10 P.M. we started, availing ourselves of a partial clearing, and enticed by a change of wind from S.S.E. to E. We had to keep right for the centre of the bay to avoid the rough road. Such as it was, the sledge was twice capsized before she cleared Cape Spencer. The hummocks compelled us to take a much more northerly course than we otherwise should have done, and the deep snow, softened by the late foggy weather, made the sledge drag very heavily. At 7 A.M. we camped, having for five hours previously been groping our way along the edge of a ridge of hummocks in thick fog.

Monday, 2d June  
Cape Spencer E by S  
6 miles

At 10 P.M. we again started, but the fog continuing to hang over the ice, and the wind having shifted a point or two, we found at 2 A.M., when there was a partial blink, that we were keeping too far to the northward. A large burgo-master, seemingly much fatigued and probably wounded, lighted near us repeatedly, he came from the north-westward. At 6 A.M. we camped under the lee of a large hummock, the wind being fresh from the E.S.E., thick and murky aloft and occasional blinks below. Towards noon the wind fell, and the heat was excessive, the thermometer in the tent standing for a considerable time at + 67°. Some bearings were obtained, and several seals were seen on the ice.

Tuesday, 3d June  
In mid-channel

At 9 P.M. we started, the sail hoisted, but scarcely drawing. The floe improved considerably for a short distance, but two ridges of hummocks detained us a little about midnight. As the sun rose a light breeze came away from N.N.E., enabling us to make longer spells. About 2 A.M. we dined close to the edge of the smooth floe, and from the top of the adjacent hummocks, a few pools of water could be seen on the top of the ice. On re-starting we made four good spells, and then camped off the mouth of Barlow Inlet about 8 A.M. A thick fog bank hung over the land, and along the hummocks inshore, while to the northward and southward the sky was beautifully clear. At noon the sun was obscured. The thermometer in the tent did not rise above 50°.

Wednesday, 4th June  
Barlow Inlet W. by  
N 1½ miles

Getting under way at 10 P.M. we kept the outer floe till within one mile of Ragged Point. With considerable difficulty we there crossed the hummocks, and kept along the beach. A cairn and cylinder were left, according to order, in a conspicuous situation. Under the steepest part of Cape Hotham an Esquimaux encampment, not previously observed, was seen. It had the appearance of having been recently disturbed, probably by the "Assistance's" people in the previous August. At 5 P.M. we camped, making a shorter journey than usual, in order to divide the distance to the ships. Our tentplace was one mile west of the ravine at the foot of Parry's South Bluff. During the day the thermometer in the tent ranged from + 30° to + 57°.

Thursday, 5th June.  
Parry's South Bluff  
1 mile east.

Starting at 10 P.M. we had about half an hour of standing pulls to get over the hummocks along the beach, we then gained the smooth floe, and set sail with a smart breeze from the N.N.E. About 1 A.M. a party from the ships was seen within hail, having with them a boat and two sledges, hauled by 14 men and 10 dogs, in the charge Mr. Manson. He informed me that a considerable water had been seen in 76° N. and 96° W. whither the boat was proceeding. Leaving my party about five miles off, I struck overland towards the head of the harbour, and arrived at the ships at 2 A.M. on the morning of Friday the 6th June. Shortly afterwards the sledge and crew came alongside, after an absence from the ship of thirty-one days, having enjoyed the most robust health during the entire period. Of the good behaviour and willing exertions of the whole I cannot speak too highly, but I would beg to make particular mention of Moses Robinson the boatswain, who was captain of the sledge, and to recommend him for his steady, willing, and careful behaviour during the journey.

I enclose a few sketches of the land, taken from the points where the most connected views could be obtained. They are necessarily very rough, but may serve to give an idea of the general characteristics of the coast gone over.

REPORT of the PROCEEDINGS of the DEPOT SLEDGES No. 5 and 6, in their FIRST JOURNEY to DEPÔT POINT, of Mr. John Stuart, Assistant Surgeon.

Thursday, 17th April  
1851.  
Assistance Harbour  
6 miles W.  
Distance travelled,  
7½ miles.  
Distance gained,  
6 miles.

At half past eight, on the morning of Thursday the 17th April, six sledges left the ships, having to each crews of six men and one officer. On account of the sudden rise which had recently taken place in the temperature, the snow was very soft, and the sledges dragged very heavily. By 10 o'clock we bid good-bye to the "Felix's" crew, who had accompanied us to the mouth of the harbour, and assisted us through the ridges of hummocks. The ice off the mouth of the harbour, having been of March formation, was very sloppy, its recent date making it very porous. At 12 o'clock we had luncheon, during the time that Dr. Sutherland's sledge was undergoing a repair. At half past three we camped on the ice, the whole of the party well done out by the heavy drag through the soft snow. The sledge of which I had charge had of regular weights 1,370 lbs., but was well able to keep pace with the others, some of which were considerably lighter. The evening meal was cooked pretty expeditiously, but the quantity of tea afforded by the "conjurer" did not much exceed half a pint. We congratulated ourselves, however, on being much better off than some of our neighbours, and turned into the bags very contentedly. The thermometer during the day had ranged from + 32° to + 21° The sun strong throughout, and very little wind.

Friday, 18th April.  
Parry's South Bluff  
west ¼ mile.  
Distance travelled, 7  
miles.  
Distance gained, 6  
miles.

The cooks were called this morning at 5. 30. A.M., and after breakfast we started at about 7 o'clock. The sledge, having sunk into the soft snow and frozen to the ice, was very difficult to start, and the other sledges were nearly a mile ahead before we got moved. The floe did not at all improve, and the great want, that of water, began to show itself already; the conjurer requiring to be kept burning to keep up a supply of water, and the allowance of fuel proved quite insufficient for this purpose. A little extra fat had, however, been brought away, and it was hoped that by the time this was expended less water would be required.

We lunched off Point Dungeness, and while halted we were joined by Captain Penny and Mr. Petersen with the dog sledges, they having come along the land to this point, whence they were obliged to strike out to the floe. After proceeding a few miles further we camped at a quarter past three in a bight among the hummocks off the depôt left by the "Assistance" last autumn. Our journey of this day had, like the last, been about seven miles. At night it came on to blow, and the thermometer fell considerably. The thermometer outside ranged from + 26° to + 20°, and inside the tent from + 35° to + 40°.

Saturday, 19th April.  
1½ miles S. of Barlow  
Inlet.  
Distance travelled,  
6 miles.  
Distance gained, 5  
miles.

Starting at half past six the sledges were double manned to get them over the heavy hummocks inside of us. We then proceeded along the edge of the snow on the land till close under Cape Hotham, when we were obliged again to double bank the sledges for a short distance in crossing a rough floe piece. The land did not prove better than the floe, the snow being equally deep and the surface much more irregular. On camping, however, we found the difference, the bedding being for the first time dry though hard. The dog sledges still continue in company with us. The distance accomplished this day was nearly six miles, but for some of the sledges this appeared to be quite enough, as the frequent sinking of the low runners in the soft snow rendered "standing pulls" necessary, which soon fatigued the crews. The thermometer during the day ranged from + 20° to + 31°.

Sunday, 20th April.  
Barlow Inlet S.W.  
2 miles.  
Distance travelled, 7  
miles.  
Distance gained, 4  
miles.

This morning, after prayers in the open air, we again started, and after a very heavy drag through deep snow and very uneven ground we came upon the land ice in Barlow Inlet. The dog sledges were then on ahead, and from them we understood that it was impossible to get on to the land on the north side of the inlet on account of hummocks. We accordingly hauled out to the middle, towards the most practicable looking place among the hummocks that crossed the mouth of the inlet. Three crews were then put on to each sledge, and they were roused by main strength over a very irregular piece of ice. Notwithstanding the fall of temperature the snow on the ice continued soft and wet, and a head wind caused thirst to be felt this day more violently than ever. The most of the water bottles were frozen, and their unwieldy shape rendered them a great nuisance to any one using a drag belt.

We camped at 3 P.M. after a very heavy pull through about a mile of hummocks, in which we were only able with all hands to take two sledges at a time, consequently having to make three trips over the same ground. Our camping ground this night was wetter than any previous stance, but luckily at night it began to blow very strong with a very keen frost, and but that we were in a sheltered bight among hummocks we would have had some difficulty in keeping our tents overhead. Several frostbites had occurred during the day, and two or three were affected with snow blindness. By midnight the thermometer had fallen to

The gale continued without abatement throughout the whole of this day, and in some of the tents the thermometer fell to  $-26^{\circ}$ . The hoarfrost hung about the tents and blankets in every direction, and the least motion brought down a shower of snow. The cooking had all to be done inside, and the smoke arising from the tallow was one cause which may account for one of the men getting blind. The drift outside was tremendous, and the poor dogs were hard put to it for shelter, doing however no small damage to whatever they could get at.

Monday, 21st April.  
Storm stayed.

Throughout the early part of the day there were occasional lulls and squalls. No start was made till 10 A.M., when the first six days being expired I got orders to proceed on for three miles and make a depôt for the return of the extended parties. The dog sledges started first, and the others getting under way got over a narrow ridge of hummocks on to the land, and proceeded on to a blunt point on which the depôt was made. The other sledges pitched their tents, and, leaving a flag blowing on the depôt, we left our comrades with three cheers, and immediately commenced our return. My tent I had left at the former camp, and three disabled men, who were to return to the ships. My party then consisted of twelve men, of whom three were snow blind, and three of the remainder had been transferred to the fatigue party as unfit to proceed further. We had two sledges, with about three hundredweight on each, but to the thirteen hands there was only one tent made for a party of seven. There was on the other sledge a tent made of black calico, but as the dogs had been amusing themselves with jumping through it every time it was pitched it was utterly useless. Anxious to make as short a journey as possible for the sake of the blind men, on reaching the tent we took a hasty luncheon and packed up the sledges. In going down we kept outside the hummocks upon the smooth ice till within a mile of Cape Hotham. We then struck in over the hummocks. By this time most of the disabled half were much fatigued; accordingly, after proceeding about three miles further, we camped on the depôt of the "Assistance" about 9 P.M.

Tuesday, 22d April.  
Barlow Inlet S. 4  
miles.

After a length of time, and getting served by divisions, we all got a little tea, and set about composing ourselves as we best might, with a view to getting a little rest. Stowing thirteen people in a space of 10 feet by 7 proved rather a difficult process; but by some arranging themselves for a lower tier we managed to get three or four hours sleep. A cold breakfast, washed down by a glass of rum, set us on our legs, and we started at a smart pace for the ships. The thermometer this day was down to  $-30^{\circ}$ , and a smart N.W. wind rendered the cold very piercing. Four or five were frequently and deeply frostbitten, but luckily without bad effects. By the time we got within five miles of the harbour, two of the men were much knocked up, and four or five more much fatigued. Having got entangled in a wrong lead among the hummocks near the point of the harbour, out of which it would have been difficult to get, I thought it advisable to leave the sledges and walk over the point; and the step proved to have been almost necessary, as one of them, the sailmaker of the "Sophia," had to be supported in by other two.

Parry's South Bluff W.  
by S.  $\frac{1}{2}$  mile.  
Distance travelled, 14  
miles.  
Distance gained, 12  
miles.

Next morning the sledge was brought in without difficulty, and with the exception of a few trifling blisters following the frostbites no one was the worse for their journey.

Wednesday, 23d April.  
Assistance Harbour.  
Distance travelled, 14  
miles.  
Distance gained, 12  
miles.



## The SECRETARY of the ADMIRALTY to Captain AUSTIN.

SIR,

Admiralty, December 5, 1851.

My Lords Commissioners of the Admiralty having received a Report from the Committee of Naval Officers appointed to inquire into and report on the conduct of the officers entrusted with the command of the late expedition in search of Captain Sir John Franklin and party, and whether everything was done by them to carry into effect their instructions, and to prosecute the search for the missing ships, I am commanded by their Lordships to send you herewith a copy of the said Report, and to acquaint you that my Lords have great satisfaction in conveying to you their entire concurrence in the opinion expressed by the said Committee on your own conduct, and on that of Captain Ommanney and the officers and crew employed under your orders.

My Lords further desire me to send you herewith a list of the promotions which they have been pleased to make of some of the officers late under your command.

I am, &c.  
(Signed) J. PARKER.

## PROMOTIONS for Arctic Expedition under Captain Austin.

## LIEUTENANTS.

Lieutenant R. D. Aldrich	-	-	} To be Commanders.
„ J. B. Cator	-	-	
„ F. L. M'Clintock	-	-	

## MATES.

Mr. R. V. Hamilton	-	-	} To be Lieutenants.
„ W. W. May	-	-	
„ J. P. Cheyne	-	-	

## SECOND MASTERS.

Mr. F. J. Krabbé	-	-	} To be Masters.
„ G. F. M'Dougall	-	-	
„ J. L. Allard	-	-	

## ASSISTANT SURGEONS.

Mr. T. R. Pickthorne	-	-	} To be Surgeons.
„ John Ward (a)	-	-	
„ Charles Ede	-	-	

Mr. E. N. Harrison - - - To be Paymaster and Purser

Mr. E. Langley, Boatswain	-	-	} To be raised a step.
„ Henry Osborn „	-	-	
„ Wm Dean, Carpenter	-	-	

The Assistant Engineers will be advanced a step, if eligible.

The SECRETARY of the ADMIRALTY to Rear Admiral BOWLES.

SIR,

Admiralty, December 5, 1851.

MY Lords Commissioners of the Admiralty having received the Report of the Committee of Naval Officers, appointed to inquire into and report on the conduct of the officers intrusted with the command of the late expedition in search of Captain Sir John Franklin and party, and whether everything was done by them to carry into effect their instructions, and to prosecute the search for the missing ships, I am commanded by their Lordships to request you will accept for yourself, and convey to the other officers of whom the Committee was composed, the best thanks of the Board of Admiralty for the ability, intelligence, and zeal with which the inquiry has been conducted.

My Lords have perused with the greatest interest the Report, as well as the evidence which the Committee have thought fit to take upon the subject, and have much satisfaction in expressing their entire concurrence with the Committee in the opinion expressed by them of the conduct of Captain Austin and the officers engaged in the recent expedition.

I am, &c.

(Signed) J. PARKER.

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